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DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

PO Box 604 Devonport TAS 7310 – 137 Rooke Street, Devonport

Telephone 03 6424 0511

Email council@devonport.tas.gov.au Web www.devonport.tas.gov.au

1 December 2021

Mr T Smith
7 Glen Court
DEVONPORT TAS 7310

Dear Mr Smith

RESPONSE TO QUESTION WITHOUT NOTICE RAISED MONDAY 22 NOVEMBER 2021

I write in response to your question without notice, taken on notice at the Council Meeting on Monday, 22 November 2021, as outlined below.

Q1. Could you provide me a list from your database where there are footpaths in Devonport municipality that have no other footpaths on one side of the street, and have been waiting from eight years and pat 46 years, to have the footpaths constructed, where there are gaps in footpaths on one side of the street that need constructing?

Response

Council cannot provide the data specifically as you have requested. Council increases the connectivity of the path network according to the priorities set out in Council's Pedestrian Strategy, rather than in the order that the requests are made. A map of the path network is available on page 8 of the Strategy, available on Council's website.

Q2. You recently as of October 2021 advertised for the paranapple art centre solar installation project. What is the cost of this project to the ratepayers of Devonport. Why wasn't it included in the initial construction phase when the renovations were taking place?

Response

The budget for the project to install a solar energy system on the paranapple arts centre is \$142,000. It was not included in the scope or the budget of the Art Gallery integration project in 2017-18 but has since become a priority for Council.

Q3. When are you going to upgrade the faded zebra markings, as well as the line markings for the vehicles at the Fourways car park?

Response

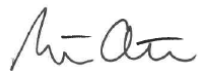
An inspection completed this week has identified that the two pedestrian crossings in the Kempling Street car park require renewal. Work will likely be completed in early 2022, due to the high use of the car park prior to Christmas. The remainder of the line marking is considered adequate in the short term.



The City with Spirit

- 2 -

Yours sincerely

A handwritten signature in black ink, appearing to read 'M. Atkins'.

Matthew Atkins
GENERAL MANAGER



DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

PO Box 604 Devonport TAS 7310 – 137 Rooke Street, Devonport

Telephone 03 6424 0511

Email council@devonport.tas.gov.au Web www.devonport.tas.gov.au

1 December 2021

Mr D Janney
23 Watkinson Street
DEVONPORT TAS 7310

Dear Mr Janney

RESPONSE TO QUESTIONS WITHOUT NOTICE RAISED MONDAY 22 NOVEMBER 2021

I write in response to your questions without notice, taken on notice at the Council Meeting on Monday, 22 November 2021, as outlined below.

Q1. The reseal of part of Don Road last weekend has three manhole covers on the south lane, two of which have big depressions. The sequence of work does not agree with State Growth standards which I understand the Council follows. The Standard states, where specified in clause 407.24(d), all manhole and valve covers shall be raised or lowered to the new surface level prior to asphalt work commencing. When are the two depressions going to be removed by raising the manhole covers?

Response

Two manhole lids will be replaced in coming weeks.

Q2. The lighting at the intersection of Devonport and Stony Rise roads at Spreyton is not up to the standard of the lighting at the roundabout at Watkinson and Steele Streets. When will the lighting be improved at this intersection?

Response

Council's engineering team will assess the lighting at the intersection against the levels described in Council's Public Lighting Strategy and will consider improvement as required and where possible. Please note that lighting Stony Rise Road is a State Government responsibility and lighting locations at the intersection are constrained by the presence of an angled signalised rail crossing.

Yours sincerely

Matthew Atkins
GENERAL MANAGER



The City with Spirit



DEVONPORT CITY COUNCIL

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Telephone 03 6424 0511

Email council@devonport.tas.gov.au Web www.devonport.tas.gov.au

1 December 2021

Mr M Gardam
4 Beaumont Drive
DEVONPORT TAS 7310

Dear Mr Gardam

RESPONSE TO QUESTIONS WITHOUT NOTICE RAISED MONDAY 22 NOVEMBER 2021

I write in response to your questions without notice, taken on notice at the Council Meeting on Monday, 22 November 2021, as outlined below.

Q1. My question is directed to you Mayor Rockliff – At the 2021 AGM you determined from the Chair that no speakers for the motion that Council take such action necessary for a sale of Providore Place, could provide history on Council's past management of this facility and I quote your statements from the Chair when I attempted to do so "Mr Gardam I won't allow it the motion is for the future of Providore Place it's not related to the past." and in response to my query "so you are going to gag me?" you said "I am" and also stated "The motion is about the future of Providore Place and it's not about the past. You may speak about the motion."; accordingly, and considering you were almost picking what I could and could not say line by line, will you now advise precisely on what grounds and authority you determined the past was not relevant to my efforts to convince those in attendance to vote for the motion to take such action necessary for a sale of Providore Place?

Response

The Mayor has confirmed that as designated chairperson of the AGM she used her judgement to facilitate orderly debate and ensure speakers remained focused on matters before the meeting.

Q3. At the October ordinary meeting Cr Perry state that "rent income" of \$1.1 million exceeded loan interest by \$200,000; accordingly will Council advise as to whether the rent income of \$1.1 million as stated by Cr Perry is "gross rent" or "net rent" after all operational costs have been accounted for?

Response

Gross rent

Yours sincerely

Matthew Atkins
GENERAL MANAGER



The City with Spirit

12th December 2021

Devonport City Council
137 Rooke Street
DEVONPORT TAS 7310

Malcolm Gardam
4 Beaumont Drive
MIANDETTA TAS 7310
(Mobile No: 0417 355 813)

ATTENTION: MR. MATTHEW ATKINS – GENERAL MANAGER

RE: QUESTIONS ON NOTICE TO THE DECEMBER 2021 ORDINARY MEETING

Dear Sir,

The following are submitted as questions on notice for the next ordinary meeting scheduled for 20th December 2021. As always, I request that each question be answered separately, albeit Council rarely does.

2021 Annual General Meeting

- Q1.** At the November ordinary meeting I directly asked Mayor Rockliff the following question in relation to her determination as Chairperson at the 2021 AGM regarding the “gagging” of any comments about Council’s past management of Providore Place, “.....will you now advise precisely on what grounds and authority you determined the past was not relevant to my efforts to convince those in attendance to vote for the motion to take such action necessary for a sale of Providore Place?” to which the General Manager responded in writing on the Mayor’s behalf that “*The Mayor has confirmed that as designated chairperson of the AGM she used her judgement to facilitate orderly debate and ensure speakers remained focused on matters before the meeting.*”; accordingly, **will you Mayor Rockliff now advise as to how you knew in advance as to what was going to be said would not be “orderly or remain focused on matters before the meeting”, namely my allotted 3 minutes to speak in favour of a motion before the meeting that Council take such action necessary for a sale of Providore Place?**
- Q2.** Will you Mayor Rockliff, advise as to **which specific section(s) of the Annual General Meeting Guidelines or Local Government (Meeting Procedures) Regulations) you relied on to support your actions/statements on the night** that “*Mr Gardam I won’t allow it the motion is for the future of Providore Place it’s not related to the past.*”, and shortly thereafter, “*The motion is about the future of Providore Place and it’s not about the past. You may speak about the motion.*”?

- Q3.** Further to Q2. above, I ask directly of Mayor Rockliff **why was Council's "past" management record not relevant in attempting to persuade electors in attendance that it was time to vote for a motion that Council take such action necessary for a sale of Providore Place?**
- Q4.** At around the 1 hour 26 minute mark of the AGM video recording Cr Perry took an opportunity to question Mr Bob Vellacott, the mover of a motion that was subsequently passed to extend parking concessions to those paying rates for 50 years or more, to which the Mayor intervened by calling Cr Perry to order three times, albeit without applying the gavel; however, the video shows that the Mayor appeared to be amused with a demeanour more jovial when speaking to Cr Perry than Mr Vellacott and accordingly **I ask you Mayor Rockliff were you aware prior to the meeting that Cr Perry was going to ask the question that he did?**

Please acknowledge receipt and ensure inclusion in full in the 20th December Meeting Agenda.

Yours sincerely,

Malcolm Gardam

CC: Mayor & Councillors

Q&A RVV Dec 2021 - re Milbourne debt Mayors Dec of interest and sale of DCC properties. S&P&D

FROM - ROBERT.B. VELLACOTT (Ratepayer)
11 COCKER PLACE DEVONPORT 7310

TO - MAYOR AND COUNCILLORS '
DEVONPORT CITY COUNCIL
ROOKE ST. DEVONPORT 7310

Questions on Notice for DCC meeting 20th Dec 2021

Question 1 - Subject DCC Media Release – 23rd Nov 2021 “Council supports debt recovery decision”

Mayor - Council’s media release of the 23rd November 2021 stated at the closed/ secret session of the 22nd Nov 2021, when the matter of debt recovery from Charlotte Jack Pty Ltd was being dealt with, stated – “Cr Milbourne and Cr Rockliff declared an interest in the matter and left the meeting prior to discussion and subsequent decision.” Will you, and hopefully you will permit Councillor Sally Milbourne to do so as well, inform ratepayers what necessitated you to declare what interest /s you each of you have in what The Advocate newspaper reported as being an “ Ugly Legal Stoush” between Council and the director of Charlotte Jack Pty Ltd ?

Question 2. Please inform the date that the original Head Lease agreement, for the food pavilion now known as Providore Place, took effect?

Question3. Who negotiated on behalf of council with the director of Charlotte Jack’s in regard to the utility services which are now being disputed?

Question 4. -

(a) Was there a formal/ written agreement between Council and Charlotte Jack Pty Ltd to permit the use of the utility services? Or -

(b) was it just an unwritten gentlemen’s agreement ?

Question 5. What is the expected amount of legal and other costs involved that rate payers will now be required to pay to sort out the alleged non payment pay Charlotte Jack Pty Ltd for utility services?

Question 6. - As of this date 10th Dec 2021 are there any other outstanding debts or issues pertaining to the original and subsequent head leases at Providore Place?

Question 7. - What is the current situation regarding the proposed sale of council properties i.e. car parks and the vacant land corner of Fenton Way and Oldaker Street and is council considering selling off any other assets?

Please include all of the above and the answers to my questions in the December 20th 2021 meeting agenda.

R.B. Vellacott -

11 Dec 2021

Office use
Application no.
Date received:
Fee:
Permitted/Discretionary

Devonport City Council

Land Use Planning and Approvals Act 1993 (LUPAA)

Tasmanian Planning Scheme - Devonport

Application for Planning Permit

Use or Development Site

Street Address: **39A North Fenton Street and 34 Oldaker Street, Devonport**

Certificate of Title Reference No.: **126484/1 and 229547/1**

Applicant's Details

Full Name/Company Name: **6ty° Pty Ltd**

Postal Address: **PO Box 63 Riverside TAS 7250**

Telephone: **0417 921 661**

Email: **gwalker@6ty.com.au**

Owner's Details (if more than one owner, all names must be provided)

Full Name/Company Name: **Housing Tasmania and the Department of Health and Human Services**

Postal Address: **GPO Box 125 Hobart TAS 7001**

Telephone: **0436 802 768 (Stephen Yam)**

Email: **stephen.yam@communities.tas.gov.au**



2001 41 801 44 011
PO Box 604
132 Roke Street
Devonport TAS 7310
Telephone 03 6424 0511
www.devonport.tas.gov.au
council@devonport.tas.gov.au

Sufficient information must be provided to enable assessment against the requirements of the planning scheme.

Please provide one copy of all plans with your application.

Assessment of an application for a Use or Development

What is proposed?: 11-lot subdivision, road and public open space

Description of how the use will operate: The proposed subdivision does not need to be categorised into a Use Class in accordance with clause 6.2.6 of the Scheme.

Use Class (Office use only):

Applications may be lodged by email to Council - council@devonport.tas.gov.au
The following information and plans must be provided as part of an application unless the planning authority is satisfied that the information or plan is not relevant to the assessment of the application:

Application fee

Completed Council application form

Copy of the current certificate of title, including title plan and schedule of easements

Any written permission and declaration of notification required under s.52 of LUPAA

A site analysis and site plan at an acceptable scale on A3 or A4 paper (1 copy) showing:

- The existing and proposed use(s) on the site
- The boundaries and dimensions of the site
- Topography including contours showing AHD levels and major site features
- Natural drainage lines, watercourses and wetlands on or adjacent to the site
- Soil type
- Vegetation types and distribution including any known threatened species, and trees and vegetation to be removed
- The location, capacity and connection point of any existing services and proposed services
- The location of easements on the site or connected to the site
- Existing pedestrian and vehicle access to the site
- The location of existing and proposed buildings on the site
- The location of existing adjoining properties, adjacent buildings and their uses
- Any natural hazards that may affect use or development on the site
- Proposed roads, driveways, parking areas and footpaths within the site
- Any proposed open space, common space, or facilities on the site
- Proposed subdivision lot boundaries (where applicable)
- Details of any proposed fencing

Where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions at a scale of 1:100 or 1:200 on A3 or A4 paper (1 copy) showing:

- Setbacks of buildings to property (title) boundaries
- The internal layout of each building on the site
- The private open space for each dwelling
- External storage spaces
- Parking space location and layout
- Major elevations of every building to be erected
- The relationship of the elevations to existing ground level, showing any proposed cut or fill
- Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites
- Materials and colours to be used on roofs and external walls

Details of any signage proposed

Value of use and/or development

\$400,000.00

Notification of Landowner/s (s.52 Land Use Planning and Approvals Act 1993)

If land is not in applicant's ownership

I, **George Walker** Digitally signed by George Walker
DN: cn=George Walker, o=Devonport City Council, ou=City of Devonport, email=george.walker@devonportcity.tas.gov.au, c=au declare that the owner/s
of the land has/have been notified of my intention to make this application.

Applicant's signature: **Richard Gilmour, Director Portfolio &
Supply, Department of Communities**

RG

Date: 12 May 2021

If the application involves land owned or administered by the Devonport City Council

Devonport City Council consents to the making of this permit application.

General Manager's signature:

Date:

If the application involves land owned or administered by the Crown

**John Backhouse, Manager Accommodation
Planning, Department of Health**

Crown consent must be included with the application.

Signature & Date:

John Backhouse
25/5/21

Instrument of Delegation dated 6 July 2018

Signature

I apply for consent to carry out the use and development described in this application. I declare that all the information given is true and correct. I also understand that:

- if incomplete, the application may be delayed or rejected; and
- more information may be requested in accordance with s.54 (1) of LUPAA.

PUBLIC ACCESS TO PLANNING DOCUMENTS - DISCRETIONARY PLANNING APPLICATIONS (s.57 of LUPAA)

I understand that all documentation included with a discretionary application will be made available for inspection by the public.

Applicant's signature: **George Walker** Digitally signed by George Walker
DN: cn=George Walker, o=Devonport City Council, ou=City of Devonport, email=george.walker@devonportcity.tas.gov.au, c=au

Date:

PRIVACY ACT

The personal information requested on this form is being collected by Council for processing applications under the *Land Use Planning and Approvals Act 1993* and will only be used in connection with the requirements of this legislation. Council is to be regarded as the agency that holds the information.

Fee & payment options

DD

Pay by Direct Deposit – BSB: 067-402 Account No. 000 000 13 – Please quote your application number.



Pay in Person at Service Tasmania – Present this notice to any Service Tasmania Centre, together with your payment. See www.service.tas.gov.au for opening hours.



Pay by Phone – Please contact the Devonport City Council offices on 64240511 during office hours, Monday to Friday.



Pay by Post – Cheques should be made payable to Devonport City Council and posted to PO Box 604, Devonport, Tasmania, 7310.

Department of Communities Tasmania

PORTFOLIO AND SUPPLY UNIT

GPO Box 65, HOBART TAS 7001 Australia

Ph: 1300 135 513

Web: www.communities.tas.gov.au



Contact: Stephen Yam
Phone: 03 6777 1307
Mobile: 0436 802 768
E-mail: stephen.yam@communities.tas.gov.au

The General Manager
Devonport City Council
137 Rooke Street
DEVONPORT TAS 7310

To whom it may concern,

Subject: Development Applications pursuant to S.52(1F) of the Land Use Planning and Approvals Act 1993.

Property: 39A North Fenton Street Devonport.

PID: 6289909.

Title Ref: 126484/1.

Pursuant to S.52(1F) of the *Land Use Planning and Approvals Act 1993* I, Richard Gilmour, as an authorised delegate under Section 6AB of the *Homes Act 1935*, hereby give permission for 6ty Pty Ltd to lodge a Development Application and any associated documentation, on behalf of Communities Tasmania for 39A North Fenton Street Devonport, being land in the ownership of the Director of Housing.

If you have any questions regarding this letter, please don't hesitate to contact the above officer on the listed contact details.

Yours sincerely,

Richard Gilmour
Director, Portfolio & Supply
Department of Communities Tasmania

Dated 27 April 2021

Department of Health

GPO Box 125, HOBART TAS 7001 Australia
Web: www.health.tas.gov.au



Contact: John Backhouse
Phone: (03) 6166 1582
E-mail: john.backhouse@health.tas.gov.au
File: F17/000481

Planning Officer
Devonport City Council
137 Rooke Street
DEVONPORT TAS 7310

Subject: Development Application 34 Oldaker Street Devonport

Under the Minister for Health's instrument of delegation dated 6 July 2018, I approve the Director of Housing's consultant 6ty Pty Ltd to lodge a development planning application to Council that includes the Crown Land under the portfolio management of the Department of Health at 34 Oldaker Street, Devonport PID 6304419.

That portion of 34 Oldaker Street required for the Director of Housing's project at 39A North Fenton Street, Devonport will be recommended to the Minister for Crown lands for approval to transfer to the Director of Housing.

A handwritten signature in black ink, appearing to read "John Backhouse".

John Backhouse
Manager, Accommodation Planning

27 April 2021

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 126484	FOLIO 1
EDITION 4	DATE OF ISSUE 14-Nov-2017

SEARCH DATE : 28-May-2021

SEARCH TIME : 02.49 PM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 1 on Plan 126484

Derivation : Part of Lot 2 (Section H.h.) Gtd. to G. Pullen

Part of Lot 3 (Section H.h.) Gtd. to A.F. Rooke

Prior CTs 238547/1 and 219213/16

SCHEDULE 1

M655904 TRANSFER to DIRECTOR OF HOUSING Registered
14-Nov-2017 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

118583 BOUNDARY FENCES CONDITION in Transfer

A216769 AGREEMENT creating fencing covenant Registered
29-Apr-1965 at noon

C30197 ADHESION ORDER under Section 110 of the Local
Government (Building and Miscellaneous Provisions)
Act 1993 Registered 27-Jun-1997 at noon

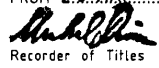
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

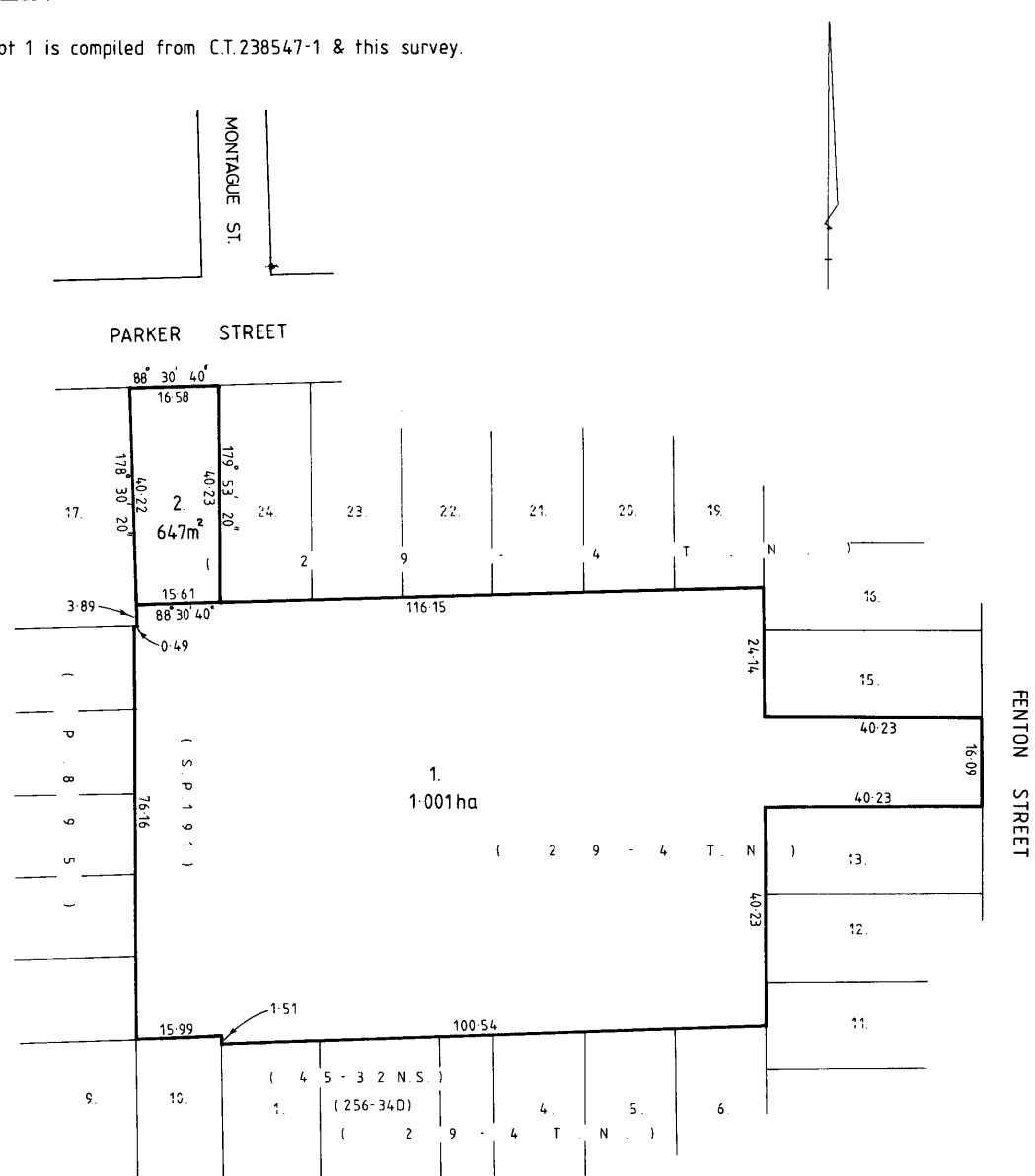
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER RE & P J RAGG DEVONPORT COUNCIL FOLIO REFERENCE C.T.VOL. 219213FOL16 C.T.VOL. 238547FOL1 GRANTEE PART OF LOT 2, Sec.Hh. 5-2-16 GTD TO GEORGE PULLEN PART OF LOT 3, Sec.Hh. 5-2-16 GTD TO ADOLPHUS FREDERICK ROOKE.	PLAN OF SURVEY BY SURVEYOR K.R.MICHELL OF K.R.MICHELL & ASSOC. P/L 64 BEST ST. DEVONPORT, 7310 LOCATION CITY OF DEVONPORT Sec.Hh. SCALE 1:750 LENGTHS IN METRES	REGISTERED NUMBER <h1 style="margin: 0;">P126484</h1> APPROVED EFFECTIVE FROM 2.3.MAY.1997  Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 108 (444452)	LAST UPI No. 4603593 FDM34	LAST PLAN P127797 No. 54494 P238547
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

Lot 1 is compiled from C.T.238547-1 & this survey.



A-148



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 229547	FOLIO 1
EDITION 2	DATE OF ISSUE 15-Sep-1999

SEARCH DATE : 28-May-2021

SEARCH TIME : 02.50 PM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 1 on Plan 229547

Derivation : Part of Lot 3 Section H.h. granted to Adolphus
Frederick Rooke and duly surrendered as appears by Transfer No.
A360743

Prior CT 3071/63

SCHEDULE 1

A360743 THE CROWN

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469
TASMANIA
REAL PROPERTY ACT, 1862, as amended



CERTIFICATE OF TITLE

Register Book
Vol. Fol.

3071 63

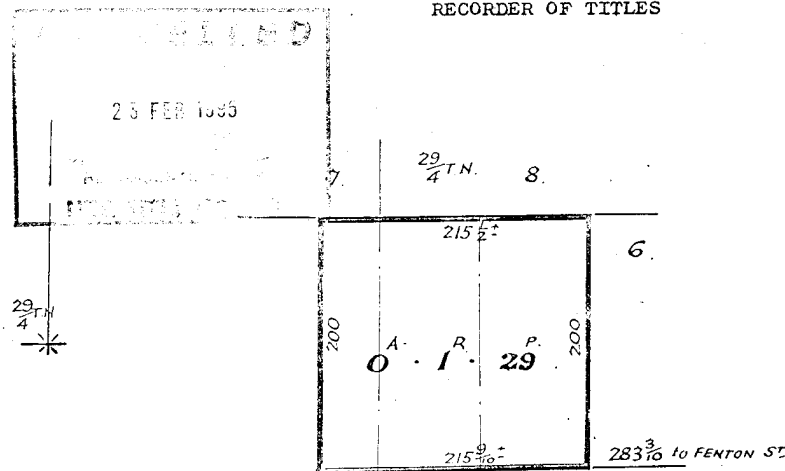
HER MAJESTY THE QUEEN is now seised in demesne by right of Her Imperial Crown subject nevertheless to such encumbrances liens and interests as are notified by Memorial underwritten or endorsed hereon of all that piece of land situated in the Town of Devonport containing

ONE ROOD TWENTY NINE PERCHES

on the Plan hereon and being part of Lot 3 Section H.h.
delineated in the public maps of the State deposited in the Office of the Surveyor-General originally granted to ADOLPHUS FREDERICK ROOKE
and duly surrendered as appears by TRANSFER NO. A360743

IN WITNESS whereof I have hereunto signed my name and affixed my seal this

RECORDED OF TITLES



OLDAKER ST

Meas. are in Links. 29/4T.N.

FIRST. Edition. Registered

Derived from C.T. Vol. 701 Fol. 17 Transfer A360743-The Equity Trustees Co. of Tas. Ltd. and anor.

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

REGISTERED NUMBER
229547



39A NORTH FENTON STREET,

11 LOT SUBDIVISION

DEVONPORT

TRAFFIC IMPACT ASSESSMENT



Traffic Impact Assessment



**39A North Fenton Street
11 Lot Subdivision
Devonport**

TRAFFIC IMPACT ASSESSMENT

- Final
- November 2021

Traffic & Civil Services
ABN 72617648601
1 Cooper Crescent
RIVERSIDE
Launceston TAS 7250 Australia
P: +61 3 634 8168
M: 0456 535 746
E: Richard.burk@trafficandcivil.com.au
W: www.trafficandcivil.com.au

Traffic Impact Assessment



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Traffic Impact Assessment



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Document history and status

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Traffic Impact Assessment



1. Introduction

1.1 Background

In accordance with Tasmanian Planning Scheme – Devonport 2020 requirements a Traffic Impact Assessment (TIA) is required to be submitted with the development application for the proposed 11 residential lot subdivision at 39A North Fenton Street, Devonport. The TIA must provide details as follows:

- Anticipated additional traffic and pedestrian movements.
- The significance of the impact of these movements on the existing road network.
- Any changes required to accommodate the additional traffic.

The TIA has been prepared based on Department of State Growth (DSG) guidelines.

1.2 Objectives

A Traffic Impact Assessment is a means for assisting in the planning and design of sustainable development proposals that consider:

- Safety
- Capacity
- Equity and social justice
- Economic efficiency
- The environment
- Future development

This report considers traffic projections to 10 years beyond the opening of the development.

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on North Fenton Street, and the closest junctions of Oldaker Street and Parker Street.

1.4 References

- RTA Guide to Traffic Generating Development 2002
- Tasmanian Planning Scheme – Devonport 2020
- Austroads Guidelines:
 - Road Design Part 4A: Unsignalized & Signalised Intersections 2021.
 - Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.
- LGAT Tasmanian Standard Drawings (Dec 2020)

Traffic Impact Assessment



1.5 Statement of Experience and Qualifications

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements. Richard's experience and qualifications include:

- 34 years professional experience in road and traffic engineering industry
 - Manager Traffic Engineering at the Department of State Growth until May 2017.
 - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

A handwritten signature in blue ink, appearing to read 'R Burk', is placed above the printed name of the signatory.

Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng

Director Traffic and Civil Services Pty Ltd

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1.6 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stated number of days in that period.
Austrorads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experiences by a vehicle or pedestrian with reference to a base travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of-way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

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Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster. A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.7 Site Specific Glossary of Terms

DCC	Devonport City Council
SSA	Safe System Assessment

Traffic Impact Assessment



2. Site Description

The proposed subdivision development site is at Devonport with the proposed access onto North Fenton Street 90m north of the Oldaker Street junction and 72m south of the Parker Street roundabout. The development site location, street network and proposed subdivision layout are shown in figures 1-4 respectively.

Figure 1 - Location of proposed development



Source: LISTmap, DPIPW

Figure 2 – Aerial view of road network adjacent the development site



Source: LISTmap, DPIPW

Traffic Impact Assessment

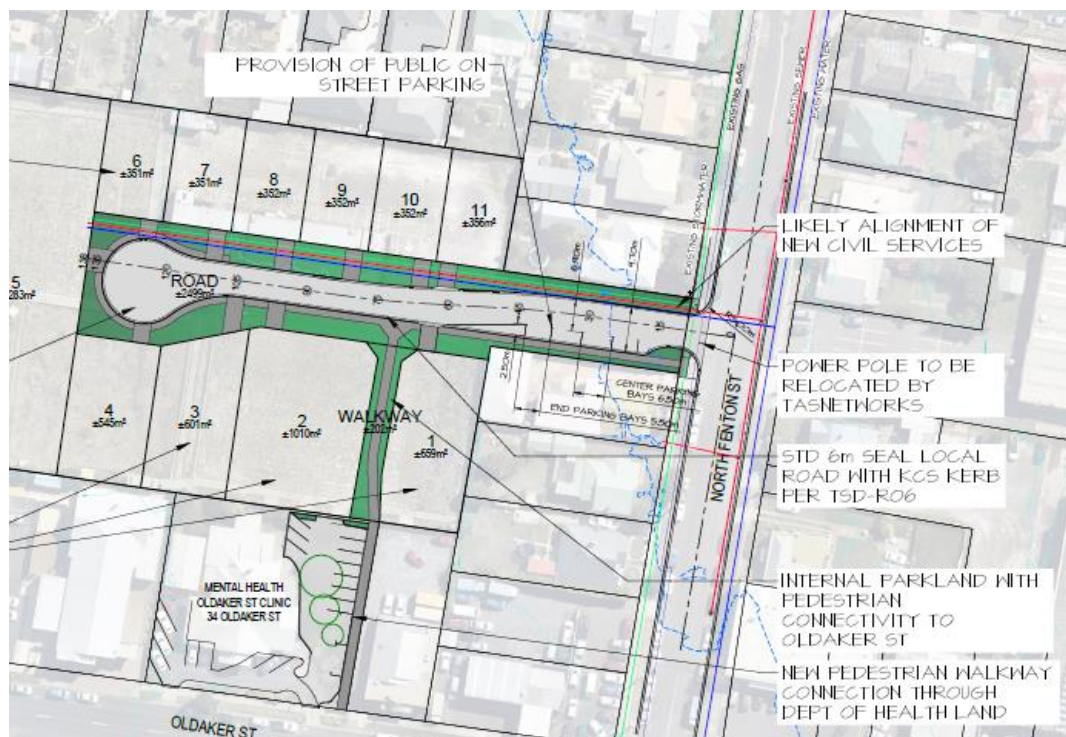


3. Development Proposal & Planning Scheme

3.1 Description of Proposed Development

An 11-lot subdivision of 39A North Fenton Street is proposed, see Figure 3. The proposed subdivision layout plan is attached in Appendix A.

Figure 3 – Proposed subdivision layout



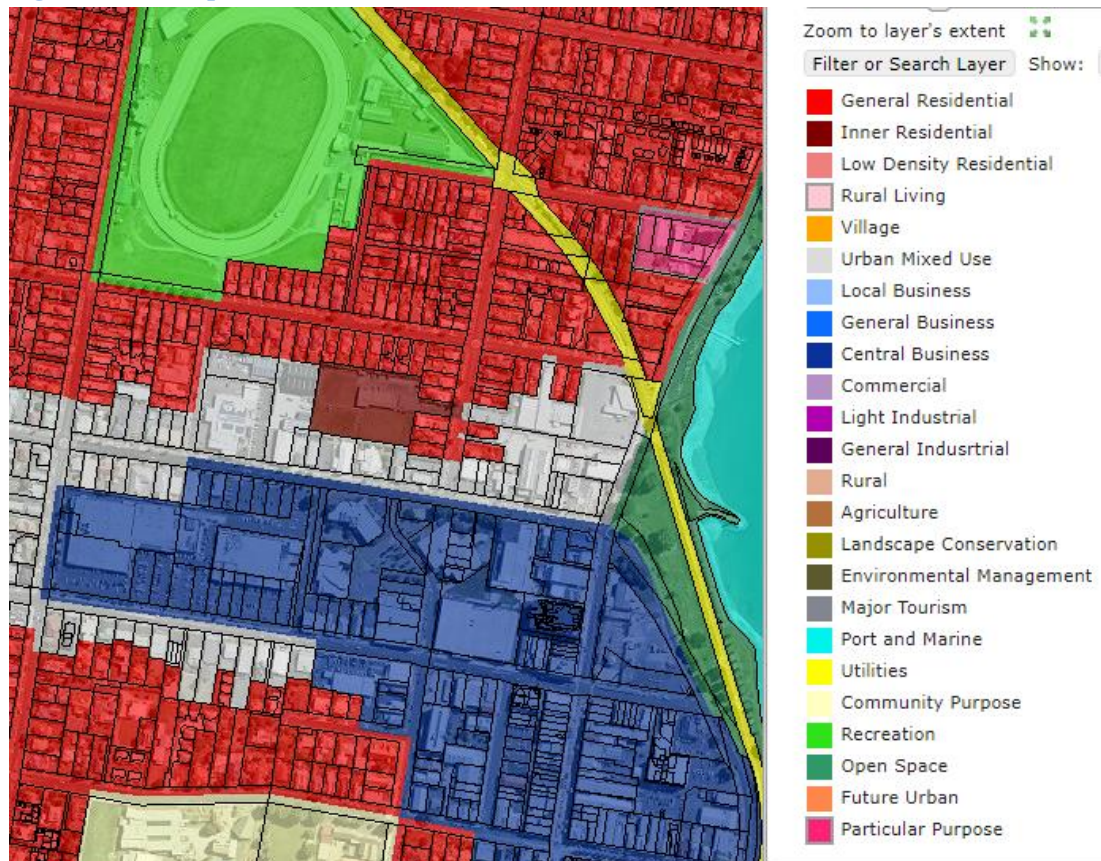
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3.2 Council Planning Scheme

The proposed development site zoning is shown in Figure 4, as per the Tasmanian Planning Scheme - Devonport 2020.

Figure 4 – Development site zoned Inner Residential



Source: LISTmap, DPIPW

3.3 Local Road Network Objectives

To ensure safe and efficient operation of Council Roads.

Traffic Impact Assessment



4. Existing Conditions

4.1 Transport Network

The transport network adjacent to the proposal consists of Oldaker Street to the South, Parker Street to the North, Gunn Street to the West, North Fenton Street and Victoria Parade along the Mersey River to the East. The Devonport CBD is immediately South of Oldaker Street.

Oldaker Street, Parker Street and Victoria Parade have major Collector Road functions and Gunn Street has a minor Collector Road function. North Fenton Street is a residential street.

This TIA considers the Oldaker Street / North Fenton Street junction and North Fenton Road / Proposed Road junction as these junctions are the most impacted by the proposal.

None of these roads are part of the Tasmania's 26m B Double network, see Appendix D.

4.2 Oldaker Street

Oldaker Street is a 2-lane 2-way road with 3.6m traffic lanes and a 13.3m width from face to face of kerb. The speed limit is 50km/h and estimated AADT from TCS traffic survey is 4,600 vpd (2021).

There are footpaths both sides of the road and pedestrian refuge island are provided for pedestrians to cross the road. On-street parking is available both sides of the road. The road is well delineated and has street lighting and is constructed to a high standard and in excellent condition.

4.3 North Fenton Street

North Fenton Street is a 2-lane 2-way road with 3.6m traffic lanes and a 12.5m width from face to face of kerb. The speed limit is 50km/h and estimated AADT from TCS traffic survey is 1,260 vpd (2021).

There are footpaths and on street parking both sides of the road. The road is delineated with a Separation Line and street lighting and is constructed to an appropriate standard and in average condition.

4.4 Oldaker Street / North Fenton Street junction

The Oldaker Street / North Fenton Street junction has a Simple Right and Left layout, see Figure 5. Figures 6-11 show the nature of the junction approaches.

Traffic Impact Assessment



Figure 5 – Aerial view of the Oldaker Street / North Fenton Street junction



Source: LISTmap, DPIPWE

Figure 6 – Looking right along Oldaker Street from North Fenton Street



Figure 7 – Looking left along Oldaker Street from North Fenton Street



Traffic Impact Assessment



Figure 8 – Oldaker Street Eastern approach at North Fenton Street



Figure 9 – Oldaker Street Western approach at North Fenton Street



Figure 10 - Parking controls along Oldaker Street opposite North Fenton Street



Traffic Impact Assessment



Figure 11 - North Fenton Street approach to Oldaker Street



4.5 North Fenton Street / Proposed Road junction

The North Fenton Street / Proposed Road junction is currently a driveway, see Figure 12. Figures 6-11 show the nature of the proposed junction approaches.

Figure 12 – Existing and proposed junctions with North Fenton Street.



Source: LISTmap, DPIPWE

Traffic Impact Assessment

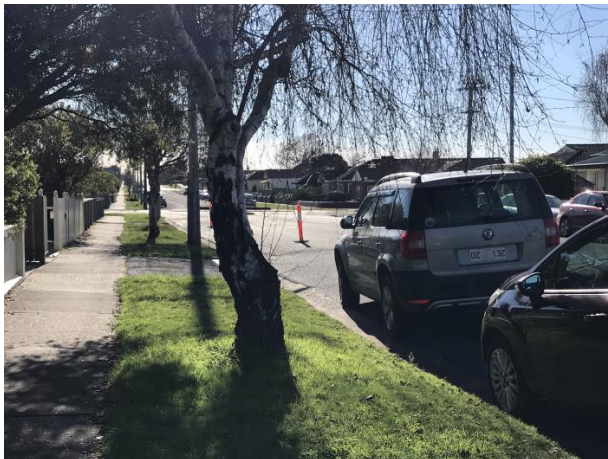


Figure 13 – Looking right along North Fenton Street from the proposed road



Sight distance
right is 95m.

Figure 14 – Looking left along North Fenton Street from the proposed road



Sight distance
left is 80m.

Figure 15 – North Fenton Street Northern approach to the Proposed Road junction.



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Figure 16 – North Fenton Street Northern approach at the Proposed Road junction.



Figure 17 – North Fenton Street existing driveway to 39A North Fenton Street.



Figure 18 – North Fenton Street Southern approach at the Proposed Road junction.



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Figure 19 – North Fenton Street existing driveway to 39A North Fenton Street.



Telstra Pit and
access chamber

Figure 20 – North Fenton Street existing driveway to 39A North Fenton Street.



Gas
infrastructure
markers

Figure 21 – North Fenton Street existing driveway to 39A North Fenton Street.



Traffic Impact Assessment



Figure 22 – North Fenton Street existing driveway to 39A North Fenton Street.



**Stormwater
Facility.**

Figure 23 – North Fenton Street existing driveway to 39A North Fenton Street.



**Water
Facility.**

Traffic Impact Assessment



4.6 Traffic Activity

4.6.1 North Fenton Street

Traffic count data collected by TCS in July 2021 indicates a midday peak hour traffic activity in the order of 126 vph. TCS traffic survey data is attached in Appendix B.

2021 Traffic Activity

Oldaker Street Midday

- Eastbound 252 vph
- Westbound 208 vph
- Estimated AADT 4,600 vpd

North Fenton Street Midday

- Northbound 74 vph
- Southbound 52 vph
- Estimated AADT 1,260 vpd

Estimated 2031 Traffic Activity

Oldaker Street Midday

- Eastbound 277 vph
- Westbound 229 vph
- Estimated AADT 5,060 vpd

North Fenton Street Midday

- Northbound 81 vph
- Southbound 57 vph
- Estimated AADT 1,380 vpd

4.7 Crash History

The DSG is supplied with reported crashes by Tasmania Police. The DSG maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

The DSG 5-year crash history for North Fenton Street (Oldaker to Parker St) identifies no reported crashes as of 19 July 2021.

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4.8 Road Safety

4.8.1 North Fenton Street Safety Review

From Road Safety Review, there do not appear to be any hazards or traffic safety issues with North Fenton Street (Oldaker Street to Parker Street).

4.8.2 Safe Systems Assessment

North Fenton Street has been assessed in accordance with the Austroads Safe System Assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e. 1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable road users are considered along with the most common crash types.

Crash risk scores indicate how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury*.

The SSA crash risk for North Fenton Street (Oldaker to Parker) was assessed as 14/448 which is a very low crash risk score. See Appendix C for the assessment details. Figure 24 indicates the severity of the SSA score.

Figure 24 – Austroads Safe System Assessment alignment between crash score and risk



Traffic Impact Assessment



5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within ten years (2031).

5.1 Traffic Growth

For Oldaker Street and North Fenton Road a compound annual growth of 1% is assumed.

5.2 Trip Generation

Traffic generation rates are sourced from the RTA Guide to Traffic Generating Developments 2002.

- For dwelling houses - 9 daily trips with 0.85 peak hour trips.
- For 2 – bedroom medium density units – 4 daily trip with 0.4 peak hour trips
- For 3-bedroom medium density units – 6 daily trips with 0.6 peak hour trips.

Lots 6,7,8,9, 10 &11 all < 360m² i.e with dwelling houses i.e 54vpd and 5.1 vph

Lot 2 is 1010m² i.e 3 * 2-bedroom units i.e 12 vpd and 1.2vph

Lot 3 &4 are =< 601m² i.e 4 * 2-bedroom units i.e 16 vpd and 1.6vph

Lot 5 is 2,283m² with 7 * 2-bedroom units i.e 28vpd and 2.8 vph

Total traffic generation for 20 dwellings is 110 vpd with 11 vph at peak times.

5.3 Trip Assignment

5.3.1 North Fenton Street / Proposed Road junction

This new junction will provide access to 11 new lots.

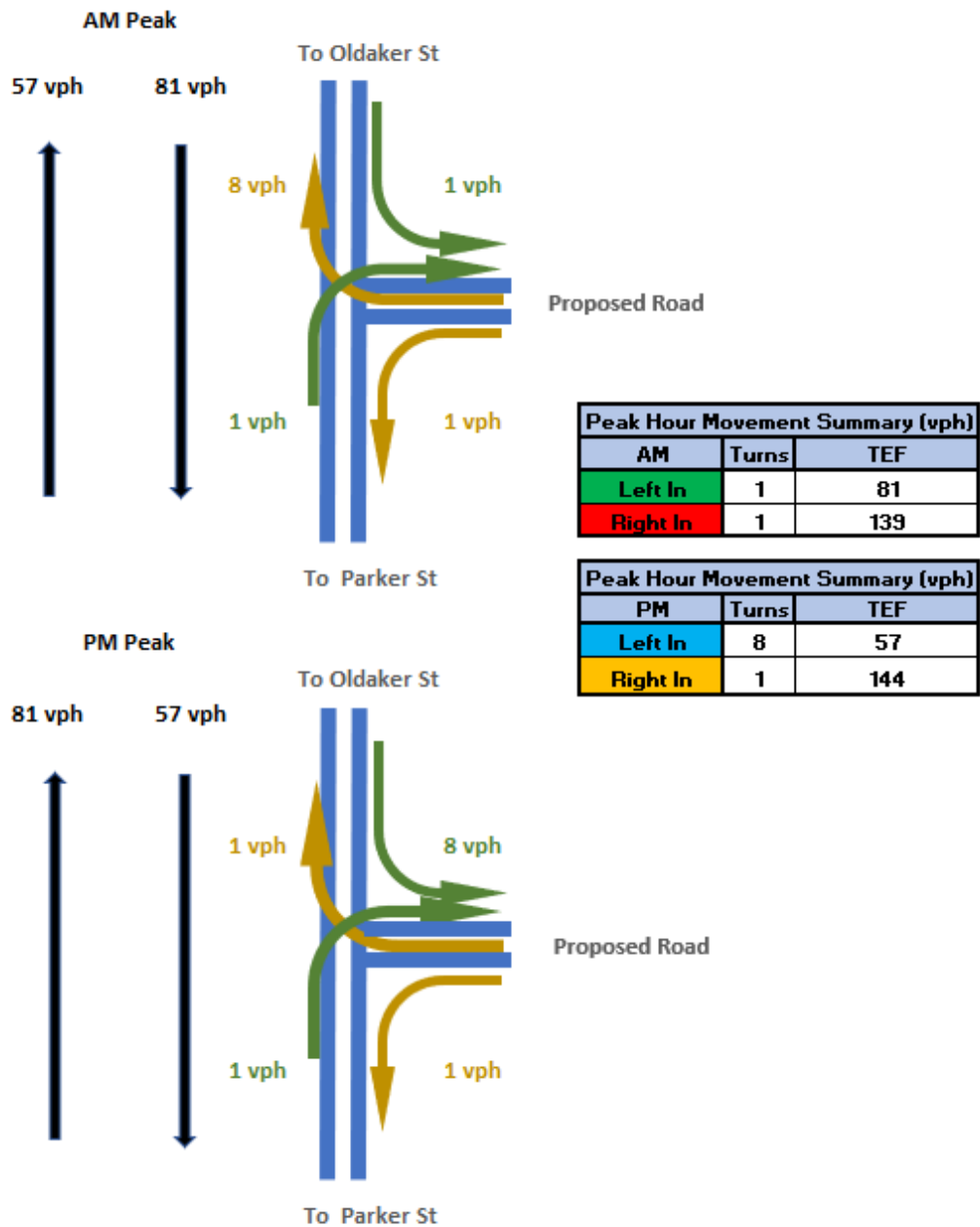
It is estimated that 80% of traffic generated by the subdivision will enter right in or depart left out as the population centroid of Launceston is located well south of the site.

Figure 25 shows assigned traffic movements for 2031.

Traffic Impact Assessment



Figure 25 - Assigned traffic at the North Fenton Street / Proposed Road junction



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6. Impact on Road Network

6.1 Impact of traffic generated by the proposal

This section considers the performance of the proposed junction in 2031 based on assumed background traffic growth of 1.0% and the traffic generated by the proposed development. The proposal is estimated to increase traffic on North Fenton Street by 99vpd at the proposed junction.

6.2 Sight Distance requirements

Sight distance requirements are summarised in Figure 26.

Figure 26 – Sight distance requirements summary

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	SISD(m) Austroads	Available		SSD (m) AS/NZS 2890.1
				Left(m)	Right(m)	
North Fenton - Proposed	50	45	85	80	95	45
Lot 1-11 accesses	50	40	73	>=35	>=35	35

Compliant with Austroads

Compliant with AS / NZS 2890.1

Marginally non compliant with Austroads

Sight distance looking left (North) along North Fenton Street from the proposed access is 80m which is marginally less than the Austroads SISD guideline of 85m. As the North Fenton Road / Parker Street intersection to the North is managed with a roundabout with no reported 5-year crash history, no mitigation of the minor shortfall in sight distance is necessary and 80m is considered acceptable.

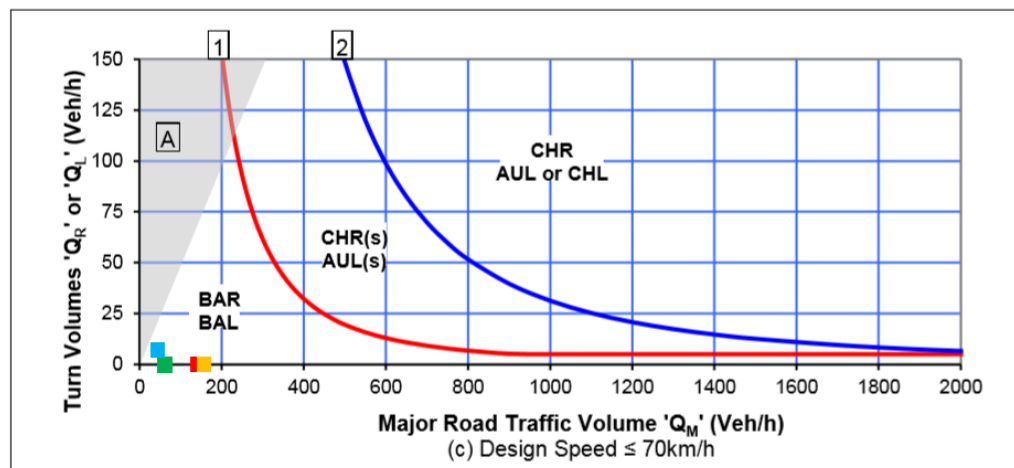
6.3 Austroads Junction Warrant

The junction layout required is based on Austroads Guidelines which take into account the standard of the road, speed limit and volume of through and side road traffic. See figure 27 for the junction warrants summary.

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Figure 27 – Austroads Junction Warrant for North Fenton St / Proposed Rd junction



Peak Hour Movement Summary (vph)		
AM	Turns	TEF
Left In	1	81
Right In	1	139

TEF | Total Effected Traffic

Peak Hour Movement Summary (vph)		
PM	Turns	TEF
Left In	8	57
Right In	1	144

Figure 27 provides evidence that by 2031 a Simple Left and right turn junction layout is adequate.

It is also clear from Figure 27 that if the traffic activity on:

- North Fenton Street is more than double estimated AADT for 2031, the warranted junction layout would be the same. The traffic estimates used in the report are considered adequate to establish that flow rates are low and with no capacity issues.
- the proposed road was from 40 units rather than the assumed 20 units, the warranted junction layout would be the same. The traffic estimates used in the report are considered adequate to establish that flow rates are low with no capacity issues.

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6.4 Tasmanian Planning Scheme – Devonport 2020

Road and Railway Assets Code C3

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Acceptable solution A1.4: Vehicular traffic to and from the site, using and existing vehicle crossing or private level crossing will not increase by more than:

- (a) The amounts in Table C3.1
- (b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and

A1.4 is not satisfied from Table C3.1 as proposal involves up to 99vpd i.e more than 40 vehicle movements per day for vehicles up to 5.5m in length.

Performance Criteria P1: Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

- (a) any increase in traffic caused by the use.
 - (b) the nature of the traffic generated by the use.
 - (c) the nature of the road.
 - (d) the speed limit and traffic flow of the road.
 - (e) any alternative access to a road.
 - (f) the need for the use.
 - (g) any traffic impact assessment; and
 - (h) any advice received from the rail or road authority.
- (a) The increase in traffic due to the proposal is 99vpd or 9vph at peak times. From review of Austroads junction warrants a Simple Right and Left turn junction layout is adequate for the proposed North Fenton Street / Proposed Road junction.
- (b) The nature of the traffic generated by the use will be 98% light vehicles post residential construction phase.
- (c) The Proposed Road will be constructed to a 6.9m width with kerb and channel and footpath consistent with the roads function as a residential access road.
- (d) The General Urban Default Speed Limit of 50km/h will apply which is appropriate for the traffic activity and function of the proposed road.
- (e) There is no alternative access to the development site.

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- (f) The proposal is consistent with zoning for the area and considered cost effective and efficient infill development.
- (g) This TIA identifies no reason to disallow the proposal due to traffic impacts.
- (h) No rail or road infrastructure is disaffected by the proposal.

In summary there are no traffic safety or capacity issues due to the proposal. **P1 is satisfied.**

Acceptable solution A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction. A1.5 is satisfied.

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve sensitive uses within a road or railway attenuation area.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Not applicable as no subdivision is proposed within a road or railway attenuation area.

6.5 Impact on liveability, safety and amenity of the local area

According to Traffic Engineering and Management – KW Ogden and SY Taylor 1999, Chapter 2.2- Design of New Urban Networks:

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

- *A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.*
- *A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.*
- *A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.*
- *A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and*
- *No single dwelling lot should abut a route with more than 3,000 vpd passing traffic.*

By 2031 the expected traffic activity on the proposed road is 99 vpd so the proposal satisfies all liveability, safety and amenity targets.

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6.6 Other requirements

6.6.1 Environmental

No adverse environmental impact is anticipated in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads, Air Pollution and Dust and Dirt
- Ecological Impacts and Heritage and Conservation

6.6.2 Street Lighting and Furniture

Street lighting in accordance with DCC standards.

6.7 Applicable road standards

6.7.1 Proposed Road

Urban residential cul-de-sac roads with less than 15 tenements and less than 150m in length should be constructed to a minimum road width of 6.9m in accordance with the LGAT Urban Road Typical Cross Section and Pavement Widths Standard Drawing TSD-R06-v1 and TSD-R07-v1 and TSD-R08v1 available online:

<https://www.lgat.tas.gov.au/webdata/resources/files/LGAT%20Standard%20Drawings%20Release%20Version%20Dec%202013.pdf>

6.7.2 Property Accesses

In urban residential zones property accesses should be constructed in accordance with the LGAT Standard Drawing for Urban Road Driveways TSD-R09-v1

6.7.3 North Fenton Street / Proposed Road junction

A Simple Right and Left junction layout is proposed as per DSG Urban Junction standard AD84.001, see Appendix E with 8.8m Rigid Truck as design vehicle for left turn geometry. No junction line marking, or signage is required as the proposed junction and Cul-De-Sac and can operate safely in accordance with the priority rule.

From a traffic engineering perspective, the proposed junction layout is suitable with no conflict with the opposite access to the 7 Parker Street property which has primary carpark access from Parker Street and minor only parking access via North Fenton Street.

In regard to junction sight distance availability options to reduce risk of parked vehicles impeding sight distance include:

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- Reliance on the Tasmanian Road Rules on stopping at intersections. Parking is prohibited within 10m of an unsignalised intersection. This approach relies on road user compliance and enforcement.
- Introduction of No Stopping controls in the form of Yellow Line along the frontages to #37 and #41 North Fenton Street. Both properties have long driveways and off - street garages and do not rely on On-street parking.
- Introduction of No Stopping signs which afford the option of limiting on street parking to by time of day and day of week etc. to suit the situation.
- Introduction of Kerb outstands on North Fenton Street to promote the Holding line and improve sight lines. At this site a kerb outstand would clash with the driveway to #37.

Subject to result of community consultation with relevant residents by Council, installation of at least 10m of Yellow Line either side of the junction outside #37 and #41 North Fenton Street is recommended.

6.7.4 Pedestrian facilities

The proposed road will have footpath one side as per LGAT standard TSD-R06-v1.

Access ramps will be provided at the junction in accordance with LGAT Standard Drawing for Concrete kerbs and Channels and Access Ramps TSD-R18-v3 and DSG Standard Drawing SD-84.001, see Appendix E.

6.8 Transport Planning Considerations

6.8.1 West Bound traffic from North Fenton Road

West bound traffic from North Fenton Road may turn right via the Oldaker Street junction or left via the Parker Street roundabout.

In either case the volume of traffic heading West due to the proposal is estimated at 1-3 vph. At these traffic activity levels the proposal has negligible impact on both intersections.

6.8.2 East Bound traffic from North Fenton Road

East bound traffic from North Fenton Road may turn left via the Oldaker Street junction or right via the Parker Street roundabout.

In either case the volume of traffic heading East due to the proposal is estimated at 1-3 vph. At these traffic activity levels the proposal has negligible impact on both intersections.

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6.9 Tasmanian Subdivision Guidelines Considerations

No issues.

6.10 Provisions for all road users

6.10.1 Light Vehicles

Traffic safety and capacity requirements for light vehicles have been considered and the proposed junction layout is considered suitable in terms of traffic safety and capacity provided recommendations are followed.

6.10.2 Heavy Vehicles

Once fully developed the largest vehicles using the proposed road will be light rigid trucks e.g. garbage collection trucks. Standard 8.8m service vehicles (Garbage Trucks) can turn within an 18m diameter cul-de-sac as proposed. The proposed road width road should not be an issue for waste collection.

Short term access by semi-trailers delivering construction equipment and building materials is assumed. The proposed road is adequate for these purposes.

6.10.3 Public Transport

Mersey Link bus services do not operate on North Fenton Street between Oldaker and Parker Street, see Appendix F.

6.10.4 Vulnerable Road Users

Pedestrians

Pedestrians are provided with footpath both sides of North Fenton Street. The proposed road will have footpath one side as per LGAT standard TSD-R06-v1.

Access ramps will be provided at the junction in accordance with LGAT Standards and the DSG Urban Junction Standard, see Appendix E.

Cyclists

The proposal will not disaffect cyclists.

Motorcyclists

The proposal will not disaffect motorcyclists.

6.11 Services

Figures 19-23 show a range of underground services including gas, telecommunications and stormwater services in the vicinity of the existing driveway likely to be affected by the proposed junction works.

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7. Recommendations and Conclusions

This traffic impact assessment has been prepared to assess the proposed 11 Lot urban residential subdivision of 39A North Fenton Road, Devonport.

It has been prepared following a review of available traffic and crash data, existing conditions, Road Safety Audit, Austroads Safe System Assessment, Austroads junction warrants and relevant traffic standards and residential amenity guidelines.

From Road Safety Review and Safe System Assessment North Fenton Street has been determined to have a very low crash risk. The 5-year reported crash history along North Fenton Road (Oldaker to Parker Streets) records no crashes. Available sight distances are sufficient, see Section 6.2 and Figure 26.

The proposal is estimated to generate 99 vpd and 9 vph at peak times. From review of Austroads junction warrants the proposed North Fenton St. / Proposed Road junction can be adequately cater for estimated traffic with a Simple Urban junction layout, see Appendix E.

Evidence is presented to demonstrate Road and Railway Assets Code C3 requirements of the Tasmanian Planning Scheme – Devonport 2020 is satisfied.

Recommendations:

North Fenton Street / Proposed Road junction

- *Retrofit of Simple Left and Right turn junction geometry as per DSG Urban Junction standard SD 84.001, see Appendix E, with 8.8m Rigid Truck as design vehicle for left turns. No junction line marking, or signage is required as the proposed junction and Cul-De-Sac and can operate safely in accordance with the priority rule.*
- *Provide access ramps to LGAT Standard Drawing TSD – R18-v3.*
- *Subject to result of community consultation with relevant residents by Council, install Yellow Line either side of the junction outside #37 and #41 North Fenton Street to prohibit on street parking within 10m of the junction as discussed in Section 6.7.3.*

Proposed Road

- *Construct the proposed Cul-De-Sac Road consistent with LGAT (Urban Roads Typical Section and Pavement Widths) Standard Drawings TSD- R06-v1 with minimum road width of 6.9m and footpath one side.*
- *Construct accesses to new lots to LGAT Urban Driveway Standard TSD – R09-v1*
- *Provide street lighting to DCC standard.*

Overall, it has been concluded that based on the findings of this report and subject to the recommendations contained in this report, the proposed subdivision will operate safely and efficiently and is supported on traffic grounds.

Traffic Impact Assessment

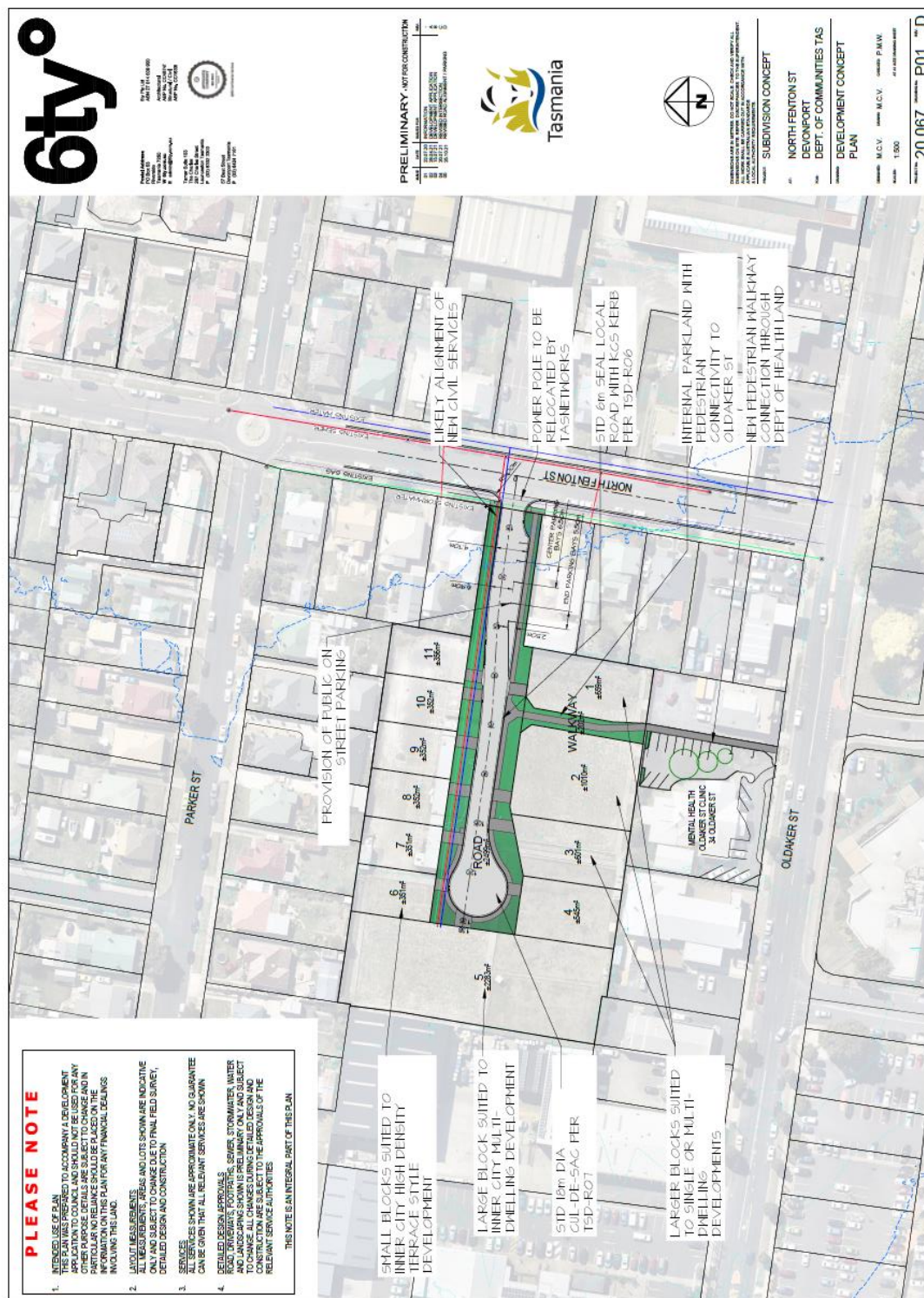


Appendices

Traffic Impact Assessment



Appendix A Subdivision Layout Plan



Traffic Impact Assessment



Appendix B Traffic Survey Data

Turn Count Summary

Location: North Fenton Road at Oldaker Street, Devonport
GPS Coordinates: Lat=-41.422335, Lon=147.135959
Date: 2021-07-06
Day of week: Tuesday
Weather: Overcast
Analyst: Richard Burk

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:45	2	1	3	0	19	2	0	0	0	4	18	0	49
11:50	2	0	4	0	17	2	0	0	0	6	19	0	50
11:55	1	0	4	0	7	0	0	0	0	7	20	0	39
12:00	0	0	4	0	10	1	0	0	0	5	29	0	49
12:05	0	0	3	0	17	0	0	0	0	5	18	0	43
12:10	1	0	2	0	14	0	0	0	0	5	16	0	38

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:45	2	1	3	0	19	2	0	0	0	4	18	0	49
11:50	2	0	4	0	17	2	0	0	0	6	17	0	48
11:55	1	0	4	0	7	0	0	0	0	7	19	0	38
12:00	0	0	4	0	10	1	0	0	0	5	29	0	49
12:05	0	0	3	0	17	0	0	0	0	5	18	0	43
12:10	1	0	2	0	14	0	0	0	0	5	16	0	38

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50	0	0	0	0	0	0	0	0	0	0	2	0	2
11:55	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Impact Assessment



Intersection Count Summary

11:45 - 12:14

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	6	1	20	0	84	5	0	0	0	32	120	0	268

Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	6	1	20	0	84	5	0	0	0	32	117	0	265
Truck	0	0	0	0	0	0	0	0	0	0	3	0	3
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians Summary

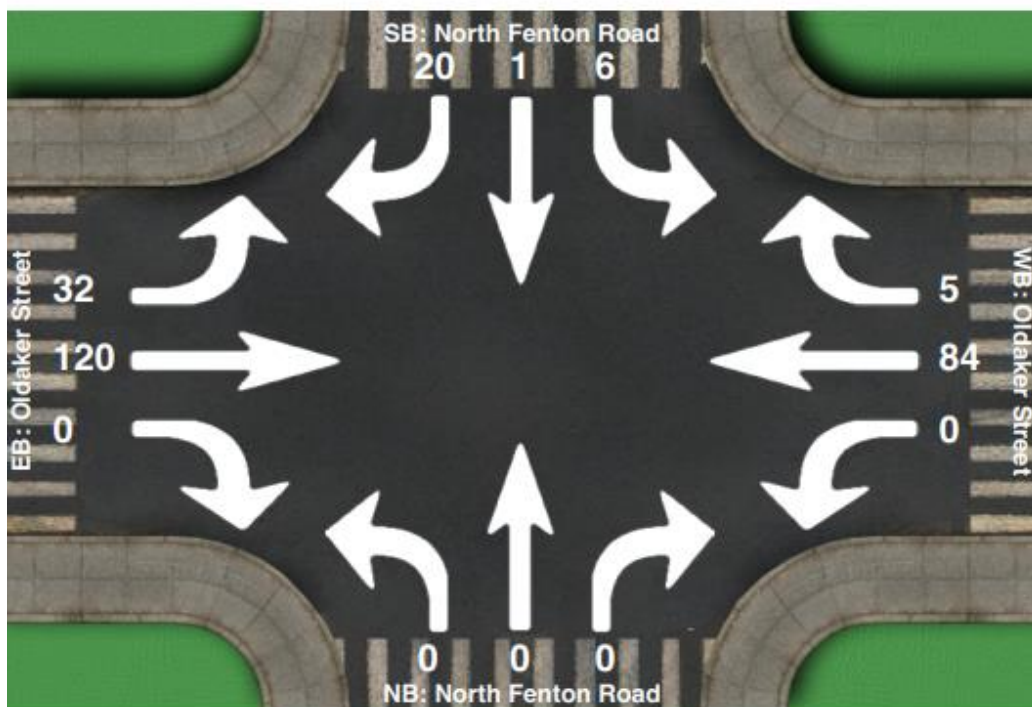
	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	1	11	12	5	1	6	5	0	5	0	0	0	23

Traffic Impact Assessment



Intersection Count Summary

Location: North Fenton Road at Oldaker Street, Devonport
GPS Coordinates: Lat=-41.422335, Lon=147.135959
Date: 2021-07-06
Day of week: Tuesday
Weather: Overcast
Analyst: Richard Burk



Intersection Count Summary

11:45 - 12:14

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	6	1	20	0	84	5	0	0	0	32	120	0	268

Traffic Impact Assessment



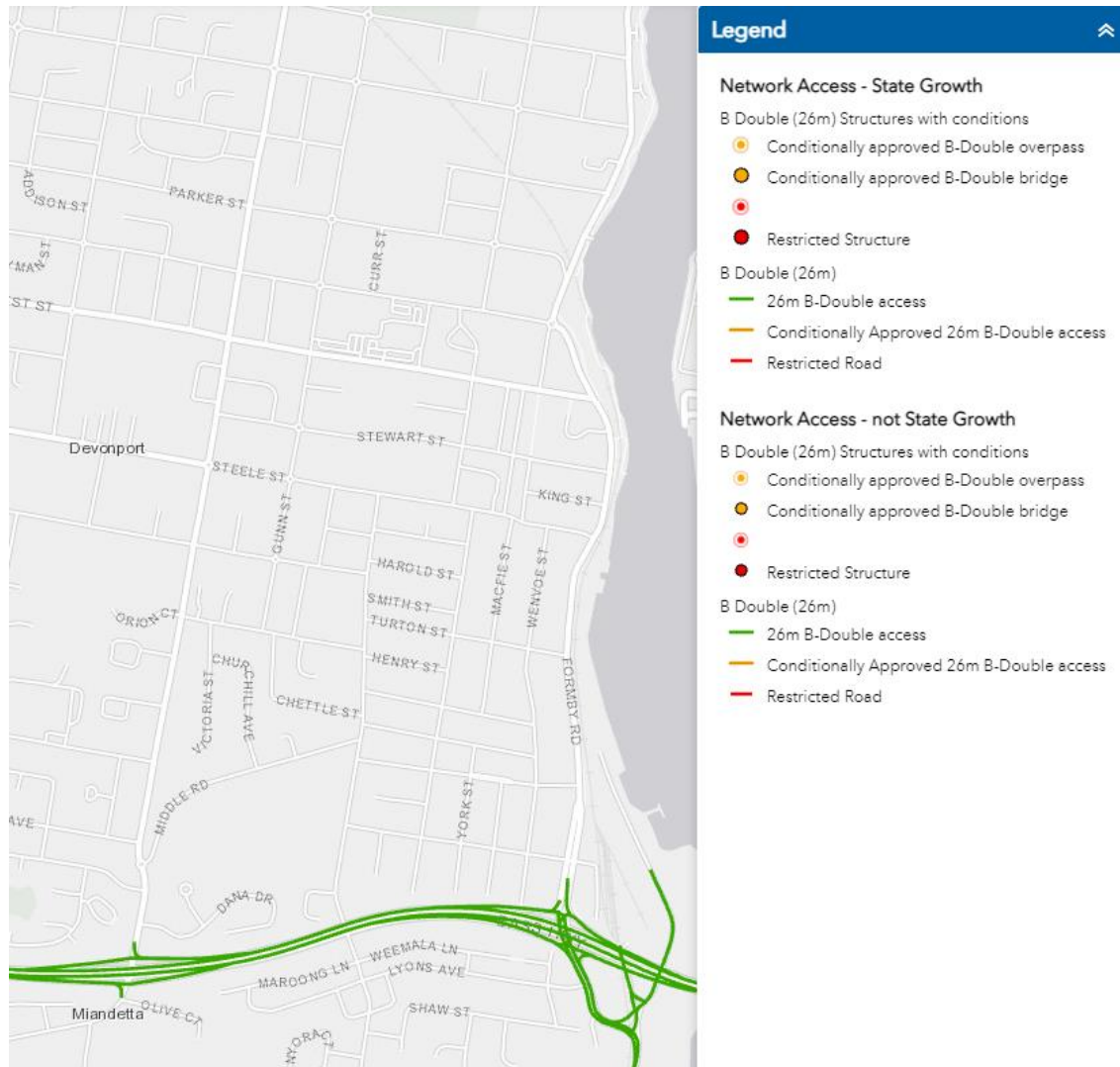
Appendix C – Safe Systems Assessment

Safe System Assessment		Existing situation North Fenton Road (Oldaker to Parker)						
Exposure	Justification (AADT 1,260vpd)	Run-off-road	Head-on	Intersection	Other (Trucks)	Pedestrian	Cyclist	Motorcyclist
	Score / 4	1	1	1	1	1	1	1
Likelihood	Justification	Normal straight road 12.5m wide with on street parking both sides, street lighting and Separation and Separation linemarking	Normal straight road 12.5m wide with on street parking both sides, street lighting and Separation and Separation linemarking	Simple access layout	Normal straight road 12.5m wide with on street parking both sides, street lighting and Separation and Separation linemarking	Footpath both sides of road	Normal straight road 12.5m wide with on street parking both sides, street lighting and Separation and Separation linemarking	Consisted road surface and forward sight distance
	Score / 4	1	1	2	1	1	1	1
Severity	Justification (50km/h speed limit)	40-45 km/h speed environment	40-45 km/h speed environment	40-45 km/h speed environment	40-45 km/h speed environment	40-45 km/h speed environment	40-45 km/h speed environment	40-45 km/h speed environment
	Score / 4	1	1	1	1	3	3	3
Product	Total Score / 64	1	1	2	1	3	3	3
								Total / 448
								14

Traffic Impact Assessment



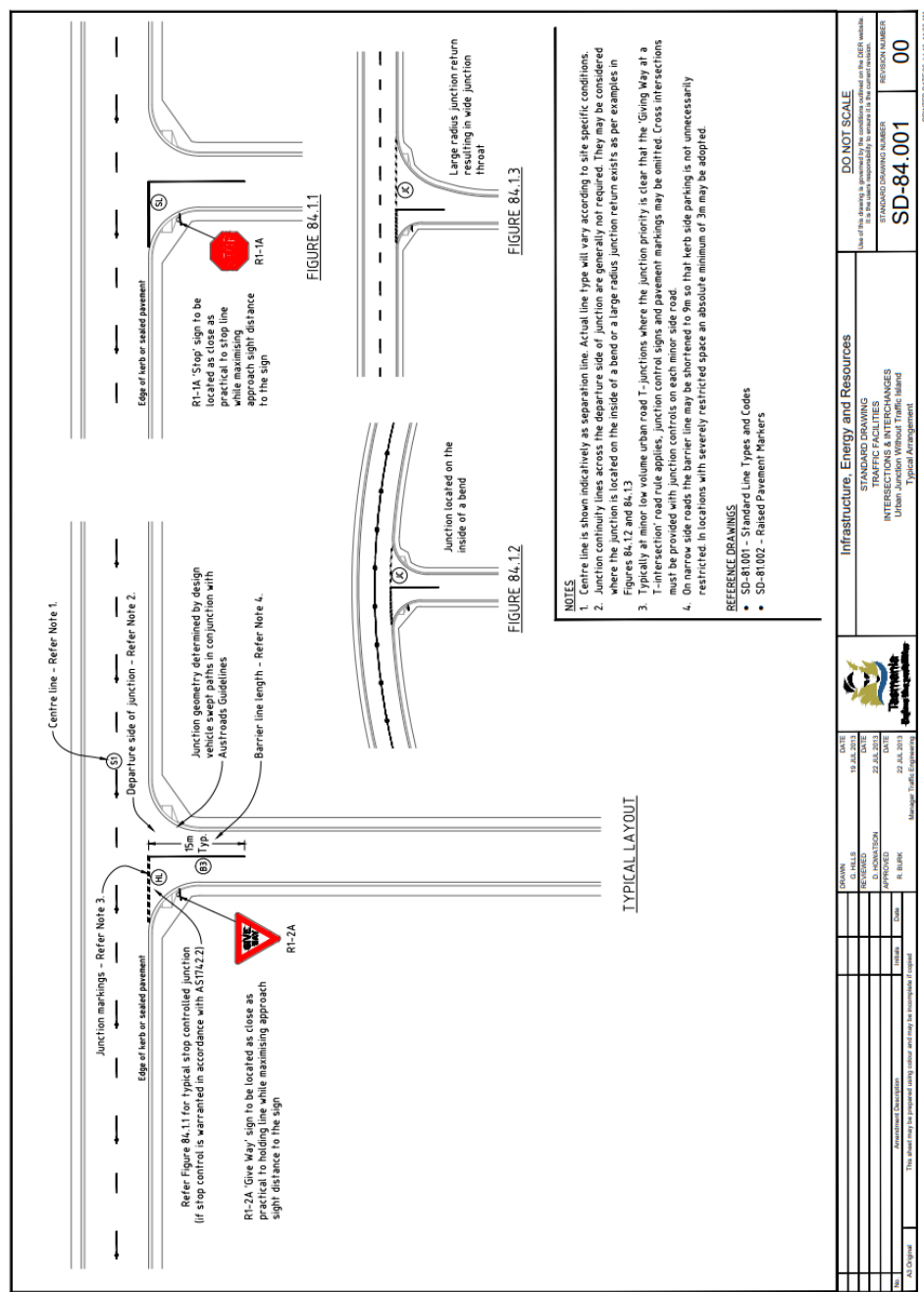
Appendix D – Tas. 26m B Double Network



Traffic Impact Assessment



Appendix E – DSG Urban Junction Layout



Source: DSG Website

https://www.transport.tas.gov.au/_data/assets/pdf_file/0007/112201/SD-84.001-Rev00 - Intersections and Interchanges - Urban Jcn without Traffic Island.PDF



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Architectural
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Structural / Civil
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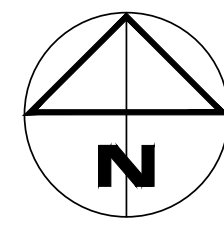
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57 Best Street
Devonport Tasmania
P (03) 6424 7161


APPROVED
COMPANY
ISO 9001
Certification Services

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV.
01	22.07.20	INFORMATION	-
02	28.04.21	DEVELOPMENT APPLICATION	A
03	15.07.21	DEVELOPMENT APPLICATION	B
04	20.07.21	REVISED INTERSECTION	C
05	25.10.21	REVISED ROAD ALIGNMENT / PARKING	D



DIMENSIONS ARE IN METRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: SUBDIVISION CONCEPT

AT: NORTH FENTON ST
DEVONPORT

FOR: DEPT. OF COMMUNITIES TAS

DRAWING: DEVELOPMENT CONCEPT
PLAN

DESIGNED: M.C.V. DRAWN: M.C.V. CHECKED: P.M.W.

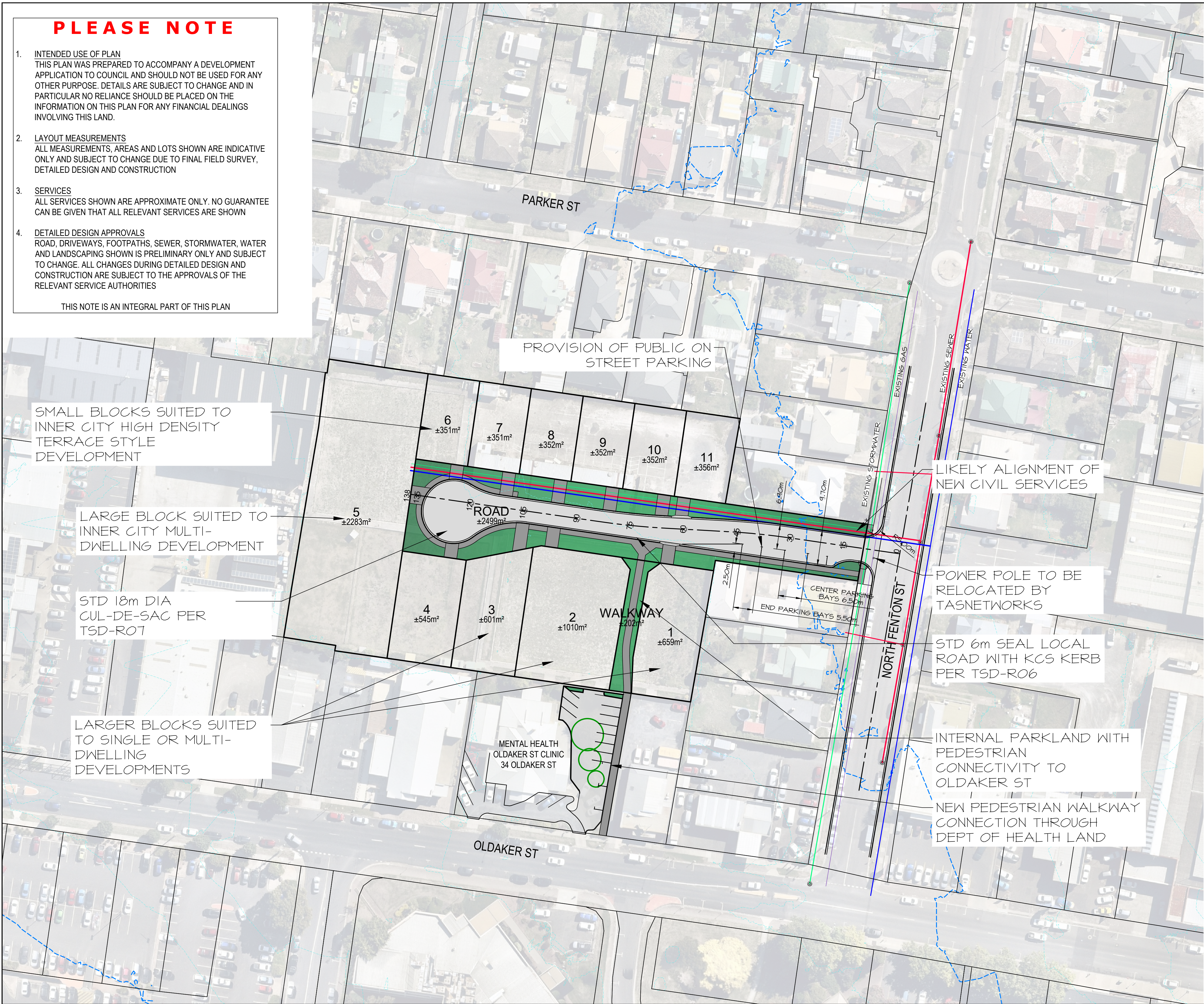
SCALES: 1:500 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.067 DRAWING No. P01 REV. D

PLEASE NOTE

- INTENDED USE OF PLAN**
THIS PLAN WAS PREPARED TO ACCOMPANY A DEVELOPMENT APPLICATION TO COUNCIL AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DETAILS ARE SUBJECT TO CHANGE AND IN PARTICULAR NO RELIANCE SHOULD BE PLACED ON THE INFORMATION ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THIS LAND.
- LAYOUT MEASUREMENTS**
ALL MEASUREMENTS, AREAS AND LOTS SHOWN ARE INDICATIVE ONLY AND SUBJECT TO CHANGE DUE TO FINAL FIELD SURVEY, DETAILED DESIGN AND CONSTRUCTION
- SERVICES**
ALL SERVICES SHOWN ARE APPROXIMATE ONLY. NO GUARANTEE CAN BE GIVEN THAT ALL RELEVANT SERVICES ARE SHOWN
- DETAILED DESIGN APPROVALS**
ROAD, DRIVEWAYS, FOOTPATHS, SEWER, STORMWATER, WATER AND LANDSCAPING SHOWN IS PRELIMINARY ONLY AND SUBJECT TO CHANGE. ALL CHANGES DURING DETAILED DESIGN AND CONSTRUCTION ARE SUBJECT TO THE APPROVALS OF THE RELEVANT SERVICE AUTHORITIES

THIS NOTE IS AN INTEGRAL PART OF THIS PLAN





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Architectural
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ABP No. CC1633i

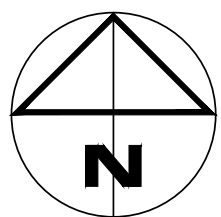
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PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV.
01	06.11.2020	INFORMATION	
02	04.01.2021	REVISED CARPARK LAYOUT	A



DIMENSIONS ARE IN METRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: SUBDIVISION CONCEPT

AT: NORTH FENTON ST
DEVONPORT
FOR: DEPT. OF COMMUNITIES TAS

DRAWING: REVISED PARKING CONCEPT PLAN

DESIGNED: M.C.V. DRAWN: M.C.V. CHECKED: P.M.W.
SCALES: 1:100 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.067 DRAWING No. P02 REV. A

PLEASE NOTE

1. INTENDED USE OF PLAN
THIS PLAN WAS PREPARED TO ACCOMPANY A DEVELOPMENT APPLICATION TO COUNCIL AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DETAILS ARE SUBJECT TO CHANGE AND IN PARTICULAR NO RELIANCE SHOULD BE PLACED ON THE INFORMATION ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THIS LAND.
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THIS NOTE IS AN INTEGRAL PART OF THIS PLAN



- (E) EXISTING PARKING
- (ED) EXISTING DISABLED PARKING
- (O) CURRENT OVERFLOW PARKING
- (P) PROPOSED PARKING
- (DP) PROPOSED DISABLED PARKING

SITE NOTES: SITE HAS BEEN CLASSED AS USER CLASS 1 WITH PROPOSED SPACES ALLOWING FOR 600mm OVERHANG IN ACCORDANCE WITH AS 2890.1 CLAUSE 2.4.1 (a)(i)

From: Horsham, Tamara <tamara.horsham@education.tas.gov.au>
Sent: Monday, 29 November 2021 3:31 PM
To: Devonport City Council
Subject: Representation for PA2021.0068 39A north Fenton Street from Tamara Horsham
Attachments: Planning permit response to 39A Development Dec 2021.docx

To the General Manager

39A north Fenton St application PA 2021.0068

I am the owner of 41 North Fenton St and the planned proposal directly impacts my property. I have attached a representation detailing my concerns about the above planning approval for this subdivisions and the restricted road access.

Regards
Tamara Horsham

CONFIDENTIALITY NOTICE AND DISCLAIMER

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Please consider the environment. Do you really need to print this email?

29 November 2021

Tamara Horsham
PO Box 758 Dev. 7310
Tamara.horsham@gmail.com

The General Manager
Devonport City Council

Dear Sir,

Response to planning application

PA 2021.0068 39A North Fenton St Devonport

The approval says it is an 11-lot subdivision, but both the map and the traffic report refer to a 16-unit subdivision, with Lot 5 having 7, 2 bedroom units. This additional part of the subdivision needs to be considered in relation to the road access.

I am the owner of 41 North Fenton St and I have serious concerns about the designated road for the subdivision for a number of reasons.

- 1) There will be a significant negative environmental impact, on the financial value and liveability of the property, with the designated road being placed so close to my property and the flow of traffic using the road travelling so closely alongside my property.
- 2) The number of residents in the subdivision using the road has been calculated at the minimum and could be considerably higher with the number of bedrooms and sleeping capacity for each unit.
- 3) The loss of on street parking currently a necessity for the property and high level of parking on North Fenton St. in this area.

From the report 6.6 Environment -Negative Environmental impact on my property

For my property at 41 North Fenton St, a significant negative environmental impact, on the financial value and liveability of the property. The road is physically very close to my boundary, the house, and the bedrooms of the home. There is no nature strip or path separating the road from my property. My home is built in 1938 and is very close to the boundary on that side, being only about a metre from the boundary. The designated roadway will be physically very close to my home and the two bedrooms on that side of the house.

I am worried about the physical distance of the road from my boundary. I am concerned about the increased road noise and movement of traffic at all times of the day alongside the entire southern

boundary of my property. The report suggests that 80% of the cars will be turning in from the right (p22). This will mean at night the car head lights will shine directly into my home, the lounge and bedroom windows. And I am also worried about the negative low-quality visual aesthetic of the road entrance to the development.

6.7.1 Urban rd with less than 15 tenants rd width of 6.9 m

The traffic report modelling suggests the number of residents in the subdivision using the road is less than 15 tenants but as the overall subdivision plan shows it is for 16 units then this will mean at least 16 tenants and could be considerably higher with the number of bedrooms and sleeping capacity for each unit for the completed subdivision.

Lot 2, 3, 4 2 bedroom units (16 people)

Lot 5 has 7 x 2 bed units (28 people)

Lots 6, 7, 8, 9, 10, 11 one bedroom units (12 people)

This estate has the potential to house 56 tenants.

Due to the demand for housing with few rental properties available and the high cost of rent there are now very high levels of adult children, and in some cases their children, still living with parents. That is possibly up to three generations living in one house. The evidence for this situation with housing was clearly demonstrated in the recent ABC report on housing in Tas, particularly in our low socioeconomic region. This number of residences would make the road significantly busier than suggested in the report.

The loss of on street parking available for the property.

Page 29

Yellow lines and no parking out the front of my house is a problem as parking out the front of the house is important for larger vehicles

Page 29 dot point 2 Suggesting the long driveway of 41 North Fenton st means there is no need for on street parking.

Yes, 41 North Fenton St, has a long driveway but it is very narrow and not all vehicles are able to park in the drive or to access the garage. Cars today are much wider and larger than when the house was built. To get a car up the drive to the garage, sometimes the side mirrors need to be pulled in, so as not to hit the house or the fence to get up the driveway. If parked in the driveway

itself it is impossible to open the door where there is a fence on one side and the house on the other, even at the bottom of the driveway. At the lower end of the drive, before the house, it is only possible to open the doors on one side of the car. When I had a Nissan Patrol, I was unable to get that up the drive, so it always had to be parked on the street in front of the house.

In the past, I have had both the fence and the house damaged by tradesmen trying to get up the drive with their work vehicles. It is very important for me to have at least one space for parking on the street, out the front of the house.

Significantly more traffic using the road travelling alongside my property

North Fenton St always has high numbers of cars parked along that section of street, particularly by people who work in town, arriving early in the morning and parking there all day on the western side of the street. (as shown by the photos in the report) There are slightly fewer on the eastern side as there is a 2 hr limit on that side.

I am concerned about the restricted road access to the development, the distance of the road to my boundary, and the negative impact this will have both on my property and the general area. The report focuses on the minimum number of residents in the development not the capacity of the units for the completed development.

Yours sincerely

Tamara Horsham

Owner of property 41 North Fenton St.

DEVONPORT CITY COUNCIL
TASMANIAN PLANNING SCHEME – DEVONPORT

**Certification of draft amendment to the Devonport Local Provisions Schedule
AM2021.03 (s.40F Land Use Planning and Approvals Act 1993)**

The Devonport Local Provisions Schedule (forming part of the Tasmanian Planning Scheme) is proposed to be amended as follows:

- (1) Rezone the land identified as 215-221 Tarleton Street, East Devonport (CT21185/3) and part of the adjacent road (CT158438/1) from the General Residential Zone to the Local Business Zone. The area to be rezoned is shown coloured below.



The Devonport City Council resolved at its ordinary meeting of the 20 December 2021 that the abovementioned draft amendment meets the local provisions schedule criteria set out under s.34(2) of the *Land Use Planning and Approvals Act 1993*.

The Common Seal of the Devonport City Council is affixed, pursuant to the Council's resolution of 20 December 2021.

Matthew Atkins
General Manager

Office use
Application no. _____
Date received: _____
Fee: _____
Permitted/Discretionary



Devonport City Council

Land Use Planning and Approvals Act 1993 (LUPAA)

Tasmanian Planning Scheme - Devonport

Application for Planning Permit

Use or Development Site

Street Address: 215-221 Tarleton Street, & Subdivision Road East Devonport

Certificate of Title Reference No.: CT21185/3 & CT158438/1

Applicant's Details

Full Name/Company Name: Donoj Pty Ltd

Postal Address: PO Box 345, Devonport, TAS 7310

Telephone: 0419 023 117

Email: mbest@goodstone.com.au Please CC communications to theresia@eqtownplanning.com.au

Owner's Details (if more than one owner, all names must be provided)

Full Name/Company Name: Donoj Pty Ltd

Postal Address: PO Box 345, Devonport, TAS 7310

Telephone: 0419 023 117

Email: mbest@goodstone.com.au Please CC communications to theresia@eqtownplanning.com.au

ABN: 47 611 446 016

PO Box 604

137 Rooke Street

Devonport TAS 7310

Telephone 03 6424 0511

www.devonport.tas.gov.au

council@devonport.tas.gov.au

Sufficient information must be provided to enable assessment against the requirements of the planning scheme.

Please provide one copy of all plans with your application.

Assessment of an application for a Use or Development

What is proposed?: Rezoning - from General Residential to Local Business

Description of how the use will operate: Refer attached documentation

Use Class (Office use only):

Applications may be lodged by email to Council - council@devonport.tas.gov.au
The following information and plans must be provided as part of an application unless the planning authority is satisfied that the information or plan is not relevant to the assessment of the application:

Application fee	
Completed Council application form	
Copy of the current certificate of title, including title plan and schedule of easements	
Any written permission and declaration of notification required under s.52 of LUPAA	
A site analysis and site plan at an acceptable scale on A3 or A4 paper (1 copy) showing:	
• The existing and proposed use(s) on the site	
• The boundaries and dimensions of the site	
• Topography including contours showing AHD levels and major site features	
• Natural drainage lines, watercourses and wetlands on or adjacent to the site	
• Soil type	
• Vegetation types and distribution including any known threatened species, and trees and vegetation to be removed	
• The location, capacity and connection point of any existing services and proposed services	
• The location of easements on the site or connected to the site	
• Existing pedestrian and vehicle access to the site	
• The location of existing and proposed buildings on the site	
• The location of existing adjoining properties, adjacent buildings and their uses	
• Any natural hazards that may affect use or development on the site	
• Proposed roads, driveways, parking areas and footpaths within the site	
• Any proposed open space, common space, or facilities on the site	
• Proposed subdivision lot boundaries (where applicable)	
• Details of any proposed fencing	
Where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions at a scale of 1:100 or 1:200 on A3 or A4 paper (1 copy) showing:	
• Setbacks of buildings to property (title) boundaries	
• The internal layout of each building on the site	
• The private open space for each dwelling	
• External storage spaces	
• Parking space location and layout	
• Major elevations of every building to be erected	
• The relationship of the elevations to existing ground level, showing any proposed cut or fill	
• Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites	
• Materials and colours to be used on roofs and external walls	
Details of any signage proposed	

Value of use and/or development

\$- _____

Notification of Landowner/s (s.52 *Land Use Planning and Approvals Act 1993*)

If land is not in applicant's ownership

I, MICHAEL GLEN BEST declare that the owner/s of the land has/have been notified of my intention to make this application.

Applicant's signature: _____ Date: 6/10/21

If the application involves land owned or administered by the Devonport City Council

Devonport City Council consents to the making of this permit application.

General Manager's signature: _____ Date: _____

If the application involves land owned or administered by the Crown

Crown consent must be included with the application.

Signature

I apply for consent to carry out the use and development described in this application. I declare that all the information given is true and correct. I also understand that:

- if incomplete, the application may be delayed or rejected; and
- more information may be requested in accordance with s.54 (1) of LUPAA.

PUBLIC ACCESS TO PLANNING DOCUMENTS - DISCRETIONARY PLANNING APPLICATIONS (s.57 of LUPAA)

I understand that all documentation included with a discretionary application will be made available for inspection by the public.

Applicant's signature: _____ Date: 6/10/21

PRIVACY ACT

The personal information requested on this form is being collected by Council for processing applications under the *Land Use Planning and Approvals Act 1993* and will only be used in connection with the requirements of this legislation. Council is to be regarded as the agency that holds the information.

Fee & payment options



Pay by Direct Deposit – BSB: 067-402 Account No. 000 000 13 – Please quote your application number.



Pay in Person at Service Tasmania – Present this notice to any Service Tasmania Centre, together with your payment. See www.service.tas.gov.au for opening hours.



Pay by Phone – Please contact the Devonport City Council offices on 64240511 during office hours, Monday to Friday.



Pay by Post – Cheques should be made payable to Devonport City Council and posted to PO Box 604, Devonport, Tasmania, 7310.

EQUILIBRIUM TOWN PLANNING

Scheme Amendment Application - Rezoning

Tarleton Street, East Devonport
CT21185/3 & CT158438/1



0409 793 803
eqtownplanning.com.au
theresia@eqtownplanning.com.au
PO Box 3144, Burnie TAS 7320
ABN31020672578

EQUILIBRIUM
TOWN
PLANNING

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APPENDICES

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V1a

25 October 2021

Argosy Rezoning Application

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This statement has been prepared by Theresa Williams, urban and regional planner, member of the Planning Institute of Australia, M SocSc (Env & Planning) and Bch Sc.

1. EXECUTIVE SUMMARY

It is proposed to rezone the land at CT21185/3 and a portion of CT158438/1 known as part of 215-221 Tarleton Street to Local Business in keeping with the remainder of the property. The site is currently zoned as General Residential.

The proposed rezoning seeks to rezone the subject land to Local Business, in keeping with the remainder of the larger and adjoining property. The rezoning would result in:

- a shift in the recognised intention for this portion of land from General Residential to Local Business use;
- opportunity to develop the site in a more appropriate manner when considering the proximity of the Bass Highway;
- application of the Local Business zone protections for the adjoining residential land uses;
- correlation between the historic use of the site and the land zoning; and
- support for the local businesses already operating on the adjoining site, providing employment, tourism facilities and support services to the Spirit of Tasmania (visitors and employees) as well as facilities for the local community

Based on the assessments within this report, it is demonstrated that the application of the Local Business Zone is appropriate. This submission demonstrates:

- the site has long been utilised informally for car parking for the adjoining businesses;
- the application of the Local Business zone is appropriate for this site;
- the current provisions within the Local Business zone are sufficient to appropriately manage the use and development of the site;
- the proposal furthers the Objectives and Resource Management and Planning System as set out in Part 1 and Part 2 of Schedule 1 of the *Land Use Planning and Approvals Act 1993*; and
- the proposed amendment will provide for land uses on the site which are compatible with the underlying zoning.

2. INTRODUCTION TO PROPOSAL

2.1. Rezone from General Residential Zone to Local Business Zone

The proposed amendment seeks to rezone the land from General Residential to Local Business. The proposal does not seek to amend any overlays or provision over the site.



Figure 1 Aerial photo of land proposed for rezoning (boundaries approximate only) (Listmap)

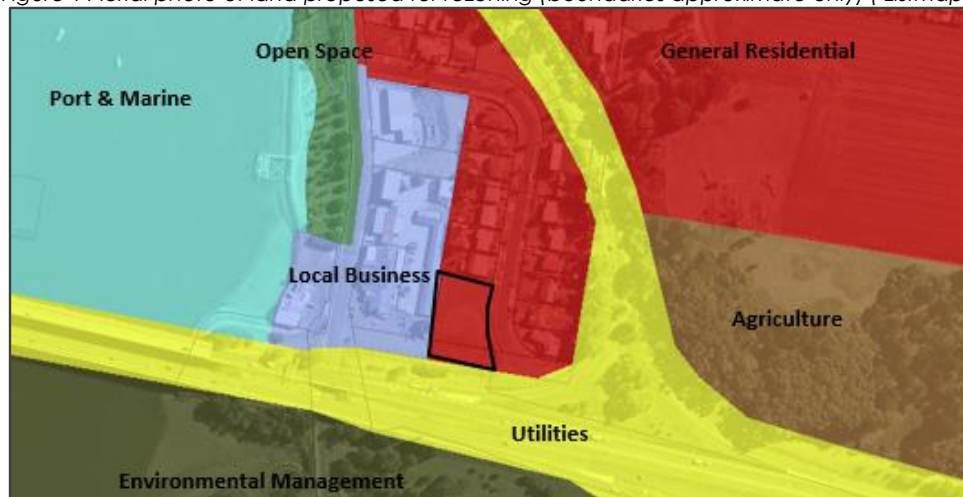


Figure 2 Land to be rezoned from General Residential to Local Business (indicated in black)

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Table 1 Planning Overview

Element	Details		
Property	Address	PID	Title
	215-221 Tarleton Street, East Devonport	2990474	CT21185/3
	Subdivision Road	No PID	CT158438/1
Land Area	Approximately 2,700m ²		
Existing Use	Vacant		
Planning Instrument	Devonport Local Provisions Schedule (LPS)		
Existing Zone	General Residential Zone		
Proposed zone	Local Business Zone		
Overlays	C16.0 Safeguarding of Airports Code – 85m (no change proposed)		
Proposed Overlay	Nil		
Existing Specific Area Plan	Nil		
Planning Directives	Nil applicable		

3. SUBJECT SITE AND SURROUNDS

3.1. Site context

The subject site is located in East Devonport, along the Mersey River waterfront and in close proximity to the Bass Highway.

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Figure 3 Site location (Image: Listmap)

The site has been vacant for an extended period of time. Land directly to the north contains established residential land uses, within the General Residential land zoning. Land immediately to the west contains well established hotel industry uses, under Local Business zoning. The Bass Highway sits directly along the southern boundary of the site.



Figure 4 Aerial photo of land proposed for rezoning (red) and remainder of property (yellow) (boundaries approximate only) (Source: Listmap)

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The adjoining Local Business zone has an extended historic use as a hotel industry, including accommodation, restaurant and bar(s), lounge, gaming, bottleshop and support services (e.g. parking, laundry facilities). The subject land was added to this property approximately 20 years ago and has been utilised informally for overflow carparking for this time.

The existing businesses serve a range of customers, from the local community, to state-wide tourists and delivery drivers, as well as having a strong interaction with the operation and tourist flow from the Spirit of Tasmania (e.g. interim accommodation with large vehicle parking facilities). In response to the increased capacity of the Spirit of Tasmania services, as well as the \$240 million redevelopment of the Devonport Port the adjoining businesses are undergoing extended redevelopment. Part of this redevelopment is the transformation of this subject land from informal vehicle parking to landscaped parking services. As per the draft Master Concept Plan for the site, the existing bottleshop, accommodation and hotel industries are to be supported by additional accommodation and associated parking to be constructed on site, and a replacement laundry (all previously approved by Devonport City Council). The approvals already in place provide for over \$1million in investment.

The intention is that post rezoning, the remainder of the Master Concept Plan would be submitted for staged development, resulting in a further \$4-5million investment in the local community.

3.2. Site Photos

The following site photos are provided for context.



Figure 5 Existing access from Tarleton Street. Land subject to application in background of image.



Figure 6 Subject site – southern portion. Demonstrates Bass Highway to left, CT158438/1 and a portion of CT21185/3

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Figure 7 Subject site – looking north along Tarleton Street, demonstrating CT21185/3, rear of existing accommodation, neighbouring residences



Figure 8 Existing hotel industry, accommodation and bottle shop (Tarleton Street)

3.3. Services

The site is within the sewer and water serviced lands and as such is capable of being fully serviced. Upgrades would be provided as necessary, to be determined and managed at the time of a development application into the future.

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The site includes over 50m frontage onto Riverview Avenue, owned and managed by Devonport City Council. Should the site be developed for a use which integrates with the hotel industry to the west, alternative access would be provided from Tarleton Street.

A portion of the site is listed as "Subdivision Road" on the land title. This classification would be intended to be updated as part of the process of redevelopment of the site.

3.4. Natural values

The site has long been cleared of any native vegetation. It is currently planted with exotic lawn species in an attempt to reduce dust impacts on adjoining residents.

The natural values of the site are suitable for the proposed land zoning.

3.5. Aboriginal heritage

An online Aboriginal Heritage Property Search has been completed and has not identified "any registered Aboriginal relics or apparent risk of impacting Aboriginal relics". It is considered that this assessment is sufficient due to the low risk in the area and the extended modification of the site to date. The Unanticipated Discovery Plan process would be implemented as standard at all times for on site works.

3.6. Potential hazards

No land hazards are identified on this site, outside the proximity to the Bass Highway for sensitive uses.



Figure 9 Aerial indication of speed limit(s) and approximate extent of road attenuation area under the C3.0 Road and Railway Assets Code

Broadening the potential land uses through the proposed rezoning would be a step towards mitigating the effect that the close proximity of the Bass Highway has upon this site.

4. PLANNING CONTEXT

4.1. Guidelines No.1 - Local Provisions Schedule (LPS): zone and code application (June 2018) - Section 8A of the *Land Use Planning and Approvals Act 1993*

Consideration is given to the Guidelines No.1 – Local Provisions Schedule (LPS): zone and code application (June 2018) – Section 8A of the *Land Use Planning and Approvals Act 1993* (LUPAA) for the Tasmanian Planning Scheme issued under Section 8A of LUPAA.

The Guidelines state that “the General Residential zone should not be applied to land that is highly constrained by hazards...or other impediments to developing the land consistent with the zone purpose of the General Residential zone, except where those issues have been taken into account and appropriate management put into place during the rezoning process.” If the site were to be considered for rezoning to General Residential under the Tasmanian Planning Scheme,

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the issue of the proximity to the Bass Highway would need to be addressed in that rezoning.

In contrast, the Guidelines state the following for the Local Business Zone:

"The Local Business Zone may be used for groups of local shops and businesses in existing residential areas where there is a strategic intention to maintain such uses, and the provisions of the surrounding residential zone are not appropriate.

The Local Business Zone should not be use for individual, isolated local shops or businesses within residential areas, unless:

- (a) they are of a use, or of a scale, that is more appropriate for the Local Business Zone and there is an intention to maintain the use;"*

The existing business is certainly of a scale that is more appropriate for the Local Business Zone. There is demonstrated intention to maintain the use on the site, as per the existing permits and draft Masterplan for the site.

These two interact to bring to bear support for the subject land to be transferred to Local Business zoning.

4.2. Zone Comparison

The proposed land zoning would broaden the land uses possible on the site to align with those on the adjoining land within the Local Business zone.

The following table provides a detailed comparison of the uses allowable within the land zonings under evaluation. Highlighted uses indicate use classes which are not possible under the current zoning which would become an option under the proposed land zoning.

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Table 2 Zone comparison – land uses

Implementation		
Status	Current Zone General Residential	Proposed Zone Local Business
No Permit Required		Business and Professional Services
		Food Services
		General Retail and Hire
	Natural and Cultural Values Management	Natural and Cultural Values Management
	Passive Recreation	Passive Recreation
	Residential (if for single dwelling)	Residential (If for home-based business)
	Utilities (if for minor utilities)	Utilities (if for minor utilities)
Permitted		Bulky Goods Sales
		Community Meeting and Entertainment
		Educational and Occasional care
		Emergency Services
		Hotel Industry
		Pleasure Boat Facility (if for a boat ramp)
		Research and Development
	Residential (if not listed as No Permit Required)	Residential (If: (a) located above ground floor level (excluding pedestrian or vehicular access) or to the rear of a premises; and (b) not listed as No Permit Required)
Discretionary	Visitor Accommodation	Visitor accommodation If located above ground floor level (excluding pedestrian or vehicular access) or to the rear of a premises)
	Business and Professional Services (if for consulting room, medical centre, veterinary centre, child health clinic or for the provision of residential support services)	
	Community Meeting and Entertainment (if for a place of worship, art and craft centre, public hall, community centre or neighbourhood centre)	
	Educational and Occasional Care (If not for a tertiary institution)	

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	Emergency Services	
		Equipment and Machinery Sales and Hire
	Food Services (If not for a take away food premises with a drive through facility)	
	General Retail and Hire (If for a local shop)	
		Manufacturing and Processing
		Residential (If not listed as No Permit Required or Permitted)
		Resource Processing (If for food or beverage production)
		Service Industry
	Sports and Recreation (If for a fitness centre, gymnasium, public swimming pool or sports ground)	Sports and Recreation
		Storage
		Tourist Operation
		Transport, Deposit and Distribution (If for: (a) a public transport facility; or (b) distribution of goods to or from land within the zone)
	Utilities (if not listed as No Permit Required)	Utilities (if not listed as No Permit Required)
		Vehicle Fuel Sales and Service
		Vehicle Parking
		Visitor Accommodation (If not listed as Permitted)
Prohibited	All other uses	All other uses
N.B General retail and hire (other than a local shop); and Tertiary education also become possible		

Whilst these land uses are listed as possible in the proposed land zoning, the reality is that they would either be very difficult to achieve or particularly limited in scale. This is due to multiple factors:

- site restrictions (e.g. access);
- lack of viability due to low exposure of site for commercial operations (e.g. vehicle fuel sales and service);

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- existing protective provisions in the Tasmanian Planning Scheme, protecting the adjoining residential amenity and restrictions on development that impacts these residences

As such, realistic potential land uses include:

- hotel industry
- vehicle parking
(either associated with the existing local business operations, in order to provide access, or alternatively small scale parking for an alternative local business, such as one or two delivery vans or mini-buses)
- tourist operation
(associated with the adjoining land uses, and likely access through those sites)
- resource processing for food or beverage
(an appropriate use may be for a boutique coffee business or perhaps brewery. Again, such a business, if they were to have customers on site, would need to access through the adjoining existing businesses)
- storage
(small scale, with no additional loading on the road over and above a residential dwelling)

This results in the most likely additional land uses being Hotel Industry or Tourist Operation, to complement the adjoining land uses. Either of these land uses would rely upon the existing adjoining Local Business land for custom or clientele and access, limiting the impact upon the existing residents and the loading on Riverview Avenue.

4.3. Exploration of Alternatives

A Specific Area Plan is not considered to be appropriate for this site. Given the practical restrictions listed above that do exist over the land, it is however prudent to explore the alternative of applying a Site-Specific Qualification in place of a full rezoning.

Potentially, a Site-Specific Qualification for this location may be developed that provides for the General Residential land zoning to remain, with the provision under an SSQ that additional land uses be provided for. For this discussion, we would consider the inclusion of Vehicle Parking, Hotel Industry and Tourist Operation under such an alteration.

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Table 3 Potential SSQ – exploration of alternatives

Reference Number	Site reference	Folio of the Register	Description (modification, substitution or addition)	Relevant clause in State Planning Provisions
DEV-8.1	Shown on the overlay map as DEV-8.1	CT21185/3 CT158438/1	Additional Permitted Use Classes for this site are: (a) Hotel Industry Additional Discretionary Use Classes for this site are: (a) Vehicle Parking (b) Tourist Operation	General Residential Zone – clause 8.2 Use Table

We then look towards the subsequent interactions with the existing provisions within the Scheme.

Protections within the Local Business zone are well developed in regard to:

- adjoining residences (cl.14.3.1, 14.3.2, 14.4.2, 14.4.3, 14.4.4 & 14.4.5) and
- retail hierarchy (cl.14.3.3)

whilst protections within the General Residential zone for a solution incorporating an SSQ are limited to cl.8.3.1 and cl.8.5.1. These limited considerations reduce the appeal and practical application of an SSQ in this situation.

In conclusion for the exploration of the alternative mechanism:

- there is an existing mechanism (the Local Business Zone) within the Scheme which achieves the same outcome, without restricting the land beyond our conceptualisation at this point in time; and
- that mechanism has sufficient protections for the adjoining land users and will operate effectively and cohesively; and

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- the land is not being lost completely to residential development. It is also noted that the land has existing restrictions on it and has been vacant for many years, demonstrating limited market demand for residential development on the subject land.

As such, this potential alternative is dismissed.

4.4. Potential land use conflict

The subject site sits directly adjacent to an existing Local Business zone. This reflects the role that the existing adjoining land use plays in the Devonport Municipality and indeed the larger region. The adjoining land use has been in operation for many years. In more recent years, two development applications have been approved for that site, including the works marked as “approved accommodation” and “future laundry building” on the attached concept masterplan (Appendix C).

The rezoning of the subject land to Local Business and the potential future uses of the site are considered to be compatible with the adjacent residential land. As demonstrated by the existing uses in the area, as well as the intent of the Local Business Zone, it is common to have these services sitting side by side, subject to the effective development controls of the land zoning.

Comments specific to relevant scheme components are covered in the following table.

Table 4 Scheme review – Local Business zone

Reference	Overview of clause	Response
14.1 Zone Purpose		
14.1.1	To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area.	The existing development(s) on the adjoining site provide multiple services to the local community (bottleshop, restaurant, socialising and functions). There are very limited alternatives available to the East Devonport local community, without crossing into Devonport proper. The operations on the adjoining site also provide for direct employment of local residents.

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		The proposed rezoning would result in collaboration with these adjoining land uses. The rezoning would facilitate access to related services, employment, complementary retail, personal services and other social and recreation facilities in both the Devonport CBD and East Devonport.
14.1.2	To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.	The site is within the established settlement centre of East Devonport. The proposal provides for potential minor expansion of existing uses, and does not result in any modification to the settlement hierarchy. The site and proposal would utilise existing services and infrastructure and allows for a broader scope of infill development. The scheme provides for additional protection for the hierarchy of the activity centre through the application of cl.14.3.2, applicable to all discretionary uses.
14.1.3	To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.	The scheme provisions include requirements for active frontages and shop windows or alternatives where these are not appropriate.
14.1.4	To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.	The existing provisions within the proposed land zoning include requirements to comply with 14.1.4.
14.3 Use Standards		
14.3.1 A1-A3	<p>Amenity is protected for residential uses within close proximity through:</p> <ul style="list-style-type: none"> • limited operating hours • external lighting limitations • commercial vehicle movements. 	<p>The additional land uses which may become possible under the proposed zoning would have limitations in regard to operating hours, lighting and commercial vehicle movements.</p> <p>This is exactly the same as the land already zoned for Local</p>

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	These are applicable to <i>all</i> land uses.	<p>Business which adjoins these same residential properties.</p> <p>There are additional protections in the access provisions of the Codes, as discussed below.</p> <p>The planning provisions are sufficient to protect the amenity of adjoining residential uses.</p>
14.3.2 Discretionary uses		
14.3.2 A1-A2	<p>Provides additional protection in regard to amenity and intensity for discretionary land uses as well as protecting the activity centre hierarchy. These protections are significant, and include specific consideration of adjoining residential zones and the character of the area.</p> <p>Additional discretionary land uses would include:</p> <ul style="list-style-type: none"> • Equipment and Machinery Sales and Hire • Manufacturing and Processing • Resource Processing (if for food or beverage production) • Service Industry • Storage • Tourist Operation • Transport Depot and Distribution (limited) • Vehicle fuel sales and service • Vehicle parking 	<p>The listed potential additional discretionary land uses would be limited as a result of 14.3.2.</p> <p>Given the extensive protections built into 14.3.2, the following land uses can be dismissed as inappropriate for the site:</p> <ul style="list-style-type: none"> • Equipment and Machinery Sales and Hire • Manufacturing and Processing • Service Industry • Vehicle fuel sales and service <p>The following land uses remain:</p> <ul style="list-style-type: none"> • Resource Processing (if for food or beverage production) • Storage • Tourist Operation • Transport Depot and Distribution (limited) • Vehicle parking <p>These may be considered appropriate at a small scale for the site, subject to integration with the existing site and meeting the access restrictions. For example, a small 'transport depot' may be able to operate (likely only with mini-bus sized vehicles) on the</p>

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		<p>subject site, were it to result in a similar number of vehicle movements to a residence. The same limitation would apply for 'Storage' use on site.</p> <p>Similarly, 'Resource Processing' or 'Tourist Operation' may be possible, if integrated into the existing adjoining land uses.</p> <p>It is noted that the Codes interact with this provision, particularly C3.0 Road and Railways. C3.5.1 in particular requires consent from the Road Authority for a new access. Given the existing design of Riverview Avenue, approvals granted for development that results in loading over standard residential loading will be unlikely to be granted from the Road Authority.</p>
14.3.3 Retail impact		
14.3.3 A1	Retail is limited to 250m ² , or triggers discretions which include consideration of the activity centre hierarchy.	<p>The performance criteria assesses in detail the surrounding retail and commercial activity and the activity centre hierarchy. C3.0 again would be triggered, should such a use require access from anywhere other than over the adjoining Local Business land.</p>
14.4 Development Standards for Buildings and Works		
14.4.1 – 14.4.5	Cl. 14.4.1 – 14.4.5 provide significant protections for adjoining residential use(s) should the site be rezoned and developed in accordance with the Local Business zoning.	<p>The proposed land zoning already incorporates provisions to ensure development on Local Business land is of an appropriate height, setback and design in relation to an adjoining General Residential land zoning. Fencing and outdoor storage is similarly addressed.</p>
14.4.6 Dwellings		
14.4.6 A1	Requirements for open space for any dwelling in this zone.	Does not impact upon / result in potential for land use conflict.

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14.5 Development Standards for subdivision		
14.5.1 – 14.5.2	Requirements for lot sizes, frontage and access as well as servicing	<p>The only provision in 14.5.1 with potential for triggering land use conflict is that of the smaller lot sizes allowed in the Local Business zone in comparison to the General Residential zone, with lots down to 200m² in comparison to 450m², or multiple dwellings to 325m².</p> <p>However, this would require demonstrated compliance with all of the other provisions listed here as well, thus addressing any potential for land use conflict from such a small lot.</p> <p>Servicing and access in this situation do not impact on adjoining residential uses.</p>
C3.0 Road and Railway Assets Code		
C3.5	<p>Requirements for new access(es). In this situation, any new access onto Riverview Avenue would be subject to A1.2, which states:</p> <p><i>For a road...written consent for a new junction, vehicle crossing, or level crossing to service the use and development has been issued by the road authority</i></p>	<p>This clause requires that any new access for a use on Riverview Avenue which is not accessed through the adjoining Local Business land is subject to approval by the road authority (Council), prior to an application being considered valid.</p> <p>Given the wording of the provision and the performance criteria, any development which overloads Riverview Avenue would simply not be considered by the planning authority.</p>
C3.6	Requirements limiting sensitive use (including residential use) within 50m of the Bass Highway road reserve.	<p>This attenuation area covers a significant portion of the subject site, as evidenced by Figure 9.</p> <p>The proposed land zoning would provide a wider opportunity for land use options than the current General Residential land zoning when considering this road attenuation area, thus limiting the potential for this conflict.</p>

In summary:

- the chosen land zone of Local Business is a zone which has been designed to be applied adjoining residential land; and
- the provisions within the proposed zone and the applicable codes provide for appropriate checks and balances to ensure management of any potential land use conflict.

4.5. Land Zoning Supply

The CCRLUS identifies a need for 10-15 years' residential land supply in existing land zoning as necessary.

The Devonport City Council is currently preparing a new residential strategy for the municipal area. At last discussion, this was anticipated to be completed mid-2022.

Separate from these two strategies, additional analysis has been undertaken for East Devonport.

Vacant land in East Devonport, north of the Bass Highway is minimal, as identified in Figure 10. As such, it is critical that land zoning for any changes away from General Residential does not remove land from potential residential development.

Land identified in the figure below meets the following criteria:

- larger than two lots (approximate), as based on historic lot sizes in East Devonport of approximately 650m²;
- in private ownership;
- not identified elsewhere (e.g. the *Housing Land Supply Act 2018*); and
- includes street access.

N.B. Under the *Housing Land Supply Act 2018* 39A Fenton Street was rezoned (Housing Land Supply (Devonport) Order 2018).

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Figure 10 Vacant residential land, East Devonport

The majority of additional vacant land in East Devonport sits to the south of the Bass Highway.

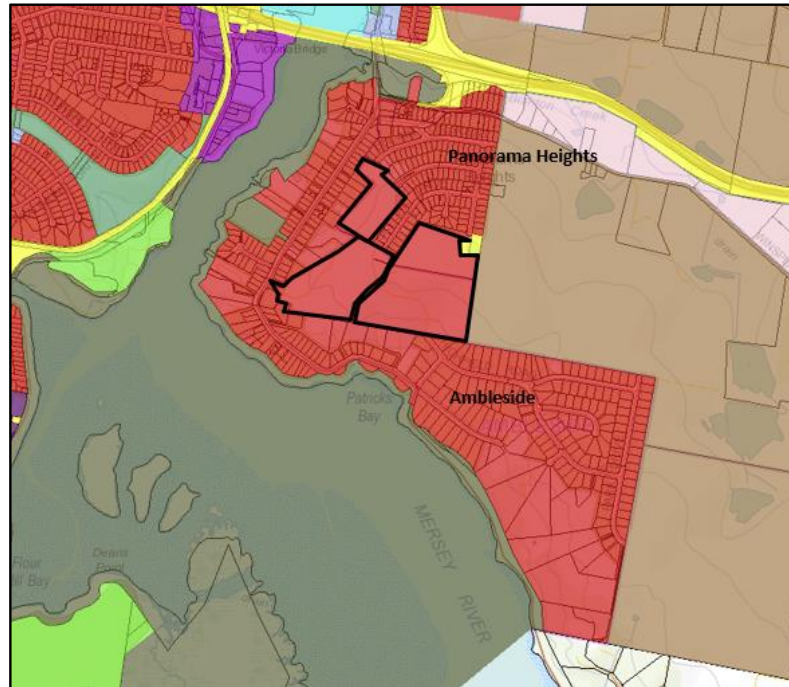


Figure 11 Additional vacant residential land in East Devonport

Additional current observations:

- the established areas of Devonport are well occupied.
- There are minimal options for infill development on the eastern shore north of the Bass Highway.
- in East Devonport, the majority of vacant residential land is located between Ambleside and Panorama Heights, south of the Bass Highway, in new or upcoming subdivision/s serving home builders. This site has minimal potential to contribute to the supply of residential land.

It is noted that this site has remained vacant for an extended period of time. The proposed rezoning does not remove the subject land from consideration for residential use, the design of which is able to be determined by the property market.

4.6. Alternative Zones

There are few alternative zones which could even be considered for this site.

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The site in theory, could be incorporated into the Utilities zone with the Bass Highway adjoining, however this poses practical issues and remains illogical, given the established design of the highway. This would be an illogical zone to apply to the site.

The site could be turned into a local park and zoned as Open Space. This may be how CT21185/3 was created initially, through the now outdated but once common policy to supply an open space lot for a residential subdivision, when Riverview Avenue was created and subdivided. However, this would service only Riverview Avenue residents and would be similarly illogical given the open space and recreation opportunities and resource commitments already made along the foreshore area.

A specific development into the future may require the application of a Particular Purpose Zone, however that is purely theoretical and could not be determined unless such a theoretical use of the site were to be developed. Again this seems impractical.

There are no practical alternative zones outside the two under consideration in this application.

5. STRATEGIC CONSIDERATION

5.1. Strategies

Applicable Strategic documents:

- *Cradle Coast Regional Land Use Strategy 2010-2030 and Addendum*
- *Devonport Strategic Plan 2009-2030*
- *East Devonport Community Plan Review 2015*
- *Environment Strategy 2019-2024*
- *Retail Strategy 2018-2023*
- *Tourism Development Strategy 2009-2019*

All strategic documents (barring the CCRLUS) can be found at <https://www.devonport.tas.gov.au/council/governance/strategies-reports-publications/>.

Printed copies have not been attached to this application, due to their size, and ease of access to all.

5.1.1. Cradle Coast Regional Land Use Strategy 2010 - 2030

The relationship of the proposed rezoning to the CCRLUS is addressed in detail in Table 5.

Table 5 Compliance with the Cradle Coast Regional Land Use Strategy

Implementation		
CCRLUS Reference	Comment	
1.1	Purpose of the Strategy	<p>The CCRLUS is intended as "a framework for the future – an outline for what is desired and a description of intended future conditions. The Strategy does not define definitive actions for how to deliver the intended result – rather it expresses the principles and policies against which all future proposals for process and prescriptions for land use planning are to be considered....the Strategy is not a regulatory instrument for the purpose of individual use and development decisions."</p> <p>The proposed rezoning does not introduce any conflict with the underpinning Purpose of the Strategy.</p>
1.2	Structure of the Strategy	The structure of the CCRLUS was developed to recognise the complex interactions between the different factors within land use planning. The proposed rezoning is a relatively simple modification. The application addresses matters within each of these five policy groupings.
1.3	Statutory status	<p>The CCRLUS was declared by the Minister under former s 30C of LUPAA.</p> <p>The proposed amendment does not modify or impact on the statutory function of the CCRLUS, as declared.</p>
1.4	Strategic Outcomes	The proposed rezoning does not modify the underlying strategic justification of the CCRLUS as referenced in 1.4.
1.5	Principles for Implementation	The proposed rezoning does not propose any modification of the standard tests within the Scheme or legislation for these Principles of Implementation.

	(a) All levels of government, industry and the community work collaboratively, share responsibility and are accountable for sustainable use	This application will go through the standard statutory process, as would any application for development lodged under the rezoned land at a later date.
	(b) Strategies, policies and decisions for land use are integrated across all levels of government, industry and the community.	The proposed rezoning will be required to follow the statutory process, integrating the required levels of government into the decision making process. Community and industry are also involved through the public notification period.
	(c) Land is a limited, non-renewable resource and is not wasted.	The proposed rezoning recognises the potential for this site to provide for a wider range of land uses than is currently possible.
	(d) Facilitate use and development	The proposal is intended to facilitate a development which has little to no potential adverse impacts on natural, economic or social systems. It will however provide for a number of potential community benefits.
	(e) Improve the livability and sustainability of communities	The land uses proposed for within the rezoned area provide for strengthening of community bonds and functional operation of the area, improving liveability and sustainability of both East Devonport and wider north west region.
	(f) Land and resources are consumed at a rate sufficient to meet social and economic needs of the present generation without compromise to the ability of future generations to also meet their own needs.	<p>This is the founding principle of sustainability.</p> <p>The rezoning proposal intends to adjust, and indeed broaden the potential land uses on the site, without compromising the ability of the site to provide for future uses. The proposed Local Business zoning is intended to provide for land uses which service the community. The Local Business zoning itself does not provide for land uses which would contaminate, or otherwise compromise the utilisation of this land for future alternative uses.</p>

		This is in keeping with this founding principle, allowing consideration of both existing and future needs of the community, without one compromising the other.
	(g) Decisions and choices are informed by science and expert knowledge.	Where appropriate, the proposal is accompanied by additional expert information. In addition, the overlays and codes within the Tasmanian Planning Scheme – Devonport have been applied through the application of informed expert knowledge (eg the inundation hazard areas to the west, and the landslip areas to the east). This site has not been identified in any of these recent updates as having concerns, and a rezoning at this point in time can be considered to be informed on these matters.
	(h) Consider the complete and cumulative effect of past, present and likely future use and development on the health or carrying capacity of a natural or human system.	Given the fact that this site is already cleared and zoned for development, as well as being within a highly developed area, this proposal has limited capacity to impact on the carrying capacity of these systems. The potential impacts considered centre mostly around traffic changes and servicing loads, all of which are addressed in this document.
	(i) Where there are threats of serious or irreversible social, economic or environmental damage the lack of scientific certainty is not to be used as a reason for postponing measures to prevent harm or degradation.	The rezoning neither proposes nor results inadvertently / indirectly in the relaxation of any tests designed to prevent harm or degradation within the Scheme.
	(j) Decisions are responsive to changing economic, environmental and social circumstance	The proposal is intended to provide additional capacity for responsiveness, based on the nature of this site and current land uses.

	(k) Principles and policies are reviewed for possible correction, replacement or repeal where negative unintended consequences are identified.	The CCRLUS has been through a minor review since its introduction. There has been some indication of late of a change in the interpretation and application of the CCRLUS, taking a more literal interpretation than that which was intended at the writing of the Strategy. If this is the case, the Strategy will require additional review, in keeping with this clause and the intended regular review of the regional strategies.
	(l) Maintain and enhance state, national and internal connectedness and competitiveness.	The only potential impact on these connections is through the state transport link which the Bass Strait ferries provide, and the role this site plays in providing support services to these ferries. The ferries service the entirety of the state, and play a role in the competitiveness of the State within the national tourism industry. The proposed development will result in additional support for the ferries, maintaining and enhancing the connectedness and competitiveness in accordance with this provision.
	(m) Assessment processes and decision criteria are specific, measurable, reasonable, robust and attainable	The proposed rezoning does not modify the assessment process for the spatial area to which the proposal applies. Any future development on the impacted area will be subject to the standard assessment provisions.
	(n) Market based mechanisms and incentives are used as an alternative to regulatory control wherever feasible	The proposed rezoning will result in a greater flexibility to rely upon market based mechanisms to determine the use of the land covered by the rezoning, through broadening the land uses possible within the rezoning area.
	(o) Decisions and actions provide for broad community involvement on issues which affect them.	This particular proposal relies on multiple layers of community involvement through: <ul style="list-style-type: none"> • Landowner consents; • Council (as planning authority) processes; and • Public notification.

		Additional public involvement, as well as the involvement of adjoining landowners where applicable, will be incorporated under the legislation for future change in use of the land.
1.6	Coordination	Noted. The current TPS-D and LPS has been determined to be consistent with the CCRLUS.
1.7	Continuous improvement	The proposed rezoning does not modify any of these listed requirements in order to continue implementation of the CCRLUS.
1.8	Monitoring and review	This application, along with the recent and upcoming assessments of other scheme amendments, will contribute to the next review of the CCRLUS, whether the amendments are approved or rejected.
1.9	Public Engagement	The statutory engagement processes will be required if the amendment is initiated.
Wise Use of Resources		
2.1	Context	The proposal does not intend to modify in any way the relationship between land use or development and the objectives for natural resource management. This site has long been converted from the natural state.
2.2	Land Use Outcomes for Wise Use of Resources	The proposal opens opportunity for additional land uses, whilst protecting the rights of other existing and potential land uses, optimising use of land and resources. The outcomes of 2.2 are achieved.

Changing Climate		
2.3a	Promote outcomes which reduce carbon emissions and increase energy efficiency in a manner consistent with and appropriate to furthering declared Commonwealth and State Policies and targets.	The proposal is intended to allow adjoining activities to continue and or expand within an established site, utilising existing converted land, and allowing development within an area serviced by public transport and within walking distance for many users, as well as close proximity to other services.
2.3b	<p>Promote compact and contained settlement centres which allow reduced dependency on private vehicle use and the length of daily journeys by providing communities with ready local access to daily needs for employment, education, health care, retail and personal services and social and recreation facilities, including –</p> <ul style="list-style-type: none"> i. A greater mix and less dispersal or segregation in the nature and distribution of land use; ii. Provision of local activity centres where there is a concentrated mix of activity for shopping, working, studying, recreation and socialising clustered at readily accessible locations; iii. Improvement in the level of internal connectedness and convenience for 	<p>The site allows for continuation and utilisation of existing public transport services. It is within the settlement boundary, facilitating access to related services, employment, complementary retail, personal services and other social and recreation facilities in both the Devonport CBD and East Devonport, as well as farther afield.</p> <p>Both the main town centre as well as adjoining settlements are accessible by public transport, facilitated by the proximity of the highway. The site is also accessible via public walkways and cycle routes.</p> <p>The proposal is intended to provide for retention of the existing uses into the future.</p> <p>The boundaries of the proposal are within the existing urban serviced land.</p>

	<p>pedestrian, cycle and public transport options;</p> <p>iv. Increase in urban densities for residential and commercial use;</p> <p>v. Location of employment opportunities within a greater number of centres and at a rate commensurate with local need;</p> <p>vi. Minimise expansion at the urban fringe and creation of rural residential clusters in remote or poorly connected locations.</p>	
2.3c	Facilitate opportunity for resource processing, manufacturing and utility development in locations which minimise distances for freight transport, energy distribution and journey to work.	The location of the site in close proximity to the existing retail infrastructure, public transport and passive transport routes as well as close to the source of the local fruit and vegetables supports the minimisation of freight transport and energy utilised for distribution of product.
2.3d	Promote energy efficient urban places and facilitate energy efficient buildings through design and construction requirements for subdivision layout, building disposition and the use of materials and landscaping which maximise solar access and natural lighting, natural heating, cooling and ventilation, and the use of low energy and recovered materials, energy and resources.	<p>The proposed rezoning is intended to provide potential site to support existing buildings on adjoining properties.</p> <p>If the rezoning were not to go ahead, the site would likely eventually be redeveloped in accordance with the existing land zoning (requiring new materials), and the existing adjoining local business would be restricted, reducing the efficient utilisation of this urban space.</p>

2.3e	Facilitate non-carbon energy alternatives, renewable energy and energy recovery projects which enhance transition to a carbon-neutral society, including – i. stand-alone commercial scale installations in locations where there will be an acceptable level of impact on cultural, economic and natural resource values and on the amenity of designated sensitive use areas ii. installations forming a directly associated and subservient part of a use or development iii. domestic scale installations in all locations.	The proposal does not modify or impact on the capacity of this site, or adjoining sites, to pursue non-carbon energy alternatives.
2.3f	Facilitate carbon capture and storage	The site is almost entirely cleared, other than grasses and small shrubs. There are limited opportunities for carbon capture and storage of any type on this site, regardless of the existing zoning or proposed rezoning.
2.3g	Apply sound risk management practices	The proposal does not alter the application of any risk management practices for the site.

Water Management

The quality of waterways and wetlands is considered within C7.0 Natural Assets Code, as well as the development provisions of the land zoning and a number of specific provisions in various other Codes.

The site is outside the applicable area for C7.0 Natural Assets Code.		
2.4a	Use catchments as the ecological and hydrological unit of meaningful scale for planning and land management	The catchment affected by the proposal is the Mersey River. This site can be seen as a potential for excellent WSUD, with the potential for inclusion of onsite stormwater retention if it would be beneficial to the area.
2.4b	Identify the surface water and ground water features, hydrological function, and natural features and areas necessary for the ecological and hydrological integrity of catchments	There are no natural water sources on the site. Impervious surfaces are connected to the stormwater system. Remaining surface water flow is to the west of the site. Any future development of the site would be required to manage onsite stormwater as required by the planning provisions.
2.4c	Require catchments, natural water courses and water bodies be adequately buffered against likelihood for resource development, economic activity, utilities and settlement to have adverse effect on- <ul style="list-style-type: none"> i. existing and known likely drinking water supplies ii. surface water, ground water, and water bodies susceptible to impact due to extraction water or the addition of nutrients, sediments and pollutants iii. hydrological function of water, including its chemical and physical 	Rezoning of this site has no potential to impact (i) or (iii). Redevelopment, regardless of rezoning, will be required to be cognisant of (ii), particularly surface transport of sediments into the Mersey River. This can be managed on site through standard procedures, and exists regardless of any rezoning.

	properties and its biological interaction with the environment.	
2.4d	Limit modification of natural drainage systems, including change in channel alignment and in the nature of the stream beds and flow rates.	The amendment does not propose modification of any drainage systems.
2.4e	Impact on water quality by runoff from adjacent use or development	No potential impact.
2.4d [sic]	Promote sustainable water use practices including water harvesting and recycling such as Water Sensitive Urban Design for stormwater and waste water.	The proposed amendment does not directly impact the sustainability of the water use practices on the site. It does however provide and allow for potential upgrades to the site which may include WSUD outside the standard scope of the existing General Residential zoning.
2.4e [sic]	Require retention and rehabilitation of native vegetation within riparian and foreshore areas	The proposal does not impact on native vegetation within 30m of the river.
2.4f	Require urban... landuse or development incorporate measures... in accordance with the Tasmanian State Policy on Water Quality Management 1997 and Tasmanian State Stormwater Strategy 2010	The planning scheme is structured to ensure that all future development on this site would comply with these requirements. In addition, the Tasmanian State Policy on Water Quality Management is addressed in further detail in this document.
Land		
2.5a	Recognise land is an irreplaceable and exhaustible resource	The proposal intends to maximise utilisation of existing, converted land.

2.5b	Ensure the sustainable use or development of land in accordance with capability to provide the greatest economic and social benefit for the region's communities at least cost to natural values.	The site has already been converted from natural values.
2.5c	Identify land for: <ul style="list-style-type: none"> i. Protection and conservation; ii. Primary production; iii. Economic activity; iv. Settlement; v. Community, transport and utility infrastructure; vi. Tourism and recreation. 	<p>The site is not suitable for i or ii.</p> <p>The site has potential for use within the bounds of iii, v and vi, maximising utilisation of v.</p> <p>The proposed rezoning is intended to allow for flexibility to adapt between land uses, dependent on demand.</p>
2.6	Land Use Policies for Air	The proposed rezoning does not impact interaction with the applicable policies.
2.7	Conservation	<p>The spatial application of the proposed rezoning does not impact on the existing and proposed recognition within the planning provisions of land that is:</p> <ul style="list-style-type: none"> • of natural conservation value; or • declared under the legislation of the Commonwealth or State of Tasmania.

2.8	Coastal Management	Coastal Management is currently addressed under C10 Coastal Erosion Hazard Code and C11 Coastal Inundation Hazard Code. The proposal does not impact on the application of any of these existing or proposed mechanisms. The rezoning is consistent with the outcomes sought by 2.8.
2.9	Land Use Policies for Cultural and Historic Heritage	The proposed rezoning does not impact the application of the C6.0 Local Historic Heritage Code. The application of the Aboriginal Heritage Act 1975 is not impacted by this proposal. This is consistent with the outcomes sought by 2.9.
Support for Economic Activity		
3.1	Context	Noted.
3.2	Land Use Outcomes to Support Economic Activity	The spatial application of zones provide opportunity to continue to support economic development consistent with the outcomes sought by 3.2. This proposed rezoning broadens the economic activity possible on this site, whilst providing for sensitive consideration of potential impacts on adjoining existing land uses and land zonings. The proposal allows for innovation and entrepreneurship to occur, complementary to the surrounding land uses.
3.3 Economic Activity and Jobs		
3.3.1	Economic Activity	No aspect of the proposal results in a smaller area of land available for economic activity.

3.3.1a	Facilitate supply of employment land in all settlement areas for industrial, business and institutional use including in residential locations.	The site is currently indirectly available as “employment land” through residential development. The proposed rezoning is intended to widen the base of the potential types of employment on this area of land. This will also include activities that support the existing adjoining employment types, as well as those more broadly across the Devonport community.
3.3.1b	Recognise the implication of enhanced capacity in digital communication to diminish location dependencies for economic activity and provide the Region with competitive equality and opportunity for new business ventures in non-traditional sites.	The proposed rezoning indirectly facilitates the potential use of the land for economic activity dependent upon enhanced digital communication.
3.3.1c	Ensure locations for employment use accommodate new forms and changing patterns of economic activity	The proposed rezoning is intended to recognise the long-standing role that this site has played in the broader support services for Devonport, the wider community and the Bass Strait ferry services. The rezoning would support the adjoining land uses, providing additional employment opportunities for the local community as well as potential for meaningful activity for members of the alternative uses on the site.
3.3.1d	<p>Promote provision of employment land in locations where –</p> <ul style="list-style-type: none"> i. Land is physically capable of development; ii. Transport access and utilities can be provided at reasonable economic, social and environmental cost; iii. There is access to resource, energy, communication and workforce; 	This site is serviced, accessible for public and private transport. There is also capacity for appropriate separation between the existing and proposed complementary land uses and other sensitive uses, values or resources in the immediate vicinity. The site is considered to be suitable for the current use and uses proposed within the rezoning as ‘employment land’.

	iv. Sufficient separation can be provided to buffer impact on natural values, economic resources and adjoining settlement	
3.3.1e	Protect designated economic activity and employment lands against intrusion by alternate forms of use or development	The site is currently indirectly available as "employment lands" through residential development. The proposed rezoning is intended to widen the base of the potential types of employment on this area of land. This will also include activities that support the existing adjoining employment types, as well as those more broadly across the Devonport community. The proposed zoning would allow for market forces to dictate the type of economic activity to occur on the site (residential or other) without intruding upon those activities.
3.3.1f	Indicate necessary infrastructure must be planned or available and protected to support current and forecast employment needs	The site is fully serviced, including access to public transport.
3.3.1g	Convert employment land to non-employment use only where – <ul style="list-style-type: none"> i. the land is not required for the employment purpose for which it is designated; or ii. the land is incapable of effective use for employment purposes over the long-term; and iii. conversion will not adversely affect the overall efficiency of other employment land in the vicinity; 	The proposal does not convert employment land to non-employment use. Instead, it widens the potential employment types on the subject land, without removing the existing uses.

	<ul style="list-style-type: none"> iv. there is a need for the conversion; and v. the land is suitable for the proposed alternative purpose 	
3.3.2	Natural Bio-Resource Production	The proposal does not impact on Bio-resource production. The site is not suitable for such production.
3.3.3	Agricultural Production	The proposal does not reduce agricultural capacity of the land, which would be limited to informal market gardens or similar.
3.3.4	Mineral, Construction Aggregate and Stone Resource Construction	The site and rezoning do not interact with any areas of mineral or resource extraction.
3.3.5	Sustainable Tourism	The proposal is intended to support existing local tourism facilities.
	<ul style="list-style-type: none"> a. facilitate tourism operations and facilities in locales that – <ul style="list-style-type: none"> i. leverage attraction and uniqueness of authentic experience in natural and wild places, including iconic destinations 	<p>The existing adjoining tourism operations are placed to maximise opportunity associated with the location, being in close proximity to the Spirit of Tasmania terminal. The City of Devonport has a long standing concern whereby visitors off the ships drive straight out onto the highway and east, rather than crossing the bridge to the city centre. This site provides for an alternative for visitors, staff and service and maintenance personal to access facilities of this scale within the Devonport township, encouraging them to spend more time locally.</p> <p>The location on the Mersey River provides for capitalisation on the natural features of the area as listed.</p>

<ul style="list-style-type: none"> ii. integrate with other economic activity, including agriculture and mining iii. capitalise on natural and cultural heritage and landscapes iv. provide choice and diversity in character, distribution and scale 	The site also provides for local level tourism services.
b. protect attributes which attract and enhance tourism experience in the vicinity of designated tourist trails, identified points of interest and high value environmental, cultural and scenic sites	The proposed rezoning and master plan would provide for parking to the rear of the site, which would limit impact on the existing trails and identified natural values of the Mersey River foreshore.
c. promote nature based and cultural tourist-oriented development in conservation and natural value locations	As detailed, the integration of this site into the Local Business zoning as per the adjoining land uses provides for a direct link between the visitors on the Spirit of Tasmania and the surrounding natural resources.
d. promote tourism incidental to resource, industrial and settlement activity	
e. require tourist facilities are environmentally and socially sustainable with appropriate standards for transport, water supply and waste water infrastructure	The site is fully serviced. Development of this site for tourist related land uses would provide for development within an established township, fully serviced, whilst maximising the natural values of the area.

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	f. integrate tourist experience and infrastructure into settlement centres to support and reinforce economic function	The site is within the established settlement centre of East Devonport. The site provides for supporting services for the local community as well as more broadly, with an outlook that directs people towards the natural values of our state.
	g. avoid alienation and displacement of local communities and significant change in local character, function and identity	The proposed rezoning would integrate with the existing adjoining land use(s). The planning provisions already in place provide significant amenity protections for adjoining residential land uses.
	h. ensure regulatory requirements and approval processes do not unduly direct or restrain the location, nature and flexibility of tourism operations and visitor accommodation	The proposed rezoning would provide for greater flexibility for tourist operations (either the existing adjoining operations, or other) than the existing land zoning.
3.3.6	Visitor Accommodation	The proposed rezoning is intended to result in the capacity to further support existing visitor accommodation options on the eastern shore of Devonport, particularly the integration of the ferry services with nearby accommodation options.
	a. facilitate a range of visitor accommodation options	<p>The proposed development is intended to broaden the range of options for development on this site to include those which would support adjoining visitor accommodation facilities.</p> <p>The proposed land zoning would simultaneously limit the potential development to that which is appropriate to the adjoining land uses (including the adjoining residential uses). It is noted that if this area of land proposed for rezoning is not accessed through the land already zoned for Local Business, the development on the subject land would be limited in scale due to traffic and other impacts on Riverview Avenue through the existing provisions and protections within the Local Business zoning.</p>

	b. locate high-capacity accommodation in major settlement centres and key tourist locations	<p>Devonport itself is a major settlement area. East Devonport plays a specific role within this settlement centre, including servicing a wider area and providing alternatives to the services provided within the Central Business Zone.</p> <p>The existing adjoining land use fulfils a specific accommodation role within the larger area. The proposed rezoning is intended to support this role.</p>
	c. designate sites for camping, caravan and mobile home use	The proposal indirectly support this intention, through the provision of sealed parking facilities for these users when they require a stopover at alternative accommodation e.g. the night before or after sailing on the Spirit of Tasmania
	d. restrict permanent settlement within designated tourist sites and facilities	This site is one where permanent settlement(s) and tourist facilities are best served by interacting with one another rather than being divided. The existing adjoining use serves both the local and wider regional community, as well as Tasmanian and interstate tourists.
3.3.7	Energy Generation	No changes proposed affect energy generation.
3.3.8	Manufacturing and Processing	<p>The proposal would likely not impact upon Manufacturing and Processing, as it is intended that this land be developed in accordance with the adjoining Hotel Industry land use.</p> <p>It is noted that the proposed rezoning would provide for discretionary consideration of the use of the land for:</p> <ul style="list-style-type: none"> • Manufacturing and Processing • Resource Processing (if for food and beverage production) • Transport Depot and Distribution (if for a public transport facility or distribution of goods to or from land within the zone)

	<p>that would fall under 3.3.8 of the CCRLUS, and as such the potential impact of this change is discussed.</p> <p>The State Planning Provisions provide the following additional provisions under the proposed land zoning, which would protect the adjoining residential land uses, should any of these listed uses be proposed:</p> <ul style="list-style-type: none"> • clear operating hours, lighting and commercial vehicle movements (cl. 14.3.1). • protection for the hierarchy of the activity centre (cl. 14.3.2 P2) (applicable to all discretionary uses) • building height is limited to 9m [8.5m in General Residential zone). The performance criteria then considers matters which include the streetscape and character of the area (including but not limited to height, bulk and form of adjoining properties, bulk and form of proposed building) (cl.14.4.1 A1/P1) • greater setbacks are required to General Residential properties (14.4.2 A2 /P2, A3/P3) <p>Most importantly, cl. 14.3.2 P1 provides the following (applicable for all of these potential land uses):</p> <p><i>A use listed as Discretionary must:</i></p> <p><i>(a) not cause an unreasonable loss of amenity to properties in adjoining residential zones; and</i></p> <p><i>(b) be of an intensity the respects the character of the area.</i></p>
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		<p>In short, none of these land uses could be considered without also assessing the proposal against the provisions above.</p> <p>In addition, it is unlikely that any large development of any of these uses (or alternatively a proposal for Bulky Goods Sales) would obtain Council approval under C3.0 Road and Railway Assets Code to be accessed from Riverview Avenue. Nor would it be in good business sense for such uses to be accessed through the adjoining site.</p> <p>In reality, this leaves potential for a use such as a small, boutique business (e.g. craft beer or coffee processing, or one or two mini-buses to be kept on site for a transport depot), and even these are unlikely as any shopfront would not have access to passing traffic. These types of uses are not considered to have any greater impact than uses which are already able to be considered under the General Residential zoning (food services, general retail and hire, community meeting and entertainment, business and professional services, or indeed a specific home based business operation).</p> <p>The proposed rezoning does not impact on 3.3.8 of the CCRLUS.</p>
3.3.9	Business and Commercial Activity	<p>The proposed rezoning is intended to support existing business and commercial activity. The proposed rezoning is intended to support these existing land uses, and bring services as the market demands. The current draft masterplan indicates the intended development of the wider site, whilst the proposed zoning allows for some flexibility, within what is appropriate and sensitive to the adjoining land users.</p>
	a. facilitate convenient access in each settlement area to food and convenience goods, retailers and services	<p>The existing adjoining land use(s) provide(s) access to services for the wider settlement area.</p>

b. promote the distribution of higher order retail goods and service throughout the Region in a manner consistent with recognised settlement patterns and at a scale, type and frequency of occurrence appropriate to settlement size, local consumer demand and relationship to the wider regional market	The proposed rezoning does not alter this current relationship. Devonport, as per the intention expressed in 3.3.9(b)(i), provides for services which fulfil a role across the wider region. This includes the use(s) on the adjoining sites.
c. facilitate retail and service provision to complement and enhance the collective drawing power of existing retail and service areas but which does not involve location of major attractors for the express purpose of capturing market share in excess of that warranted by settlement size and relative function in a regional context.	The adjoining use(s), into which the subject site would be integrated, should this rezoning be approved, are locally owned. the rezoning would support, complement and enhance the existing drawing power, without dominating the market as feared in this clause.
d. promote integration of neighbourhood retail and service provision into residential areas at a scale, location and disposition suitable to service local need	The adjoining land uses currently service the local market, as well as the broader market. The proposed rezoning would provide support(s) for the existing services to continue.
e. maintain the integrity, viability and vitality of established centres by locating new business and commercial development onto land within or	The land proposed for rezoning is "immediately contiguous" to the existing use(s). As such, the development would be in keeping with this clause whether it continued on to carparking as proposed, or if market forces were to result in an alternative land use on site, in keeping with the requirements of the scheme, which strongly protect the amenity of the adjoining land users.

	immediately contiguous with existing town centres and commercial zones	
f.	promote increased mix of land use, including for housing, within accessible business centres to encourage viability and vitality	The proposed land zoning would allow for a wider range of uses to be considered on the site, including for housing. The site is located with good access to roads, walkways and public transport, providing such access to business centres.
g.	prevent linear commercial development	The proposed rezoning would be to the rear of existing 'commercial' development. the proposed rezoning could in no way be described as resulting in 'linear commercial development'.
h.	prevent leakage of commercial and retail activities from preferred locations by restricting retail sales in other land use areas	The proposed rezoning would be supporting existing commercial and retail activities, rather than 'leaking' these activities into other areas.
i.	provide designated locations for bulky goods and large format retailing, including for vehicle, building and trade supply, and home improvement goods	The proposed land zoning would not result in a new designated location for these uses. Whilst the land zoning would in theory provide for consideration of Bulky Goods Sales, the floor area limitation and C3.0 Road and Railway Assets Code effectively removes this from consideration, along with the impracticality and lack of business argument for accessing such a use through the adjoining properties.
j.	restrict sale of food, clothing and carry away consumables through bulky goods and large format retail outlets located outside town centres	There is no business argument for locating such uses on the land proposed for rezoning. The only realistic future potential for this to occur would be if the existing land uses on the adjoining property were demolished, and replaced by such a use, including the land proposed for rezoning. Under such a proposal, the impact on the adjoining residential uses and the scheme considerations would be the same as it would be should this rezoning not occur. Such a proposal would also suffer from a lack of business argument, due to limited custom, with such uses already well established and servicing the target market in other locations in Devonport and indeed Burnie.

	k. require proposals for major business or commercial development outside designated town centres be supported by need, absence of suitable of alternative sites and of potential for immediate, incremental or cumulative adverse affect on established town centres and the regional pattern of retail and service provision	The proposal is within the township of Devonport and does not include a major business or commercial development.
3.3.10	Micro-Enterprises	The proposed zoning does not impact upon micro-enterprises.
Places for People - Livable and Sustainable Communities		
4.1	Context	The proposal is intended to support existing businesses which contribute to the liveability of the local, regional and broader area(s), supporting an inclusive community and provide for places where people are able to work and play.
4.2	Land Use Outcomes for Livable and Sustainable Communities	The proposal does not result in any modification to the settlement hierarchy. The site and proposal utilises existing services and infrastructure and allows for a broader scope of infill development.
4.3.1	Urban Settlement Areas	
	a. assume a low growth scenario under which demand is driven by internal population change and low rates of inward migration	The proposal is in keeping with the existing growth scenario and provides for existing uses to be retained and have potential for expansion on an appropriate site within established settlement areas.

b. promote established settlement areas as the focus for growth and development	The proposal is intended to support existing businesses within an established settlement area.
c. promote optimum use of land capability and the capacity of available and planned infrastructure service	The land has already been converted from natural land uses. The site is able to be fully serviced by infrastructure.
d. match land supply to need and provide sufficient land within the designated urban settlement boundaries of each centre to meet forecast need for a time horizon of not less than 10 years but not exceeding 20 years	<p>The CCRLUS identifies that Devonport contains limited land supply, with a 5 year forward residential supply (p.166 CCRLUS) at hand.</p> <p>As such, it is important to note that this proposal does not remove the potential for the land to be utilised for housing should the market demands drive such use. The proposed rezoning does not alter the land supply for the region.</p>
<p>e. accommodate growth and development for each of the centres identified in Table B4.5 through either –</p> <p>i. N/A</p> <p>ii. a <i>Contained Growth Scenario</i> which promotes a mix of intensification and strategically planned expansion on the established boundaries of the nominated settlement centre</p>	Devonport has a Low Growth, Contained Settlement Strategy. The proposal provides for infill development in keeping with this Strategy.

	<p>f. provide a pattern of settlement which maintains –</p> <ul style="list-style-type: none"> i. separated towns, villages and communities ii. visual and functional transitional space between each individual centre iii. absence of linear development or expansion aligned to coastline, ridgeline, or river or road frontage 	<p>The proposed rezoning would be contained within an existing settlement, providing infill development and will not create linear development.</p>
	<p>g. Implement structure plans and regulatory instruments for each centre which –</p> <ul style="list-style-type: none"> i. identify arrangements for intensification through infill, redevelopment and conversion of vacant and under-developed land, including for intensity of buildings and density of population ii. identify arrangements for the expansion of urban boundaries when – 	<p>The Devonport planning scheme has recently transitioned to the State Planning Provisions and LPS, in keeping with this requirement. Other applicable strategic plans are discussed in this document as appropriate.</p> <p>Currently, the Council is developing the residential strategy. As such, the proposal is left to be assessed on its own merits, as a standalone change of land zoning.</p> <p>The land has been vacant for an extended period of time, with restrictions on development of the site for residential use. The proposal would provide additional opportunity for infill development and conversion of this under-developed site, in accordance with (g)(i).</p> <p>The proposal provides for a widening of infill development options, rather than resulting in the expansion of urban boundaries.</p>

	<ul style="list-style-type: none"> a. there is insufficient capacity within existing designated land to accommodate forecast growth b. areas of expansion are contiguous with established settlement areas c. sequence of release is progressive from established settlement areas and consistent with the capacity and orderly provision of infrastructure services d. compact urban form is retained 	
	<ul style="list-style-type: none"> iii. Embed opportunity for a mix of use and development within each centre sufficient to meet daily requirements for employment education, health care, retail, personal care and social and recreation activity. 	<p>The proposed change in land zoning will provide opportunity to support social and recreational activity.</p>
	<ul style="list-style-type: none"> iv. Avoid encroachment or adverse impact on places of natural or cultural value within the designated urban boundary 	
	<ul style="list-style-type: none"> v. Avoid exclusion or restraint on areas significant for natural or cultural 	<p>No natural values are impacted, nor are people or property exposed to unacceptable levels of risk.</p>

	<p>value, resource development or utilities in the vicinity of the designated urban boundary</p> <p>vi. Minimise exposure of people and property to unacceptable levels of risk to health or safety</p> <p>vii. Promote active and healthy communities through arrangements for activity centres, public spaces and subdivision layout which facilitate walking and cycling</p> <p>viii. Buffer the interface between incompatible use or development</p> <p>ix. Facilitate any agreed outcomes for future character</p> <p>x. Facilitate reduced carbon emission and improved energy efficiency through requirements for the orientation and placement of lots and buildings, access to solar energy and daylight, and the application of energy generation and efficiency technology and construction techniques</p>	<p>The provisions within the scheme deliver efficient and effective buffers between potential uses or developments.</p>
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	<p>xi. Acknowledge the transient and cyclic nature of resource-based activity etc. (N/A)</p> <p>xii. Acknowledge the specialist role of centres such as etc. (N/A)</p>	
4.3.2	Rural Land	The proposal is not on or within proximity to, rural land.
4.4	<p>Protecting People and Property</p> <p>Land use planning is to direct the places where people live and work away from areas where there is an unacceptable level of risk for the health and safety of people, property and the environment from natural or man-made hazard.</p>	<p>The SPPs and the Devonport LPS provide for a range of codes concerned with protecting people and property from risk of landslides, bushfire, coastal inundation, coastal erosion, flooding and site contamination, amongst others.</p> <p>Specific to this site, proximity to the Bass Highway is the main potential risk for future development (namely sensitive uses). The proposed rezoning provides for greater flexibility in uses on the site, providing for alternative development on site.</p>
4.5	Facilitating access to business and community services	The proposal is intended to retain liveability of the region through supporting the existing land uses and the potential for these to expand into the future if required than that provided for within the current land zoning.
4.7	Housing Land – Places to Live	The proposed rezoning will result in a greater variety of options for the use of this site, including a wider range of residential options. It does not remove the site from consideration for residential use, nor from the residential supply for the Devonport Municipality.
	<p>Land use planning processes-</p> <p>a. identify at all times the ability to accommodate forecast housing</p>	The Devonport Municipal area has an identified supply of residential land of 5 years (CCRLUS p. 166), with provision of residential land to be provided by infill and consolidation. The proposed rezoning does not remove the subject site from contributing to the supply of residential land, but allows for market forces to determine the use of the site. It is acknowledged that the proximity of the Bass Highway limits the appeal of this site both practically and within the market somewhat.

	<p>demand for a minimum future period of 10 years –</p> <ul style="list-style-type: none"> i. through infill, redevelopment or increased densities within each settlement area ii. on land designated for settlement growth and immediately available for residential development under the planning scheme <p>b. Facilitate choice and diversity in location, form and type of housing to meet the economic, social, health and well-being requirements and preferences of all people</p> <p>c. Direct development for new housing into locations where appropriate levels of employment, business, infrastructure and community service facilities are available or planned</p> <p>d. Promote higher dwelling density to optimize use of land and infrastructure and community service facilities</p> <p>e. Rationalise or remove opportunity for housing in locations where oversupply is identified, and in locations where</p>	<p>The proposed rezoning will retain potential for this site to provide infill residential development.</p> <p>This land is within the designated town boundary and is, and will remain as, immediately available for residential development under the planning scheme.</p> <p>The current land zoning and the proposed land zoning provide for all types of residential dwellings, as defined within the planning provisions, allowing for choice and diversity as per (b).</p> <p>The subject site is fully serviced, and within an established township, providing for all of these facilities.</p> <p>The proposed land zoning has a slight, inherent bias towards higher density dwellings than the existing land zoning, however this is not restrictive for potential land users.</p> <p>No oversupply is recognised within the Devonport Municipal area. Access, servicing, safety and impact are all acceptable.</p>
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	<p>access, servicing, safety or impact are unacceptable</p> <p>j. Require housing land is separated from and buffered against adverse effect from existing and potential adjacent non-residential use</p> <p>f. Provide land for housing development requirements which do not unreasonably or unnecessarily constrain –</p> <p>i. efficient use of land and infrastructure</p> <p>ii. housing market or supply</p> <p>iii. location of housing outside designated residential estates</p> <p>iv. tenure, including for public housing, rental and temporary accommodation</p> <p>v. accessibility and affordability</p> <p>vi. diversity in type, mix and density...</p> <p>vii. housing for the elderly, disadvantaged and disabled</p>	<p>The majority of the site is within the 50m mark of the Bass Highway. This is a factor to consider for any development of the site into the future for a sensitive use such as housing. As for non-housing development on the site and the relationship with the adjoining and existing dwellings, the Local Business Zone is designed to accommodate such a relationship. Provisions protecting the amenity of adjoining dwellings are integrated into the assessment criteria. It is noted that the subject dwellings are already sitting alongside land zoned as Local Business.</p> <p>The proximity to the Bass Highway can be considered a situation where impact upon potential housing may be unacceptable on the subject land. The land currently provides a buffer between the highway and the existing dwellings.</p> <p>The proposed land zoning would:</p> <p>i. provide for utilisation of existing infrastructure and land as it is infill development, designed to facilitate an adjoining land use;</p> <p>ii. the proposed rezoning will not limit the housing market or supply. Residential development as allowable under the current land zoning will still be allowable under the proposed land zoning;</p> <p>iii. the development is within an established developed area, and will not result in isolated development;</p> <p>iv. N/A;</p> <p>v. the proposed land zoning will not alter the relationship of this site to accessibility or affordability of housing;</p> <p>vi. the proposed land zoning will retain opportunity for diverse housing types, as the market demands;</p> <p>vii. the site will remain available for housing which is suited to these groups;</p> <p>viii. the configuration of the site is not intended to be modified;</p> <p>The proposal would effectively retain the existing relationship between the site and business / mixed use areas.</p>
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	<p>viii. orientation, configuration, design, materials and technologies</p> <p>ix. inclusion of housing in business and mixed use areas</p> <p>g. Facilitate housing forms which incorporate climate sensitive design, the use of low energy materials, reduction in waste and emissions and technologies which encourage efficient water and energy use</p> <p>h. Provide for housing in rural areas... N/A</p>	<p>The proposed rezoning would result in potential for housing in a mixed use land zone.</p> <p>The site is currently capable of accommodating housing forms which achieve all of these goals, subject to addressing the proximity to the highway. The proposed change in land zoning will not alter this.</p> <p>The site is not a rural area.</p>
4.8	Healthy and Educated Communities	The location of this site encourages service provision in close proximity to public transport. The rezoning does not alter this current relationship. There is value in broadening the opportunities for wider land uses on this site, providing potential for co-locating, integrating and shared use of the space(s) (although unlikely as discussed elsewhere).
4.9	Active Communities	The proposal retains service provision in close proximity to the North West Coastal Pathway and integration between multiple land uses and the existing recreation and open spaces.
Planned Provision for Infrastructure		
5.1	Context	The proposal does not impact on potential access to infrastructure.
5.2	Land Use Outcomes for Integrated Land Use and Infrastructure Planning	The proposed rezoning would result in the utilisation of existing infrastructure.

		Riverview Avenue may limit the potential development of the subject site for higher intensity land uses, depending on relationship with land to the west. This is not necessarily a negative outcome, given the proximity to residential use.
5.3 Integrated Land Use and Infrastructure Planning		
	Land use planning processes - a. are integrated and coordinated with strategies, policies and programs contained in or derived from the Tasmanian Infrastructure Strategy planning process	The proposed rezoning would result in the utilisation of existing land use planning processes. The SPPs and the LPS have been developed in conjunction with these processes.
	b. Recognise existing and planned infrastructure provision for services and utilities	The site has full accessibility to these services and utilities under both the current and proposed land zoning.
	c. Promote compact contained settlement areas to – i. assist climate change adaptation and mitigation measures ii. optimize investment in infrastructure provision	The proposed change in zoning would be located within established settlement area(s), in accordance with c.
	d. Direct new and intensified use or development to locations where there is available or planned infrastructure capacity and function appropriate to	The proposed change in zoning would result in supporting the existing adjoining land use, which is located to serve the local community and utilise existing infrastructure without exceeding current capacity.

	the need of communities and economic activity	
e.	Require the scale and sequence of growth and development be in accordance with arrangements for the provision of infrastructure	The proposed land zoning does not differ significantly in requirements to the current land zoning. There are no known issues with services in this area.
f.	Require use or development optimize capacity and function in available and planned infrastructure services and utilities	
g.	Restrict use or development in locations where provision or upgrade in capacity or function of infrastructure services and utilities cannot be economically or sustainably provided	Services in the area are sufficient.
h.	Recognise strategic and substantial infrastructure assets such as airports, railways, major roads and seaports as a distinct land use category.	The Bass Highway and the airport are both recognised in the planning provisions applicable to this site.
i.	Protect infrastructure assets, corridors, facilities sites and systems from use or development likely to create conflict or interference to the operational capacity, function or security of services and utilities including for road and rail corridors, airport and seaport land,	The proposed rezoning reduces the potential for conflict between a residential use on the subject land and the Bass Highway, as well as providing broader support services for the ferry services.

	energy generation and distribution corridors and water catchment and storage areas.	
	j. Minimise permit and assessment requirements for works involving replacement or improvement in the capacity function or safety of existing infrastructure	N/A.
	k. Limit use or development which has no need or reason to locate on land within an infrastructure corridor, facility or site	N/A.
	l. Promote infrastructure corridors, sites and facilities	N/A.
5.4 Transport Systems – moving freight and people		
5.4.1	Integrated Planning	The proposed rezoning would result in the utilisation of existing infrastructure. Any future development application would be subject to the standard provisions of the planning scheme in force at that time.
5.4.2	Sea Transport	Not applicable, outside the support relationship that the adjoining land use plays for the East Devonport Port / Spirit of Tasmania facilities.
5.4.3	Air Transport	Not applicable.

5.4.4	Road Transport	The proposal does not intend to change the application of C3.0 Road and Railway Assets Code E9.0 Traffic Generating Use and Parking Code. Under the current land zoning this Code is applicable to sensitive use over much of this site, and it would remain in place under the proposed land zoning.
5.4.5	Rail Transport	Not applicable. There is no rail line in proximity to this site.
5.4.6	Active Transport	The site is linked to business and residential areas through the public transport, walking and cycling systems within Devonport and across the wider north west coast (e.g. Coastal pathway)
5.5	Energy Systems – generation, distribution and supply	No impact.
5.6	Supply of Water	The rezoning would provide the capacity for broader site development, which may include WSUD and potentially site-specific alternative water systems if appropriate.
5.7	Information Technology – moving data, information knowledge and services	No impact.
5.8	Policies for Waste Management	The rezoning would allow for site improvements outside those provided for existing potential land uses.

5.9	<p>Community Services</p> <p>Land Use accommodates arrangements for community service facilities appropriate to meet the needs of the local and regional population.</p>	<p>The proposed rezoning intended to provide for retention or upgrades to the existing services outside the limitations of the General Residential zone.</p>
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5.1.2. Devonport Strategic Plan 2009-2030

The Devonport Strategic Plan was adopted in 2009 and last revised in April 2019.

Table 6 Analysis – Devonport Strategic Plan 2009-2030

Strategic Goals	Relevant actions linked with this proposal	Response
1. Live lightly on our environment	<ul style="list-style-type: none"> • promoting and integrating sustainability across all sectors • promoting and encouraging 'living lightly' 	<p>The statutory planning process is built upon the founding principles of sustainability.</p> <p>The redevelopment of this site provides an opportunity to make small improvements in sustainable management of an incidental, urban site. These incidental improvements are key to achieving sustainability across all sectors in an increasingly urban society.</p>
2. Building a unique city	<ul style="list-style-type: none"> • building on current strengths • creating precincts linking the river and coast • promoting the city for life, work and investment • appropriate stormwater infrastructure 	<p>The site adjoins existing business operations, providing a range of customer based services. The rezoning is intended to facilitate further investment in these business operations, strengthening the local economic activity, as well as the physical relationship with the coast and river, and operations thereon. This includes building upon the unique relationship between East Devonport and the Spirit ferries.</p>
3. Growing a vibrant economy	<ul style="list-style-type: none"> • utilising the natural beauty of the area as a foundation to the economy • engaging with markets, consumers and travellers • support tourism 	<p>The adjoining businesses provide utilisation and enjoyment of the natural beauty of the area without impeding or negatively impacting upon these. The proposed rezoning would provide for further investment into this</p>

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	<ul style="list-style-type: none"> • support regional development • improve access and connectivity to and from key access points • work in partnership with industry and development • promote initiatives that support the local economy 	interaction. Similarly, the adjoining businesses engage with local, regional and larger economic markets and tourist activities and the proposed rezoning would further strengthen these relationships.
4. Building quality of life	<ul style="list-style-type: none"> • connectedness • appropriate facilities • community safety 	<p>The site currently sits in relative isolation, with multiple restrictions for standard development under the current land zoning. The proposed land zoning would provide for redevelopment of the site and connecting the site to the adjoining business operations, without increasing traffic flow over the residential street.</p> <p>Rezoning the site would also provide opportunity for the landowner to redevelop the site, thus removing a large vacant site in the corner of a residential street which currently provide potential for loitering.</p>
5. Practicing excellence in governance	<ul style="list-style-type: none"> • role of local government in planning 	<p>The rezoning process involves local government through the statutory requirement(s) for community engagement and involvement of elected members in the decision making process), as well as providing an opportunity for local government to adapt to changing circumstances (e.g. rezoning / redevelopment of land).</p>

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5.1.3. East Devonport Community Plan Review 2015

The East Devonport Community Plan is designed to assist in guiding Council investment in East Devonport, to enhance the economic, social, cultural and environmental sustainability.

The proposed rezoning is not technically Council investment, however the interaction with this Community Plan is addressed below.

Table 7 Analysis East Devonport Community Plan (Review) 2015

Strategic Objectives	Relevant actions linked with this proposal	Response
1. Increased access and availability of transport services	<ul style="list-style-type: none"> transport options interaction with ferries 	The proposal will provide potential for support services for transport providers and users of the ferries, particularly when further development occurs as per the draft masterplan for the site.
2. Beautification which fosters a sense of place through planned infrastructure and enhanced landscaping	<ul style="list-style-type: none"> port access and interactions 	The proposed rezoning will support development opportunities in East Devonport.
3. Increased economic viability	<ul style="list-style-type: none"> identify opportunities promote opportunities for existing businesses Support new development that fosters local job growth 	The proposed rezoning is intended to increase the economic opportunities to the local community, through supporting the existing local business on the adjoining land site, as well as the wider support that this existing and proposed use of the adjoining land provides to the community, including, but not limited to, employment.
4. Enhanced visitor experience		Separate from the actions listed, the proposed amendment will provide opportunity to support the visitor experience through broader development opportunities for the site.

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5. Improved use of existing recreational facilities to improve health and wellbeing		Wider potential use of the site through the proposed amendment will support all facilities in the area.
6. Increased participation and engagement of young		The proposed rezoning will provide potential employment opportunities for youth in hospitality.
7. Support quality of life and healthy living through affordability of fresh food		N/A
8. Increased awareness of existing services, and advocacy for improved services		N/A
9. Increased sense of safety in public areas through developing a vibrant sense of place		The proposed rezoning will provide for additional land uses to be considered for the site, increasing the opportunity for development of the site and reducing vacant land in the area.
10. Enhanced engagement and local decision making		The community will have opportunity for engagement in the decision making process through the legislated planning process.

5.1.4. Environment Strategy 2019-2024

The City of Devonport's 2019-2024 Environment Strategy was developed to support Goal 1 of the Devonport Strategic Plan 2009-2030. Whilst the site has limited interaction with the natural environment, there remain matters to be considered in regard to the Environment Strategy and opportunities for incidental environmental benefits.

There are no relevant flora or fauna on the site, being significantly altered over time and clear of vegetation outside of exotic

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species. Development of the site may, at Council's discretion, include plantings centred around native species if so desired, to increase incidental native vegetation cover (Action 3.15 – improve climate resilience).

The management of stormwater on the site will also be relevant. The rezoning of the site provides for increased investment and the accompanying potential to improve the stormwater management in this area, particularly through Water Sensitive Urban Design (Action 2.4 – integrate WSUD).

The interface with the Environmental Strategy is minimal, however there are options for improvement through redevelopment and investment in the site. This is an improvement on the current state of the site, with potential for uncontrolled stormwater trials and minor sediment runoff.

5.1.5. Retail Strategy 2018-2023

The site falls under the East Devonport retail district within the Retail Strategy, however the strategy provides no specific goals for East Devonport. The four Objectives are addressed herein.

Table 8 Analysis – Retail Strategy 2018-2023

Strategic Objectives	Response
1. Increase visitation to CBD	The Strategy provides a significant focus on the CBD, whilst recognising role that the East Devonport precinct plays within the retail landscape of Devonport. The proposed rezoning affects a site and a service which services the region more broadly than the Devonport municipal area, particularly providing for a strong initial opportunity for interaction with travellers or employees from the Spirit of Tasmania, or vehicles which are restricted from interacting with the CBD due to size (e.g. large campervans, trucks etc). The proposed rezoning and development is intended to complement the CBD, rather than drawing custom away.
2. Strengthen the retail experience	The proposed rezoning is intended to support an existing operation, strengthening the operation

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	on the adjoining site, and retaining visitors for longer within the Municipal area. One of the key challenges flagged in this Objective is that private enterprise is not always willing or able to invest. Here we have a private operator who is in fact willing and able to do so, in keeping with the retail strategy.
3. Build the capacity of retailers	The developer is not requesting any of the listed services from the Council.
4. Strengthen communication between Council and retailers	The developer has initiated communication with the Council planning team. The remainder of the communication is intended to be through the statutory process.

5.1.6. Tourism Development Strategy 2009-2019

The Tourism Development Strategy identifies:

- 'Grey Nomads'
- Melbourne, Regional Victoria and Sydney, Regional NSW markets
- Consolidation and growth of local / regional visitor markets

as key points for Devonport to focus on. The adjoining businesses currently service all of these markets, reinforced by the proximity to the Bass Highway and the Spirit of Tasmania ferry terminals.

The following key findings of the Tourism Development Strategy are relevant to the site and rezoning:

Table 9 Analysis – Tourism Development Strategy 2009-2019

Key Finding	Comment
Lack a sense of arrival and quality presentation	This site is part of a larger, key site. It is highly visible upon arrival to Devonport, and able to support a large number of arrivals, particularly through the relationship with the Spirit. The proposed rezoning would be supporting planning and development instruments to ensure long term management and integrity of key arrival and vista corridors, as per recommended actions (p.xvii & xviii).
Need for a broader range of accommodation,	The site is not looking to provide shopping options. These are best addressed in the business portion of East Devonport or the CBD. The site is

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restaurants and cafes, entertainment and shopping options	however able to address accommodation restaurant and hospitality, through supporting the existing operators.
Need to focus of protecting the asset base	This is interpreted to include supporting and protecting existing businesses.

5.2. Discussion

The proposed rezoning provides for a shift in focus for the subject site, from a primary intention for use as residential land towards instead providing a supporting role for the existing adjoining businesses.

The local strategic planning requires that any change such as this considers a number of factors, including the impact on the CBD, the environment and the tourism industry. The proposal provides for support of an existing business, without compromising the role of the CBD. Similarly, the rezoning provides for interaction with the environment without potential for negative impact, strengthening the visual relationship between tourist visitors (both local and further afield) and the striking vistas available from the site.

It is considered that the proposed rezoning is in keeping with the local strategic planning as discussed.

6. STATUTORY CONSIDERATION

6.1. State Policies

The following State Policies are made under the *State Policies and Projects Act 1993*:

- Tasmanian State Coastal Policy 1996;
- State Policy on the Protection of Agricultural Land 2009;
- State Policy on Water Quality Management 1997; and
- Gas Pipelines Act 2000.

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The National Environmental Protection Measures are automatically adopted as State Policies under the *State Policies and Projects Act 1993*.

6.1.1. Tasmanian State Coastal Policy 1996

The State Coastal Policy 1996 applies to all land within 1km of the high-water mark. The site is within this area.

Table 10 Relevant Principles and outcomes of the State Coastal Policy

Principle	Outcome	Response
1	Protection of Natural and Cultural Values of the Coastal Zone	
1.1.1	<i>The coastal zone will be managed to ensure sustainability of major ecosystems and natural processes.</i>	The site sits on and surrounded by land which has been highly modified. The potential impact on natural processes for this site relates to the management of stormwater and groundwater. The proposal is to include potential for additional land uses, all of which would be required to comply with the provisions of the SPPs and the LPS. 1.1.1 will be achieved.
1.1.2	<i>The coastal zone will be managed to protect ecological, geomorphologic and geological coastal features and aquatic environments of conservation value.</i>	The site is not located on or in close proximity to, any natural features or environments of conservation value, nor does it have capacity to affect these indirectly. 1.1.2 will be achieved.
1.1.3	<i>The coastal zone will be managed to conserve the diversity of all native flora and fauna and their habitats, including seagrass and seaweed beds, spawning and breeding areas. Appropriate conservation measures will be adopted for the protection of migratory species and the protection and recovery of rare, vulnerable and endangered species in accordance with this Policy and other relevant Acts and policies.</i>	The site currently contains limited vegetation. This is likely to continue with future uses. There is no potential to impact seagrasses or seaweed beds, spawning or breeding areas, outside the management of stormwater. There is some potential to integrate native vegetation and WSUD in future investments. 1.1.3 is not impacted.

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1.1.4	Exotic weeds within the coastal zone will be managed and controlled, where possible, and the use of native flora encouraged.	The site currently contains limited vegetation. This is likely to continue with future uses. It is always the responsibility of the landowner to manage exotic weeds, regardless of land zoning. There is some potential to integrate native vegetation and WSUD in future investments. 1.1.4 is not impacted.
1.1.5	Water quality in the coastal zone will be improved, protected and enhanced to maintain coastal and marine ecosystems, and to support other values and uses, such as contact recreation, fishing and aquaculture in designated areas.	The proposed rezoning will broaden the potential for development on site. Stormwater management on the site will have potential to impact water quality in the coastal zone, however this is also the case with the existing land zoning. Any development or use on the site must manage impacts on water quality appropriately. Use and development within both the existing and the proposed zone have the capacity to connect to reticulated sewer, water and stormwater 1.1.5 is not impacted.
1.1.6 – 1.1.9	[1.1.6-1.1.9 refer to management of monitoring programs, protection of representative ecosystems and marine reserves, and coastal wetlands.]	Not impacted by proposed rezoning.
1.1.10	The design and siting of buildings, engineering works and other infrastructure, including access routes in the coastal zone, will be subject to planning controls to ensure compatibility with natural landscapes.	The site and surrounds are highly modified. The SPPs and the LPS have been developed to address 1.1.10 and provide these planning controls, which remain applicable whether in the current, or proposed land zoning. 1.1.10 is not impacted.
1.1.11	Refers to fire management.	Fire management is not practiced on this site.

1.2	Cultural and Historic Resources	
1.2.1 – 1.2.2		The site is highly modified. The proposed change in zoning does not impact upon the application of the legislation which addresses 1.2.1 and 1.2.2.
1.3	Cultural Heritage	
1.3.1		The site is highly modified. The proposed change in zoning does not impact upon the application of the legislation which addresses 1.2.3.
1.4	Coastal Hazards	
1.4.1	<i>Areas subject to significant risk from natural coastal processes and hazards such as flooding, storms, erosion, landslip, littoral drift, dune mobility and sea level rise will be identified and managed to minimise the need for engineering or remediation works to protect land, property and human life.</i>	The site is not subject to coastal inundation or erosion.
1.4.2	Refers to actively mobile landforms.	Not applicable.
1.4.3	Refers to development of policies responding to climate change.	Not applicable at development scale.
2	Sustainable Development of Coastal Areas and Resources	
2.1	Coastal uses and Development	
2.1.1	<i>The coastal zone shall be used and developed in a sustainable manner subject to the objectives, principles and outcomes of this Policy. It is acknowledged that there are conservation reserves and other areas within the coastal zone which will not be available for development.</i>	The site is not subject to any reserves. The land is converted from natural coastal processes.

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2.1.2	<i>Development proposals will be subject to environmental impact assessment as and where required by State legislation including the Environmental Management and Pollution Control Act 1994.</i>	The use and development of land would be subject to assessment under the Scheme and other relevant legislation.
2.1.3	<i>Siting, design, construction and maintenance of buildings, engineering works and other infrastructure, including access routes within the coastal zone will be sensitive to the natural and aesthetic qualities of the coastal environment.</i>	The use and development of the site would be subject to assessment under the active planning scheme and relevant legislation.
2.1.4	<i>Competing demands for use and development in the coastal zone will be resolved by relevant statutory bodies and processes.....Planning schemes....and other statutory plans will provide guidance for resource allocation and development in accordance with this Policy.</i>	The discussion in this regard is around whether the proposed land zoning is appropriate for the site, rather than competing demand for the coast.
2.1.5	<i>The precautionary principle will be applied to development which may pose serious or irreversible environmental damage to ensure that environmental degradation can be avoided, remedied or mitigated. Development proposals shall include strategies to avoid or mitigate potential adverse environmental effects.</i>	There is no development proposed. All future development would be subject to standard assessment procedures. The proposed rezoning does not increase the risk of damaging development.
2.1.6	<i>In determining decisions on use and development in the coastal zone, priority will be given to those which are dependent on a coastal location for spatial, social, economic, cultural or environmental reasons.</i>	The site is surrounded by land developed for residential and local business operations.
2.1.7-2.1.19		N/A

2.2	Marine Farming	
2.2.1-2.2.2		N/A
2.3	Tourism	
2.3.1	<i>Tourism use and development in the coastal zone, including visitor accommodation and other facilities, will be directed to suitable locations based on the objectives, principles and outcomes of this Policy and subject to planning controls.</i>	The proposed rezoning is intended to support an existing tourism operation within the coastal zone, and subject to standard planning controls.
2.3.2	<i>Tourism development proposals in the coastal zone will be subject to environmental impact assessment as required by State legislation including a water safety assessment to indicate the level and type of lifesaving facilities and personnel required to protect people.</i>	The subject site and the surrounds are highly modified. There is no safety risk in regard to water safety.
2.3.3	<i>Opportunities for tourism development will be identified wherever strategic planning occurs for the coastal zone or any part of it.</i>	The site is within a modified section of the coastal zone and provides an excellent opportunity for tourism development without negative impact on the coast.
2.3.4	<i>Tourism development will be located where there is environmental capacity and where it does not significantly conflict with the natural and aesthetic qualities of the coastal zone.</i>	
2.4	Urban and Residential Development	
2.4.1	<i>Care will be taken to minimise, or where possible totally avoid, any impact on environmentally sensitive areas from the expansion of urban and residential areas, including the provision of infrastructure for urban and residential areas.</i>	The proposal would not result in the expansion of urban areas, or services / infrastructure for such areas. The proposal is for a change in the intended use of the infill site.
2.4.2	<i>Urban and residential development in the coastal zone will be based on existing towns and</i>	The site is an infill development site, with no potential for ribbon development or unrelated cluster development.

	<i>townships. Compact and contained planned urban and residential development will be encouraged in order to avoid ribbon development and unrelated cluster developments along the coast.</i>	
2.4.3	<i>Any urban and residential development in the coastal zone, future and existing, will be identified through designation of areas in planning schemes consistent with the objectives, principles and outcomes of this Policy.</i>	The site is identified through the existing planning scheme as appropriate for urban development. The discussion for this proposal is around what kind of urban development is appropriate on this site.
2.5	Transport	
2.5.1-2.5.5		The site would utilise existing transport routes.
2.6	Public Access and Safety	
2.6.1-2.6.6		The site / development do not impact the public access to the coastline.
2.7	Public Land	
2.7.1-2.7.4		N/A
2.8	Recreation	
2.8.1	<i>Recreational use of the coastal zone will be encouraged where activities can be conducted in a safe and environmentally responsible manner.</i>	Though it is doubtful that this type of site is what was in mind when this clause was being discussed, the proposal will result in recreational use of the coastal zone being conducted in a safe and environmentally responsible manner, protecting the remaining foreshore in the area.
2.8.2	<i>Suitable recreational opportunities will be identified through strategic planning and may be provided in appropriate locations where they do not adversely affect sensitive coastal ecosystems and landforms or in designated areas where such effects can be remedied or mitigated.</i>	Similarly, the proposal will allow for recreational opportunities that do not impact on sensitive coastal ecosystems or landforms. Again, it is recognised that this particular scenario, of land within an established and developed area, with limited capacity to impact on these ecosystems and landforms, was not the purpose of this section of the Policy.

2.8.3		N/A
3	Shared Responsibility for Integrated Management of Coastal Areas and Resources	
3.1-3.3		These matters are addressed through the existing state planning system and the statutory amendment process.
4	Implementation, Evaluation and Review	
4.1-4.5		N/A

The proposed amendment is aligned with the intended outcomes of this Policy.

6.1.2. State Policy on the Protection of Agricultural Land 2009

The site is not classified as agricultural land under the State Policy on the Protection of Agricultural Land 2009.

6.1.3. State Policy on Water Quality Management 1997

The State Policy on Water Quality Management 1997 provides for *“sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the Objectives of Tasmania's Resource Management and Planning System”*.

The proposed amendment will not modify existing surface or groundwater resources directly. The subsequent use and development of this land has the potential to impact on these in a limited manner. The largest impact would be if the entirety of the site were to be developed with non-permeable surfaces, in contrast to the existing undeveloped land, comprised of a large grassed area. It is noted that during summer, the grass dies off and there is significant dust and associated sediment loaded stormwater flow from the site.

The area proposed for the amendment is able to be fully serviced (water, stormwater and sewer), with all concentrated water runoff and sewage able to be managed and disposed of appropriately. There is potential for water sensitive urban design features to be incorporated into the development of any development, thus potentially improving the quality of the stormwater from the site.

The proposed zoning and existing provisions of the Tasmanian Planning Scheme provide adequate safeguards in regard to the protection of water quality within the surrounding area.

The proposed amendment is considered to meet the Objectives of the State Policy on Water Quality Management.

6.1.4. NEPMs

The National Environmental Protections Measures (NEPMs) are made under the *National Environment Protection Council (Tasmania) Act 1995* and provide objectives and protections for aspects of the environment. Under Section 12A of the *State Policies and Projects Act 1993*, the NEPMs are automatically accorded the status of a State Policy.

The NEPMs relate to:

- Ambient air quality;
- Air Toxins;
- Assessment of Site Contamination;
- Diesel Vehicle Emissions;
- Movement of Controlled Waste;
- National Pollutant Inventory; and
- Used Packaging.

None of these NEPMs are considered relevant to this amendment application.

6.1.5. Gas Pipelines Act

The subject land is not impacted by the Gas Pipeline. This requirement is not applicable.

6.2. Mandatory provisions

6.2.1. Land Use Planning and Approvals Act 1993

The following comments are offered in support of this submission to demonstrate that the proposal furthers the Objectives of the *Land Use Planning and Approvals Act 1993* (Parts 1 and 2).

Table 11 Furthering the Objectives of Schedule 1 of the Act

Objective	Response
Schedule 1 Part 1	
<i>(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity.</i>	<p>The amendment involves a highly modified site that is uniquely located to take advantage of the existing and surrounding land uses and infrastructure, and provide a broad range of land use options in order to allow market forces to determine whether the site should be developed for residential or other land uses.</p> <p>The provisions within the Tasmanian Planning Scheme – Devonport and those of the Local Provisions Schedule ensure that any future use or development is assessed against the applicable codes to ensure that the natural and physical resources are duly considered in any application for a future planning permit.</p> <p>The proposed amendment will have little impact on the natural and physical resources and the maintenance of ecological processes and genetic diversity outside that of broadening the potential use of this land, thus reducing demand for expansion outside of the town boundaries.</p>
<i>(b) to provide for the fair, orderly and sustainable use and development of air, land and water</i>	<p>The proposed land zoning provides for practical use of an existing site within the capacity of the infrastructure and services, without negatively impacting on others.</p> <p>The rezoning would provide capacity for complementary activities to operate within the existing legislative framework, allowing for fair, orderly and sustainable use of land, consistent with this objective.</p>
<i>(c) to encourage public involvement in resource management and planning</i>	Public involvement will be achieved through the required statutory exhibition process of the amendment.
<i>(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)</i>	<p>The amendment will allow a broader consideration of uses than is currently allowed under the standard General Residential zone.</p> <p>The amendment enables the opportunity to develop the subject site to reflect or work together with either the adjoining residential land uses (e.g. other residential uses or small business uses) or hotel industry and upgrade the adjoining local businesses without compromising sustainability. This existing business provides economic support for the local community through</p>

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	<p>direct and indirect employment, as well as integrating with additional services in the area (e.g. the Spirit of Tasmania), which bring broader economic support to the region and indeed state-wide.</p> <p>The proposal does not remove the existing use classes allowable within the General Residential zone. The proposed rezoning is consistent with this objective.</p>
<i>(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.</i>	The responsibility for resource management and planning has been shared between the Devonport City Council and the Tasmanian Planning Commission, the landowners, community and industry.
Schedule 1 Part 2	
<i>(a) to require sound strategic planning and co-ordinated action by State and local government</i>	<p>The proposed amendment is consistent with the CCRLUS and the additional strategic plans, providing for sound strategic planning.</p> <p>The amendment process is designed to provide for coordinated action by State and local government.</p>
<i>(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land</i>	The system of planning instruments will not be altered. The established system of planning instruments will continue to operate over the site and surrounds.
<i>(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land</i>	<p>The established planning instruments include provision to consider the social and economic effects for future development applications.</p> <p>In addition, the provisions addressed in this application for rezoning include consideration of potential social impacts in the potential for land use conflict and land supply, as well as consideration of potential economic impacts through the impact on existing local business, retail hierarchy and market forces.</p>
<i>(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic,</i>	The environmental, social, economic, conservation and resource management policies have been integrated into the Tasmanian Planning Scheme and the applicable LPS, as well as the

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<i>conservation and resource management policies at State, regional and municipal levels</i>	amendment process and as such have been duly considered and addressed in this application.
<i>(e) to provide for the consolidation of approvals for land use or development and related matters and to co-ordinate planning approvals with related approvals</i>	The application is for rezoning only.
<i>(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation</i>	In regard to (f), the proposed rezoning has the potential to interact with the recreation space in close proximity, the adjoining residents and the other businesses in the area. These matters have all been considered in this documentation to ensure that any future development will fully address these issues.
<i>(g) to conserve those buildings, area or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value</i>	The site does not contain any of these areas of particular value.
<i>(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community</i>	There are sufficient safeguards in place to achieve these outcomes through the development application process.
<i>(i) to provide a planning framework which fully considers land capability</i>	The site has no capacity for agricultural use.

6.2.1.1. Additional requirements of the Act

The proposal is for a rezoning only and is considered therefore to be consistent with the SPPs.

7. CONCLUSION

The proposed rezoning seeks to rezone the subject land to Local Business, in keeping with the remainder of the larger property. The rezoning would result in:

- a shift in the recognised intention for this portion of land from General Residential to Local Business use;
- correlation between the use of the site and the land zoning;
- opportunity to develop the site in a more appropriate manner, when considering the proximity of the Bass Highway;
- application of the Local Business zone protections for the adjoining residential land uses;
- support for the local businesses already operating on the adjoining site, providing employment, tourism facilities and support services to the Spirit of Tasmania (visitors and employees) as well as facilities for the local community

Based on the assessments within this report, it is demonstrated that the application of the Local Business Zone is appropriate. This submission demonstrates:

- the site has long been utilised informally for car parking for the adjoining businesses;
- the application of the Local Business zone is appropriate for this site;
- the current provisions within the Local Business zone are sufficient to appropriately manage the use and development of the site;
- the proposal furthers the Objectives and Resource Management and Planning System as set out in Part 1 and Part 2 of Schedule 1 of the *Land Use Planning and Approvals Act 1993*; and
- the proposed amendment will provide for land uses on the site which are compatible with the adjoining land zoning.

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Appendices

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 21185	FOLIO 3
EDITION 7	DATE OF ISSUE 06-Aug-2019

SEARCH DATE : 05-Oct-2021

SEARCH TIME : 12.25 PM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 3 on Sealed Plan 21185

Derivation : Part of Lot 27549 Gtd. to L.H. Bishton & Anor.

Prior CT 4043/49

SCHEDULE 1

C574655 TRANSFER to DONOJ PTY LTD Registered 11-Oct-2004 at
12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

A227427 FENCING COVENANT in Order

A227427 COVENANTS in Order

D128851 MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 21-May-2014 at 12.01 PM

M704830 MORTGAGE to Tasmania Development and Resources
Registered 06-Aug-2019 at noon

UNREGISTERED DEALINGS AND NOTATIONS

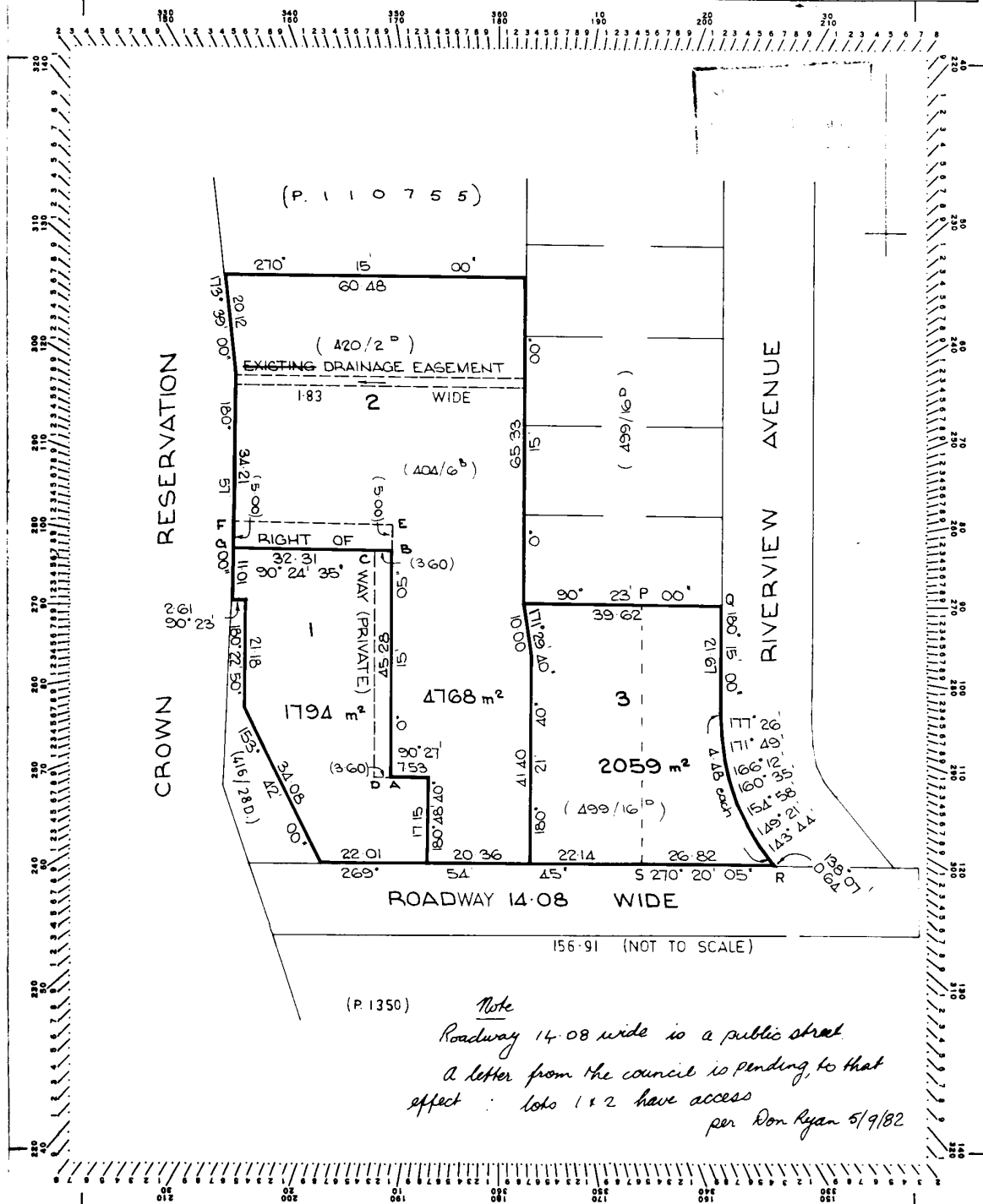
No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Owner: R.L.Mason & Others	PLAN OF SURVEY 669/3 by Surveyor <u>MR. R.P. FRANKS</u> of land situated in the	Registered Number: S. P. 21185
Title Reference: CT. 2116-34, CT. 2315-83 CT. 2819-94, CT. 2819-95	CITY OF DEVONPORT	Effective from: 15 SEP 1983
Grantee: Part of Lot 21549, 19° 2' 25" Lyndon Henry Bishton & Elizabeth May Bishton, pur. & Part of 150 Ac. Charles Oldaker, pur.	SCALE 1: 800 MEASUREMENTS IN METRES	ACTING DEPUTY Recorder of titles



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS

PLAN NO.

S. P21185

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

4043 47

EASEMENTS AND PROFITS

ORIGINAL SCHEDULE HAS BEEN MISLAID.

THIS COPY PRODUCED 3 - JUNE - 1994.

Each lot on the plan is together with:—

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:—

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows.

COVENANTS

The owners of Lot 1 on the plan

~~RAYMOND LAWTON MASON, JUDITH ANNE MASON, DAVID NORMAN PESCOTT~~

and ~~VALERIE MARGARET PESCOTT~~ (hereinafter called "the Covenantors")

covenant with the Owner for the time being of Lot 2 shown on the said plan to the intent that the burden of this covenant may run with and bind the Covenantor's Lot and every part thereof and that the benefit thereof may be annexed to/Lot 2 and every part thereof shown on the said plan to observe the following stipulations:—

- (a) Not to permit to be carried on on Lot 1 shown on the said plan any discotheque or other noisy entertainment either of which shall be in breach of the Licensing Act 1976 or which may be a nuisance or disturbance to the inmates or residents of the premises erected on Lot 2 shown on the said plan

EASEMENTS

LOT 1 is together with a right of carriageway over the strip of land 5.00 metres wide marked right of way (Private) and marked EBGF and forming portion of Lot 2 on the said plan

LOT 2 is subject to a right of carriageway as appurtenant to Lot 1 on the said plan over the strip of land 5.00 metres wide and marked right of way (Private) and marked EBGF shown on the plan

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

EASEMENTS

LOT 2 is together with a right of carriageway over the strip of land 3.60 metres wide marked Right of Way (Private) and marked ABCD shown on the plan and forming portion of Lot 1 on the said plan

LOT 1 is subject to a right of carriageway as appurtenant to Lot 2 on the said plan over the strip of land 3.60 metres marked right of way (Private) and marked ABCD wide shown on the plan

LOT 2 is subject to a right of drainage for the Mayor, Alkermen and Citizens of the City of Devonport over the Drainage Easement 1.83 wide shown on the plan. That portion of Lot 3 on the plan marked P.Q.R.S. is affected by restrictive covenants set forth in Order No. A227427.

SIGNED by NICHOLAS JOHN MASON)
the registered proprietor of the
as Attorney for RAYMOND LAWTON MASON)
lands in CTRV 2116/34 and CTRV 2315/83 & Certificate
under Power of Attorney No.58/04462819/94 & 95)

(who hereby states that he has received
no notice of revocation) in the
presence of:

SIGNED by JUDITH ANNE MASON as
registered proprietor of the lands
in Certificate of Title volume 2116
folio 34 volume 2315 folio 83,
volume 2819 folios 94 and 95 in the
presence of:

SIGNED by DAVID NORMAN PESCOTT and)
VALERIE MARGARET PESCOTT as registered)
proprietors of the lands in Certificate
of Title volume 2116 folio 34, volume)
2315 folio 83, volume 2819 folios)
94 and 95 in the presence of:)

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 158438	FOLIO 1
EDITION 1	DATE OF ISSUE 05-May-2010

SEARCH DATE : 05-Oct-2021

SEARCH TIME : 12.27 PM

DESCRIPTION OF LAND

Parish of TEMPLETON Land District of DEVON

Lot 1 on Plan 158438

Derivation : Part of 150 Acres Gtd. to C. Oldaker

Prior CT 247892/1

SCHEDULE 1

C932331 DONOJ PTY LTD Registered 05-May-2010 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 BURDENING EASEMENT a right of carriage way (appurtenant to the
 land comprised in Certificate of Title Volume 322
 Folio 139) over the said land within described
 BURDENING EASEMENT the full right and liberty for John Drake
 and Emma Bishton and the owners for the time being of
 the lands shown surrounded by green lines in
 Certificate of Title Volume 53 Folio 72 and their
 tenants and servants and all other persons authorised
 in that behalf by them from time to time and at all
 times hereafter at their will and pleasure for all
 purposes connected with the use and enjoyment of the
 said land shown surrounded by green lines in
 Certificate of Title Volume 53 Folio 72 to pass and
 repass with or without horses cattle and other
 animals carts waggons and carriages in over and along
 the said land within described

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

RECORDED OF TITLES



Search Date: 05 Oct 2021 Search Time: 12:27 PM Volume Number: 158438 Revision Number: 01 Page 1 of 1

Department of Primary Industries, Parks, Water and Environment www.thelist.tas.gov.au

Form No. 1

Owners' consent

Requests for amendments of a planning scheme or Local Provisions Schedule and applications for combined permits require owners' consent. This form must be completed if the person making the request is not the owner, or the sole owner.

The person making the request must clearly demonstrate that all owners have consented.

Please read the notes below to assist with filling in this form.

1. Request made by:

Name(s):

Donoj Pty Ltd

Email address

mbest@goodstone.com.au

Contact number:

0419 023 117

2. Site address:

Address:

215-221 Tarleton Street East Devonport
Subdivision Road CT158438/1

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

PID2990474 / CT21185/3
No PID / CT158438/1

3. Consent of registered land owner(s):

Every owner, joint or part owner of the land to which the application relates must sign this form (or a separate letter signed by each owner is to be attached).

Consent to this request for a draft amendment/and combined permit application is given by:

Registered owner :

Donoj Pty Ltd

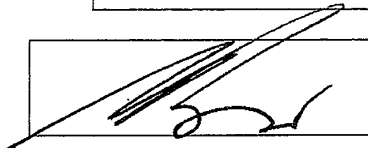
Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

CT21185/3 & CT158438/1

Position
(if applicable):

DIRECTOR (MICHAEL BERT)

Signature:



Date:

6/10/21

Registered owner
(please print):

DONOJ PTY LTD

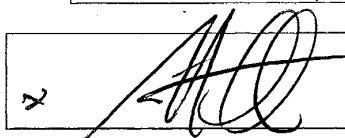
Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

CT 21185/3 & CT158438/1

Position
(if applicable):

SECRETARY (MATTHEW COCK)

Signature:



Date:

6/10/21

Registered owner
(please print):

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

Position
(if applicable):

Signature:

Date:

NOTES:

a. When is owners' consent required?

Owners' consent is required for:

- amendments to an interim planning scheme or to a Local Provisions Schedule¹; or
- combined permits and amendments².

Owners' consent must be provided before the planning authority determines to initiate, certify or prepare the amendment.

b. Who can sign as owner?

Where an owner is a natural person they must generally sign the owner's consent form personally.

Where an owner is not a natural person then the signatory must be a person with legal authority to sign, for example company director or company secretary.

If the person is acting on behalf of the owner under a legal authority, then they must identify their position, for example trustee or under a power of attorney. Documentary evidence of that authority must also be given, such as a full copy of the relevant Trust Deed, Power of Attorney, Grant of Probate; Grant of Letters of Administration; Delegation etc.

Please attach additional pages or separate written authority as required.

c. Strata title lots

Permission must be provided for any affected lot owner and for common property for land under a strata title under the *Strata Titles Act 1998*. For common property, permission can be provided in one of the following ways:

- i. a letter affixed with the body corporate's common seal, witnessed by at least two members of the body corporate (unless there is only one member, in which case the seal must be witnessed by that member) and which cites the date on which the body corporate or its committee of management met and resolved to give its consent to the application; or,
- ii. the consent of each owner of each lot on the strata plan.

d. Companies

If the land is owned by a company the form is to be signed by a person with authority in accordance with the *Corporations Act 2001* (Cwth).

e. Associations

If the land is owned by an incorporated association the form is to be signed by a person with authority in accordance with the rules of the association.

f. Council or the Crown

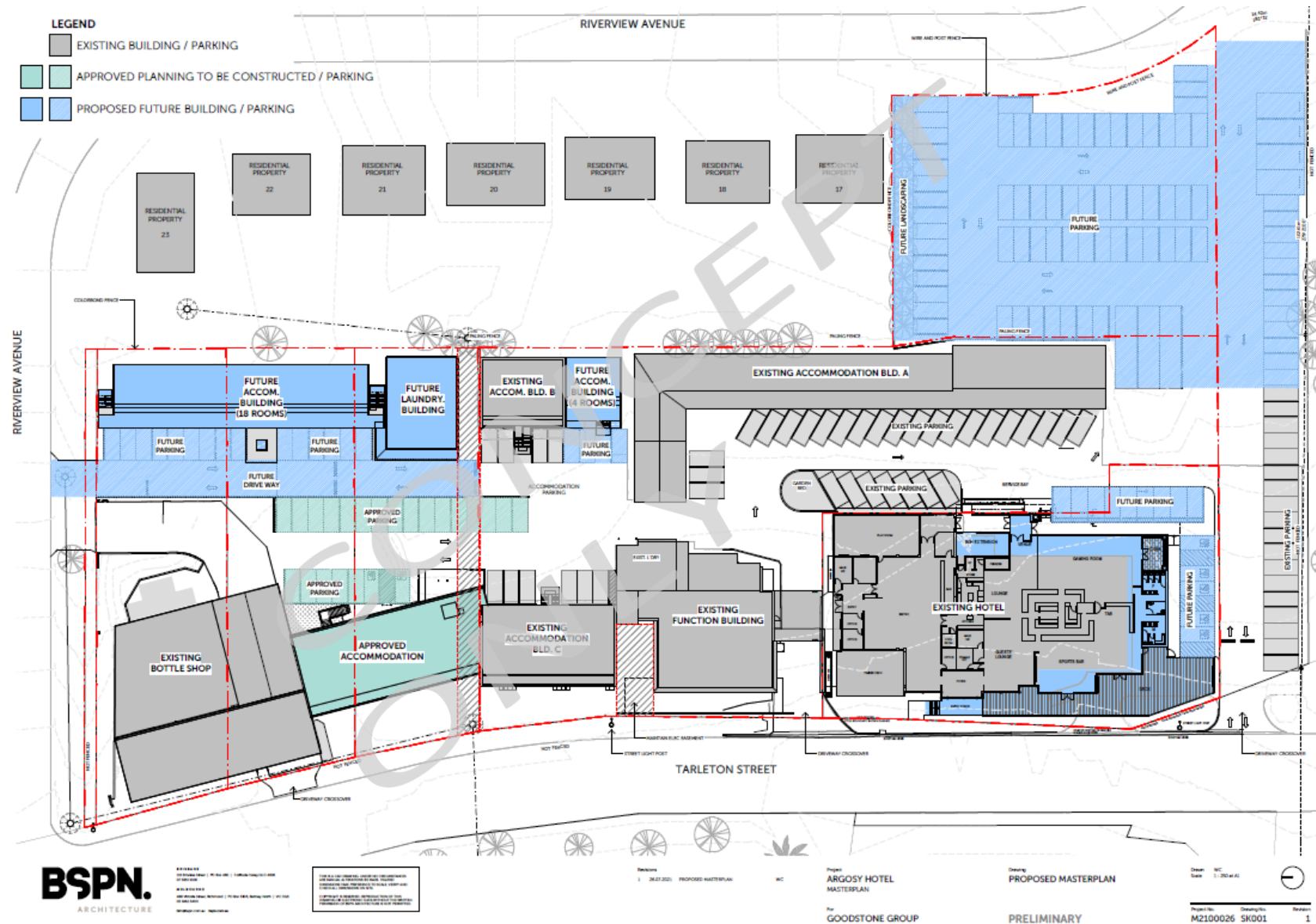
If the land is owned by a council or the Crown then form is to be signed by a person authorised by the relevant council or, for Crown land, by the Minister responsible for the Crown land, or a duly authorised delegate.

The name and positions of those signing must be provided.

Effective Date: September 2021

¹ under section 33(1) of the former provisions of the *Land Use Planning and Approvals Act 1993* or section 37 of the current provisions.

² under section 43A of the former provisions or section 40T of the current provisions of the Act



AM2021.03 - Assessment against the requirements of the Land Use Planning and Approvals Act 1993

Section 34 of the *Land Use and Planning Approvals Act 1993* states that:

(2) The LPS criteria to be met by a relevant planning instrument are that the instrument –

(a) contains all the provisions that the SPPs specify must be contained in an LPS;

Response: The draft amendment is for a rezoning only and does not alter any provisions that the SPPs specify must be contained in an LPS.

(b) is in accordance with section 32;

Response: The proposed amendment is in accordance with section 32 which specifies the requirements of an LPS. The structure of the LPS is not proposed to change as of a result of this draft amendment.

(c) furthers the objectives set out in Schedule 1;

Response: The draft amendment provides flexibility for the site as it will provide a pathway for the site to be developed in accordance with adjoining land uses, whether that be associated with the Argosy site or for residential use. Due to the site adjoining the Bass Highway and considering the intention of the Argosy Hotel Masterplan, residential use is unlikely, however the Local Business Zone provides a permit pathway.

The draft amendment will encourage economic development as it will support established uses adjoining the site and provide support services to the nearby Spirit of Tasmania.

The application of the Local Business zone provides a permit pathway for additional land uses in comparison to that prescribed within the General Residential Zone without removing any uses. The Local Business Zone contains development standards for use and development that offer protection for existing residential uses observed in Riverview Avenue.

Public involvement will be required as part of the exhibition of the draft amendment as per the statutory requirements.

For the above reasons and in conjunction with the supporting rationale by Equilibrium Town Planning (2021), the draft amendment is considered to further the objectives set out on in Schedule 1 of LUPAA.

(d) is consistent with each State policy;

Response:

State Coastal Policy 1996

The policy is applicable as the site is situated within 1km of the high-water mark of the Mersey River.

The site is located within a highly modified area taking into account the surrounding development pattern and supporting road infrastructure. The site is cleared from vegetation and there are no identified coastal features. Adjoining development in Tarleton Street and Riverview Avenue is connected to a council reticulated stormwater system which drains to the Mersey River via a headwall outlet.

The Devonport LPS contains no overlay mapping regarding the application of the following development codes which are considered relevant to the *State Coastal Policy 1996*:

- *C7.0 - Natural Assets Code*
- *C10.0 - Coastal Erosion Hazard Code*
- *C11.0 - Coastal Inundation Hazard Code; and*
- *C12.0 - Flood-Prone Areas Code.*

Any future development on the site will be subject to further planning assessment under the planning scheme and relevant legislation.

The draft amendment is consistent with the *State Coastal Policy 1996*.

State Policy on Water Quality Management 1997

The existing provisions of the TPS allow the planning authority to provide controls regarding water quality management.

State Policy on the Protection of Agricultural Land 2009

The proposal does not involve agricultural land and therefore the draft amendment is not subject to the policy.

(da) satisfies the relevant criteria in relation to the TPPs;

Response: The TPPs are yet to be adopted.

(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates;

Response: The draft amendment is consistent with the regional land use strategy.

The site has been converted from its natural state and the rezoning will encourage land uses which are consistent with the surrounding development pattern. The draft amendment does not seek to modify any development standards prescribed within the LPS.

The Cradle Coast Regional Land Use Strategy acknowledges that land is required to allow for local and convenient access to a range of businesses including those for social and economic activity. Rezoning the subject site to Local Business will enable improvements to the established hotel industry which benefit both locals and visitors.

The rezoning will not limit the site for housing supply if demanded by the market. Design requirements for sensitive uses e.g. residential development would require detailed design consideration to satisfy the requirements of Code C3.0 *Road and Railway Assets Code* which further supports the rezoning of the site.

Regarding infrastructure planning, the site has access to infrastructure provisions such as reticulated water, sewer and stormwater and road access. No infrastructure limitations are identified any future access to the site from Riverview Avenue will require approval from the road authority.

In relation to transport systems, consideration will need to be given to the planning codes prescribed within the TPS – C2.0 *Parking and Sustainable Transport Code* and C3.0 *Road and Railway Assets Code*. The site can be accessed via numerous transport methods and has good access to roads, walkways and public transport.

- (f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993 , that applies in relation to the land to which the relevant planning instrument relates;**

Response: The proposal is in keeping with Strategy 2.1.1 of the Devonport Strategic Plan 2009-2030 as the application of the Local Business Zone will provide appropriate land use that is compatible with surrounding development.

- (g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates;**

Response: The draft amendment will not impact any adjacent municipal areas.

- (h) has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.**

Response: There will be no impact regarding the safety requirements set out in the Gas Safety Act 2019.

Devonport Sports Infrastructure Master Plan 2035

Part A. Key Findings and Projects



December 2021

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Image: Simon Sturzaker

1. Executive Summary

The Devonport Sports Infrastructure Master Plan provides a framework to develop public sports infrastructure that supports wider community participation in sport, health, and wellbeing activities to 2035 and beyond.

Devonport is a sporting City – participation is generally high with a diverse range of activities on offer. The Devonport City Council initiated the codesign of a master plan in July 2020 recognising that a strong network of community sports facilities across the city can enhance liveability.

A working group of local sporting clubs and peak organisations, Communities Tasmania, and the Devonport City Council (Council), have conducted research and consultation to identify 30 projects, estimated at \$79.25M. This work is presented in the *Sports Infrastructure Master Plan 2035* in two parts.

Part A. Key Findings and Projects includes:

- Background introduction and key findings
- Master Plan vision and guiding principles to inform recommendations

- Prioritised Master Plan projects for each precinct supported by rationale
- Implementation plan listing future projects by priority with capital and operational cost estimates

Part B. Context includes:

- Exploration of the social, economic, environmental, and physical trends and site characteristics to support infrastructure planning. This includes relevant socioeconomic data, consultation outcomes, details of each sports precinct, and a summary of Devonport City Council investment in sports facilities.
- Analysis of sports participation and facility demand across 21 sports and 9 sporting precincts. Sports with relatively high local participation rates and those that have a high reliance on their respective facilities being either hired or leased from Council have been analysed in detail. These sports include Football (Soccer), Netball, Basketball, Touch Football, Australian Football (AFL), Cricket, Hockey, Tennis, and Volleyball.



1.1 Key Findings

The following factors have influenced the direction of the Master Plan. A detailed discussion is contained in Part B.

Devonport's Socioeconomic Profile

Aging community; significant areas of disadvantage; disability level higher than national average; over half of residents are overweight or obese; 67% insufficiently active.

Participation Changes

Growth in sports is creating demand on infrastructure; 52% of the 21 sports analysed have seen at least a 10% increase in membership 2016-2019, with 45% of these increased membership by 20%. At the same time, there is a nation-wide shift towards self-organised (casual/social) physical activities. This will require precinct planning that considers active transport infrastructure (community movement) and adaptable facilities to engage residents in both organised and non-organised pursuits.

Infrastructure Availability

Lack of facilities to support year-round participation, such as outdoor lighting and indoor facilities. Several sports at capacity and competing for venue access due to similarities in scheduling. Decline in availability of school facilities.

Facility Condition

Many facilities nearing end of life and are no longer fit for purpose, requiring renewal to meet current standards and future sporting and community needs. This includes lack of suitable off field supporting infrastructure and amenities, such as gender neutral, accessible facilities. There are also limited facilities across the region to support community to elite level participation in the one precinct, such as Football, Basketball, and Netball.

Club Capacity

Different capacity levels of clubs to effectively govern and be financially viable

requires a case-by-case approach to facility management, such as 'user pays' full cost recovery, 'fully fund' by Council, or a shared approach.

Investment Landscape

Future government investment is likely to be focused on multi-sport and activity provision, over single sport/activity outcomes.

Financial Capacity

Facility improvements will increase the overall operational cost, i.e., depreciation, maintenance, rates, utilities, and other outgoings. On average a \$10M capital investment would require 9.1% of the build cost in operational expenditure. This is 3% above what the Devonport community (via Council) currently invests. This is unlikely to be financially viable, hence shared or 'outsourced models' of operation should be reviewed or explored to maximise capacity and reduce the cost burden, where these are currently not in place.

1.2 Guiding Principles

In response to the key findings and vision, Master Plan projects have been prioritised based on three Guiding Principles:

1. Maximise Carrying Capacity

This means increasing facility use at all available times and efficiently utilising spaces/land available.

2. Multi-use Facilities

This means developing accessible, inclusive, multi-use facilities for sport, recreation, and broader community activities.

3. Strategic Investment

This means working in partnership to create financially viable facilities that deliver positive social, environmental, and economic outcomes.

1.3 Projects

Meercroft Park

1. Light a minimum of one field
2. Determine need for safety fencing on road boundaries
3. Devonport Tennis Club upgrades, such as playground, court resurfacing
4. Replace synthetic turf and upgrade NW Hockey Centre amenities

Devonport Oval

5. Expand indoor cricket nets
6. Develop a high-performance cricket training centre
7. Improve pedestrian link to Byard Park
8. Upgrade public off-field amenities
9. Explore a shared club room and function centre
10. Investigate improvements to cycling track

Byard Park

11. Upgrade off-field amenities
12. Determine need for safety fencing on road boundaries
13. Install lights (training standard)
14. Widen pitches
15. Sheltered viewing areas around ground

Don Recreation Ground

25. Renew/widen pitches
26. Improve Don Cricket Clubrooms – eg storage, kitchen upgrade, roof replacement, replace training nets
27. Improve Rugby facilities, such as lighting
28. Investigate sealing overflow carpark

Devonport Recreation Centre

16. Develop a contemporary integrated indoor sport, recreation, and community space

East Devonport Recreation & Function Centre + Girdlestone Park

17. Construct additional multi-use indoor and outdoor spaces, creating one integrated sport & community precinct

Valley Road Football Centre

23. Stage One - upgrade club rooms and kitchen, main pitch extension and lighting, new two storey building and grandstand
- Stage Two - new turf pitch including relocation of existing lighting, new change rooms, upgrade car parking and fencing
24. Stage Three - grandstands on western & eastern side, new pitch

Maidstone Park

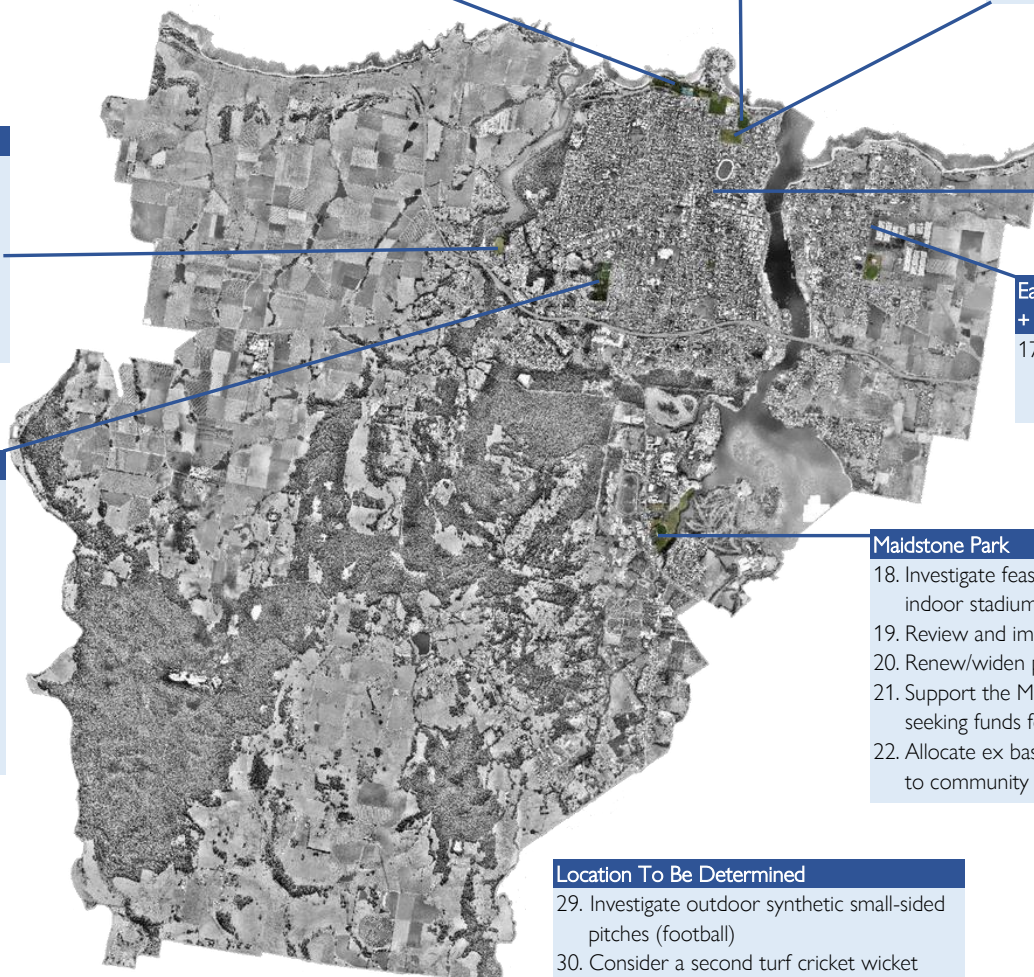
18. Investigate feasibility of a new multi-use indoor stadium at the Netball Centre
19. Review and improve off-field amenities
20. Renew/widen pitches
21. Support the Mersey Valley Pony Club with seeking funds for facility upgrades
22. Allocate ex baseball diamond and BMX Track to community recreation use

Location To Be Determined

29. Investigate outdoor synthetic small-sided pitches (football)
30. Consider a second turf cricket wicket

Further Details:

- Section 5 - Projects and rationale
- Section 6 - Implementation plan

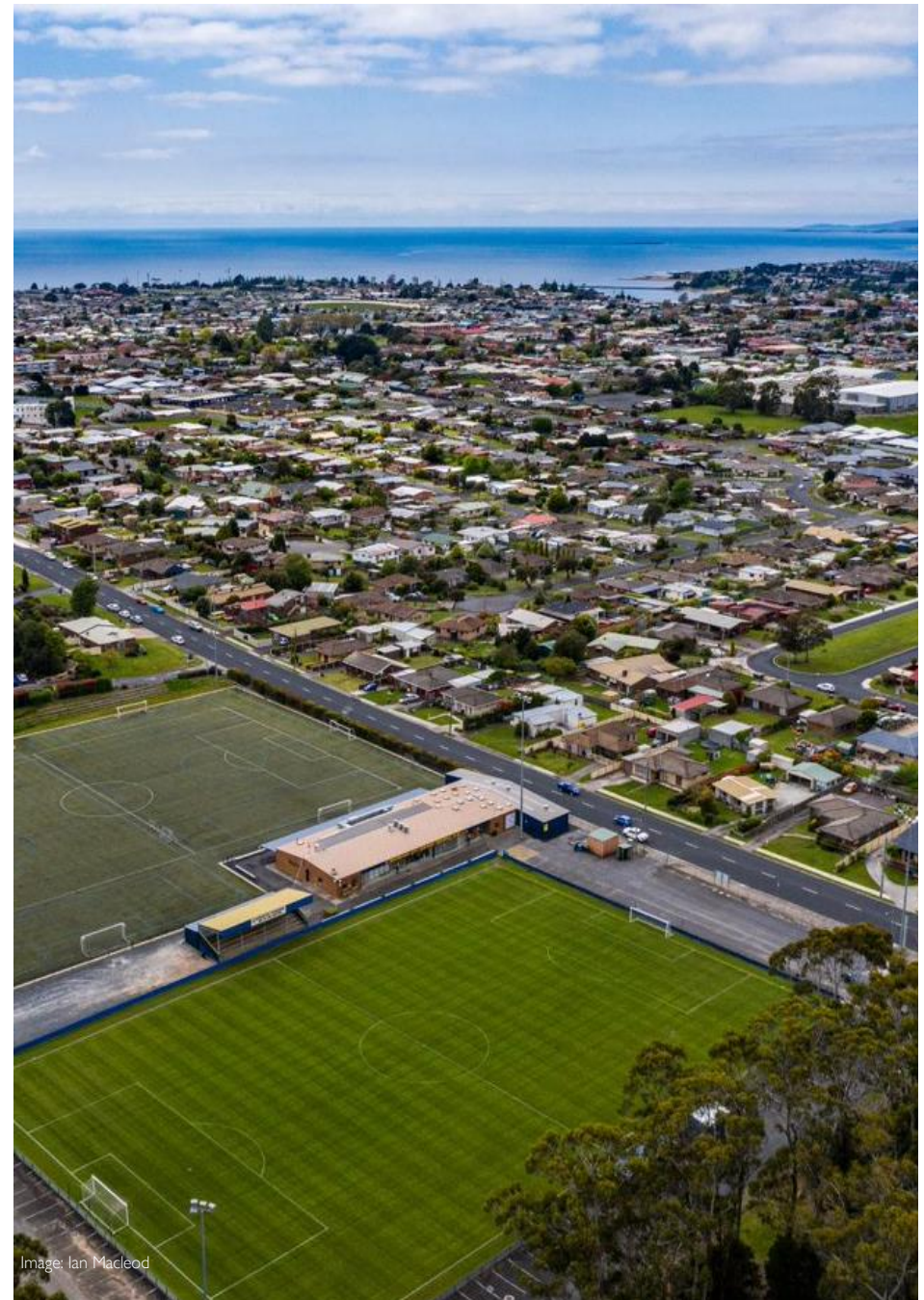


1.4 Implementation and Resourcing

The Devonport Sports Infrastructure Master Plan Working Group recommend that the Devonport City Council be responsible for coordinating the implementation of the Plan together with sporting clubs, state sporting organisations and other partners. Detailed precinct plans and design work will be required to understand project feasibility.

The 30 projects recommended, have an estimated capital value \$79.25M, and operational cost of \$4.8M per annum. This represents an additional new asset component of \$63.8M and additional operational expenditure of \$3.8M per annum. In 2021 Council invested 4.5% of total income in operational expenditure for sports facilities (\$1.82M of \$40.44M). Undertaking all recommend projects would increase this to 12.1% (\$5.62M of \$46.5M assuming 15% increase in total income).

This is unlikely to be financially viable for Council alone, hence alternative models of operation, including revenue generation, should be explored. It further reinforces the benefits of forging stronger partnerships between local and state sporting organisations, community/health services, Council, and other key stakeholders to deliver high quality accessible and affordable sports infrastructure, that ultimately aims to transform the health and activity of our city's residents and visitors.



2. Introduction

Devonport has a thriving and active sporting culture with more than 6,000 registered players of over 60 sporting organisations.

Devonport City Council, sporting organisations and other partners provide a range of sports infrastructure and supporting facilities that cater for a significant number of organised and informal sport, recreation, and wellbeing activities.

Sporting facilities provide opportunities for physical activity, as well providing spaces for broader community engagement, connection, leadership, and promotion of community pride.

Participation in sport and physical activity contributes to the development of healthy, cohesive, resilient, liveable, and strong communities. To increase participation, Council in partnership with the community has a responsibility to plan for places where people of all ages and abilities can participate in a wide range of sports.

A Master Plan will provide a framework to plan for public sports infrastructure that supports wider community participation in sport, health, and wellbeing activities to 2035 and beyond.



2.1 Master Plan Scope

Key Objectives:


- Improve community health and wellbeing through fostering sport participation via the provision of accessible, inclusive facilities.
- Consider the wider social, economic, and environmental impacts and benefits in precinct and facility planning.
- Create spaces that can be used for community activities that complement sport and recreation.
- Enhance the quality of facilities to meet infrastructure and sporting standards.
- Identify and prioritise facility improvements to inform future precinct planning.
- Foster partnerships for capital development and management of facilities.

In Scope:

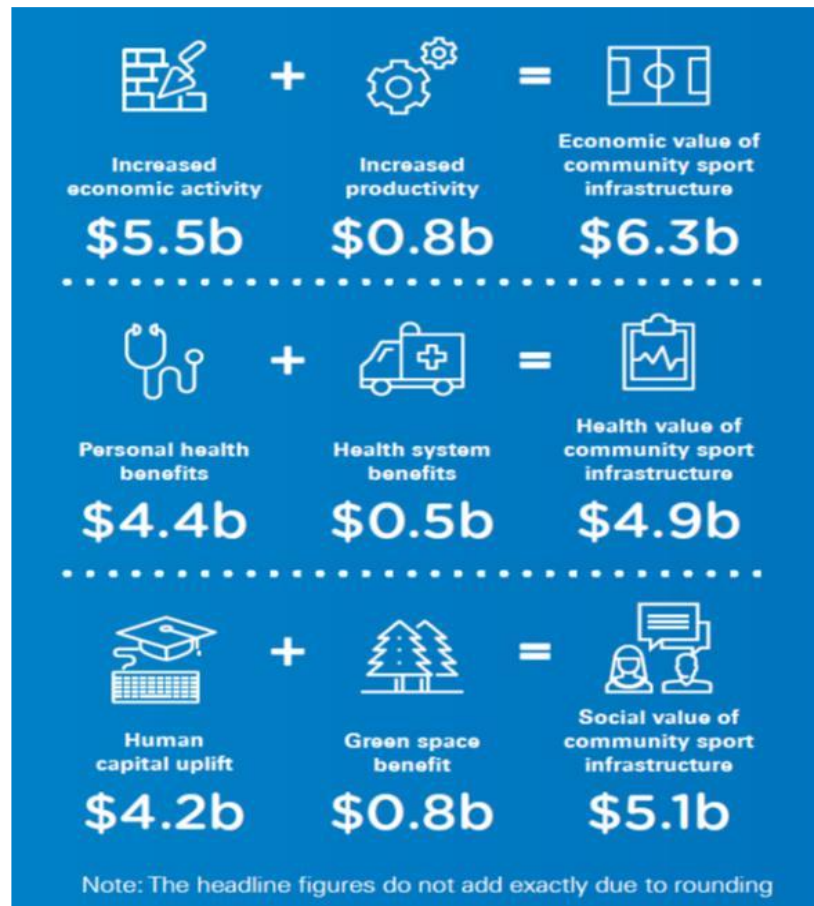
- ✓ High level infrastructure planning of Council owned facilities.
- ✓ Understanding the social and physical context to inform decisions, including accessibility (such as location of facilities in relation to pedestrian and vehicle movement and networks).
- ✓ Analysis of sports participation and facility demand.
- ✓ Prioritised project recommendations with capital and operation cost estimates.

Out of Scope:

The following sports development activities will not be considered in full as part of the master plan, although there may be some analysis of these elements to inform the overall direction:

- ✗ Passive recreation facility development (e.g., facilities in parks / public open space such as mountain bike trails).
 - ✗ Improvements to private or other government owned sports infrastructure (such as schools).
 - ✗ Sports club development and capacity building.
 - ✗ Review of day-to-day operational management of facilities.
- 
- Image: Kelsey Aherne

Value of Community Sporting Infrastructure



Source: KPMG

Sporting facilities are central to the functioning of local communities, generating a high level of economic, health and social benefits. The value of community sporting infrastructure has been outlined in a 2018 KPMG report commissioned by the Australian Government¹, as follows:

- The economic value of community sport infrastructure in Australia is estimated at \$6.3 billion. This includes increased economic activity in construction, operation and maintenance, direct employment plus increased productivity of sport participants.
- The health value of community infrastructure sport is valued at \$4.9 billion, including personal benefits of lowered risk of disease and accidents, improved mental health, and the consequent savings in the health system.
- The social value of community sports infrastructure is estimated at \$5.1 billion and includes increase in human capital (skills, knowledge, and experience of participants) which results in improved educational and employment outcomes; increased amenity (green spaces) in urban environments, and other benefits generated from social inclusion and connectedness.

On a broader level, sport in Australia provides an estimated \$83 billion annually in economic, health and educational benefits, with a return on investment of \$7 for every dollar spent².

¹ KPMG, 2018, *The Value of Community Sport Infrastructure: Investigating the value of community sport facilities to Australia*, <https://assets.kpmg/content/dam/kpmg/au/pdf/2018/value-community-sport-infrastructure-australia.pdf>

² Commonwealth of Australia, 2018, *Sport 2030*, www.sportaus.gov.au/__data/assets/pdf_file/0005/677894/Sport_2030_-_National_Sport_Plan_-_2018.pdf

2.2 Infrastructure Considered

The Plan will consider improvements required to infrastructure that enables or facilitates organised sports activities. This includes:

- Outdoor sport facilities including playing fields, ovals, and courts
- Indoor sport facilities
- Multi-use sporting hubs
- Amenities and facilities associated with the above

The Master Plan includes the following facilities or 'precincts':

- Meercroft Park (includes Devonport Tennis Club & Eugene Street Ground)
- Byard Park
- Devonport Oval
- Devonport Recreation Centre
- East Devonport Recreation & Function Centre
- Girdlestone Park
- Maidstone Park
- Valley Road Football Centre
- Don Recreation Ground

The following sports infrastructure has not been included in the Plan's analysis.

- ✘ Infrastructure with recent high levels of investment and/or very high percentage of community recreation use as opposed to organised sports use, including the Devonport Gymnastics Centre, Devonport Aquatic Centre, the Devonport Surf Club, and Mountain Biking trails such as at Kelcey Tier³.
- ✘ Non-Council owned facilities and land such as the Devonport Country Club (bowls, golf, croquet), Mersey Rowing Club.

³ Development of mountain bike trail network is outlined in the *Kelcey Tier Master Plan*

⁴ Commonwealth of Australia, 2011, *National Sport and Active Recreation Policy Framework*, p.7

2.3 Sports Considered

The definition of 'sport' guiding the Master Plan, is:

A human activity involving physical exertion and skill as the primary focus of the activity, with elements of competition where rules and patterns of behaviour governing the activity exist formally through organisations and is generally recognised as a sport⁴.

Put simply a 'sport' is physical (exertion and/or skill), competitive/has rules, and organised (e.g., governing bodies), as opposed to other physical activities and recreation that may share similar outcomes (e.g., physical fitness, mental wellbeing, relaxation, social interaction, etc.)⁵.

The Plan considers the needs of several sports in relation to infrastructure provision. Sports with high local participation rates and those that have a high reliance on their respective facilities being either hired or leased from Council have been analysed. These major sports include:

- | | |
|--------------------------------|--------------|
| • Football – Football(soccer), | • Cricket |
| Touch, AFL | • Hockey |
| • Basketball | • Tennis |
| • Netball | • Volleyball |

Other sports where Council has a direct interest in the provision of infrastructure have also been considered but in less detail. These include:

- | | |
|--------------------|----------------|
| • Futsal | • Rugby Union |
| • Badminton | • Equestrian |
| • Little Athletics | • Roller Derby |
| • Cycling | • Darts |
| • Table Tennis | • Athletics |
| • Squash | • Martial Arts |

⁵ Clearinghouse for Sport, 2021, *What is Sport?*

https://www.clearinghouseforsport.gov.au/kb/what-is-sport#defining_sport

2.4 Methodology

This Master Plan has been developed by the Devonport Sports Infrastructure Working Group. Membership comprises of representatives from the Devonport Cricket Club, Devonport Netball Association, Devonport City Football Club, Basketball Tasmania, Tennis Tasmania, Communities Tasmania, and the Devonport City Council. Key stages of the plan's development include:

1. Analysis of the social, economic, environmental, and physical trends and site characteristics that may influence the Plan's outcomes.
2. Consultation with the broader community, sporting clubs, state sporting organisations, and other relevant stakeholders to identify participation and other sporting trends, infrastructure needs, and opportunities.
3. Development of vision and guiding principles to inform recommendations.
4. Identification and prioritisation of improvements for each sports precinct, based on data collated and guiding principles.
5. Estimation of capital and operational costs for proposed projects.
6. Further consultation with user groups, where required, on proposed enhancements for each precinct.

2.5 Related Plans and Strategies

The following strategic documents inform the development and implementation of the Master Plan:

- Australian Government *Sport 2030*
- Tasmanian Government *Healthy Tasmania Five Year Strategic Plan 2016*
- *Tasmanian Statement - Working Together for the Health and Wellbeing of Tasmanians*, 2019 updated 11 August 2021
- Devonport City Council *Strategic Plan 2009-2030*
- Devonport City Council *Sporting Precinct Master Plan 2017*
- Devonport City Council *Financial Management Strategy 2031*

Several evidence-based design guides should also be drawn on in future precinct planning, for instance design features and resources as provided by the National Heart Foundation of Australia:

- *Healthy Active by Design* website, includes design features *Public Open Space*, *Community Facilities and Buildings*
- *Blueprint for an Active Australia*, 2019



3. Key Findings

The following factors have influenced the direction of the Master Plan. Further detail is contained in Part B.

Socioeconomic Profile

- Aging community - likely lead to higher demand for social and recreation forms of participation
- Significant areas of disadvantage - limits participation
- High than national average levels of disability - infrastructure renewals and new construction should include inclusivity as a priority
- Health challenges - more than half of the Devonport adult population are overweight or obese; 67% insufficiently active

Participation Changes

- Several sports are growing, creating demand for resource reallocation
 - 52% of the 21 sports analysed have seen at least a 10% increase in membership 2016-2019, with 45% of these increased membership by 20%
 - 38% of sports are predicting at least a 10-20% increase in membership in the next five years, 14% predicting a 20-50% increase and 14% predicting a 50-100% increase.
- Projected undersupply of playing facilities
 - Where sports experience a 20% increase in player registration by 2035 there will be an undersupply of playing facilities for Football, Basketball, Netball (indoor and outdoor facilities), Touch Football, and Volleyball.
 - Based on a conservative 10% growth in population 2019-2035, where participation rates remain unchanged, there will be an undersupply in playing facilities for Football (full size pitches), Basketball, Netball (indoor courts), AFL, and Cricket (synthetic wickets).

- Growth in female participation requires appropriate supporting amenities.
- Changing leisure patterns increasing participation in casual and social physical activities
 - New participation pathways will be required to attract players in response to changing leisure patterns
 - Precinct planning will need to consider active transport infrastructure (community movement) and adaptable facilities to engage residents in both organised and non-organised pursuits

Infrastructure Availability

- Challenge to allocate playing venues to meet changing club/sports needs
- Lack of facilities to support year-round participation, such as outdoor lighting and indoor facilities. Demand for indoor sports facilities continues to grow, with current facilities under pressure – particularly with high ball sports competing for peak timeslots (basketball, netball, volleyball, badminton).
- Ability to meet increasing standards/quality conditions with limited resources
- Mix of infrastructure ownership and management models and competition for financial resources, includes lack of collaboration between user groups to share limited facilities – increasing collaboration will be essential
- Demand from some sporting clubs on Council to provide more to meet their increasing expectations
- Sports facilities available to hire at schools in decline

Facility Condition

- Many facilities nearing end of life and are no longer fit for purpose, requiring renewal to meet current standards and future sporting and community needs
- Limitations of facilities across to region to support participation from community to elite level in the one precinct, such as Football, Basketball, and Netball
- Lack of suitable off field supporting infrastructure and amenities
- Increasing cost to prepare and maintain grounds to expected standard (competition level)
- Of the 250 respondents to the master plan community survey, 34% rated the quality of facilities as 'average', and 13.6% rated the quality as 'poor' or 'very poor'
- Difficulties optimising sites with historical or geographical design limitations such as old tip sites and drainage reserves

Club Capacity

- Different levels of capacity of clubs to effectively govern and be financially viable requires further analysis of facility management, such as 'user pays' full cost recovery, 'fully fund' by Council, shared delivery, or an alternative modern approach

Investment Landscape

- Changing government priorities may create opportunities to attract funding
- Future government investment is likely to be focused on multisport/activity provision, over single sport/activity outcomes

Financial Capacity

- At the time of writing, average annual operational costs for sports facilities, is 6.6% of the construction cost, plus an additional 2.5-3% for utilities
- Facility improvements, in particular significant upgrades or new developments will increase the overall operational cost, i.e., depreciation, maintenance, rates, utilities and other outgoings
- On average across asset classes, a \$10M capital investment would require 9.1% of the build cost in operational expenditure. This is 3% above what Council currently invests.
- This is unlikely to be financially viable for Council, hence 'user pays', 'outsourced', shared or other alternative operational models should be reviewed or explored during project development, where these are currently not in place.



Devonport Sports Infrastructure Master Plan PART A 11

4. Guiding Principles

The following guiding principles have been developed based on stakeholder and community input during the consultation process. These guidelines have been used to prioritise proposed master plan projects.

1. Maximise Carrying Capacity

- 1.1 Minimise asset downtime and maximise use of current spaces and land
 - Increase usage in off-peak periods (e.g., school hours)
 - Integrate other sports or community uses (e.g., casual users, health promotion/education activities etc)
 - Maximise participation and access across the community (e.g., encourage SSO/clubs contemporary delivery models to broaden participation)
 - Will require stronger partnerships and collaboration between user groups
- 1.2 Increase capacity of playing areas and off-field amenities
 - E.g., lighting, synthetic surfaces, all gender/female change rooms, universal access
- 1.3 Investigate the potential of activating playing facilities at various schools for community use
- 1.4 Rationalise under-performing assets
 - E.g., Consider alternative uses/sale of unused land and facilities

2. Multi-use Facilities

- Encourage the development of adaptable, mixed use, and co-located facilities. Greater value can be achieved through co-location and management of facilities that not only provide a greater range of participation opportunities but also build stronger communities through a sense of connection
- Promote inclusive environments, universal + sustainable design principles, and resilience to future risks (e.g., climate change)

- 2.1 Demonstrated high growth potential of current and emerging sports
- 2.2 Co-located sports and community activities
 - Encourage new and build on existing partnerships and collaboration to support mixed use and effective facility/precinct management
- 2.3 Consider a mix of infrastructure supporting community, state, and national sports
 - With transition programs in place – where some facilities are capable of hosting state, national and international level sporting competition (where this is a demonstrated unmet need and /or strategic benefit)
- 2.4 Where possible, integrate community sport infrastructure with other government or private infrastructure across the region
 - For instance, possibilities to collaborate with the education sector

3. Strategic Investment

- 3.1 Invest in sport infrastructure that meets community priorities (i.e., people + environment focus)
- 3.2 Invest across precincts to ensure venues meet changing demands and increase local access
 - For instance, easy access from all directions by walking, cycling, bus, car
 - Links between facilities and activity spaces, open space etc
- 3.3 Improvements contribute to operational efficiencies and long-term financial viability
 - Incorporate modern integrated governance approaches
- 3.4 Multi stakeholder collaboration and investment in delivery and implementation of facility provision

5. Master Plan Improvements



5.1 Meercroft Park



Projects:	Priority
1 Light a minimum of one field – location to be determined	H
2 Undertake a risk assessment to determine need for portable or fixed fencing on road boundaries of grounds No.1, 9 and 16	H
3 Support hockey clubs in seeking funding to replace synthetic turf and upgrade NW Hockey Centre amenities fit for hosting national events – such as, change room upgrades, more spectator seating (including undercover), upgrade to player dugouts and technical officials' area	M
4 Support the Devonport Tennis Club to access funding for upgrades, such as playground, new paths to access courts, court resurfacing, upgrade western side of practice hitting wall, tree removal/drainage on the east side	M





Rationale:

Lighting would expand capacity of field, allowing for more evening winter use principally by the Devonport Junior Soccer Association and Touch Football reflecting the change in nature of participation. Lighting would also attract, consolidate and potentially increase participation in major sporting events such as the Devonport Junior Soccer Cup (85 teams) and the Cold Climate Classic Touch Football event (500 – 1000 participants). Lighting will lead to higher maintenance and other operational costs due to increased ground usage. Other sports and non-sport activities may be attracted to the facility once lit. An assessment of noise and light impacts on neighbouring residents will be required.

Lack of boundary fencing presents a safety risk for players, pedestrians, and motorists.

Tennis is a growth sport; 20% membership increase 2016-19 and expected to increase 20%+ in the next five years. The Devonport Tennis Club is diversifying offerings to improve player pathways and attract social users.

Hockey membership is expected to grow 10-20% by 2024 due to new Hockey Tasmania programs, such as a new academy for emerging players. There are enough playing pitches to support this growth. Hockey Tasmania aim to attract more state/national events in the regions and allocate Hockey One matches (National League, fully broadcast across the country).

Similarly, the **Devonport Touch Association**, who share off-field facilities at the Hockey Centre is forecast to grow 10-20% due to the success of a new winter competition, increased promotion and attracting the 3-year national Cold Climate Classic. The **NW Hockey Centre requires upgrades** to support membership expansion and delivery of national events, leading to a range of sports tourism benefits.

Potential to further explore links with Devonport Oval, Byard Park, and open space assets to create a larger sports and active recreation precinct

5.2 Devonport Oval



Projects:		Priority
5	Expand indoor cricket nets and integrate emerging sports, such as indoor cricket	H
6	Support Cricket Tasmania to develop a high-performance indoor training centre	M
7	Improve pedestrian link to Byard Park	M
8	Review (rationalise/upgrade/renew) off-field amenities, such as viewing areas, public toilets, entrance points, car parking	M
9	Investigate viability of constructing a shared club room and function centre for all major user groups	M
10	Investigate feasibility of improvements to cycling track	L



Rationale:

Cricket experiencing growth, 19% increase in membership 2016-19, forecast to grow 20-50% by 2024 due to increasing number of junior and female participants, as well as alternative playing formats such as T20.

Cricket Tasmania are actively seeking opportunities to work with councils to utilise suitable facilities for the **high-performance cricket training** program in the North-West. The initiative would enhance cricket development for all players, coaches, and clubs in the region. The centre would be positioned to be able to cater for Cricket Tasmania's male and female high performance pathway squads. As female and male cricket clubs continue to grow, the High-Performance training facility could be co-shared with community cricket clubs within the region to assist with the high demand on indoor training facilities. There is also an opportunity to investigate integrated spaces for complementary existing and emerging sports.

Improve link with Byard Park to increase range of complementary sport and non-sport activities. Also consider inclusion into a larger sporting/active recreation precinct with other neighbouring facilities, such as Meercroft Park and the Mersey Bluff.

Off-field amenities in varying condition, many not to standard, ad-hoc layout. Investigation to consider maximising recent investment in the Devonport Football Club facilities.

Shared clubroom aims to address aging facilities and lack of storage, while function centre allows for revenue generation.

Cycling membership largely stable, track utilised for training and events such as annual Athletics Carnival. Further investigation required regarding future demand for track cycling. Concrete velodrome could be considered should track require complete renewal.

Further detailed precinct planning required to consolidate and where required rationalise assets, plus understand site capacity to support other sports and community activities.



5.3 Byard Park



Projects:		Priority
11	Upgrade off-field amenities – gender neutral change rooms, all abilities access, expansion of club rooms	H
12	Undertake a risk assessment to determine the need for portable or fixed fencing on Gunn and George Street boundaries	H
13	Installation of lights (training standard)	H
14	Renew / widen pitches to comply with Cricket Australia’s new junior format guidelines	M
15	Sheltered viewing areas around ground	L





Rationale:

Over 6,500 **cricket and AFL** playing, and non-playing participants (volunteers, and spectators) utilise the Park per annum.

Cricket participation has grown 19% 2016-19 and is predicted to grow 20-50% by 2024 due to increasing number of junior and female participants, as well as alternative playing formats such as T20. AFL participation has grown 50% 2014-19.

Off-field amenities in original condition, constructed in 1967:

- Utilised consistently 5-6 days per week
- People with disability restricted from using facilities
- Change rooms small and designed for male players, with no changerooms or showers for other genders. Female participation across cricket is growing at a rate of 25% per annum and AFL 25-40%

Lack of boundary fencing presents a safety risk for players, pedestrians, and motorists.

Lighting would expand capacity of field, allowing for instance to be used by AFL for overflow training, allowing AFL to hold more and longer training sessions, increase participation in training, and reduce pressure on the Devonport Oval grounds. Lighting will also lead to higher maintenance and other operational costs due to increased ground usage. Other sports and non-sport activities may be attracted to the facility once lit. An assessment of noise and light impacts on neighbouring residents will be required.

Cricket Australia's junior format guidelines require synthetic pitches to be 2.4m – 2.8m wide.

Lack of seating and shelter around the ground for playing and non-playing participants contributing to lower spectator attendance and cancelled games. Portable structures may be an option.

There is also potential to explore Byard Park's inclusion into a larger sports/active recreation precinct with neighbouring facilities, such as Devonport Oval, Meercroft Park, and the Meresy Bluff.

5.4 Devonport Recreation Centre



Projects:

- 16** Review and renew Centre with the aim of developing a contemporary integrated indoor sport, recreation, and community space

Priority

H





Rationale:

The project aims to reinforce and enhance the Devonport Recreation Centre as a **community hub** to meet changing demographic needs and increasing population. The Centre is to be retained as a sporting and community precinct due to its high usage and central location, ensuring accessibility for a large proportion of residents and visitors.

The building and accessibility standards for sports facilities have increased significantly since the Centre's construction in 1963.

Strong trend towards indoor sports allowing play all year round, especially through evenings, winter, and inclement weather.

Increasing number of sporting and casual users; 115,720 attendees in 2019, a 17.6% increase from 2016/17.

Many sports currently utilising the Centre are in demand:

- **Basketball** has seen a 46% increase in participation 2014-2019 to 921 members, with Basketball Tasmania expecting growth to continue 20-50% in the coming 5 years due to improvements to local, social, and corporate competitions and representative competitions across the NW.
- Based on a 10-15% population increase and/or a 50% increase in membership there will be a shortfall of 2 basketball courts in the city.

Current facilities restrict the Devonport Basketball Association from providing higher levels of the game and more of the development, foundation, and venue-based activities to support Devonport's residents.

- Other sports utilising the Centre also experiencing growth and limited by venue availability; **table tennis** 141% 2014-19, **squash** 22% increase for the same period. **Volleyball**, **badminton**, and **futsal** all growing and compete for playing time across several facilities.

Further precinct planning will be required to determine the site's suitability to meet future projected demand. Alternative locations for in-demand facilities may also need to be considered. Components to be investigated:

- Increasing the number of courts for high-ball sports such as Basketball, Volleyball, and Badminton to increase court-time and ability to access show/elite competition courts, including improving spectator seating/viewing areas, clubrooms, canteen, storage etc.
- Review of functionality and accessibility of squash centre
- Review and redesign spaces to support integrated delivery of sport, recreation, and community activities
- Upgraded amenities
- Improving access to and within the precinct (pedestrian and vehicle access and movement)

5.5 East Devonport Recreation and Function Centre + Girdlestone Park



Projects:

- 17 Investigate construction of additional multi-use indoor and outdoor spaces, creating one precinct aimed at increasing community health and wellbeing through delivery of integrated sports and community activities.

Priority
H



Rationale:

Current user groups of the East Devonport Recreation and Function Centre unable to expand due to scheduling conflicts, and limited playing and off-field amenities. **Key sports experiencing growth:**

- **Volleyball** - 10% increase in Devonport's population will create a 2-court shortfall
- **Badminton** - 108 members 2019, at capacity, turning players away due to lack of playing facilities
- **Roller derby** - 28% membership increase 2016-2019, facility limiting expansion and ability to attract State competitions

East Devonport is the **third most advantaged/disadvantaged suburb in Tasmania** and 41st in Australia (ABS statistical area level 2). A redevelopment supported by Council would show commitment to better health and wellbeing outcomes, the reduction of social inequality, and enhanced connectedness through greater sporting, health, and well-being access.

An improved precinct with more multipurpose spaces that provides a range of sports, wellbeing, and other community activities for all ages at the onetime can:

- Build organisational capacity and collaboration for clubs and other community service providers
- Increasing participation by reaching a bigger pool of potential members and community users
- Improve social inclusion and connectivity by creating a safe space for increasing social networks
- Attract larger sporting and community events, generating economic development outcomes
- Help use funding more efficiently, through shared capital and operational costs

Importantly, hubs are places that are integrated, both in terms of the programs, activities, and services they provide, and in terms of the physical relationship they have with surrounding locales such as shops, schools and importantly transport corridors and nodes.

Components to be investigated:

- Construction of adjoining stadium, shared clubroom, canteen, and storage facilities at the recreation centre
- Construct additional adaptable multi-use spaces for range of sport, recreation, and community activities at the recreation centre
- Function and meeting spaces
- Upgraded amenities
- Designated family friendly recreation and play spaces
- Improve access to and within the precinct (pedestrian and vehicle access and movement)

Activities potentially catered for:

- Sports – AFL, Volleyball, Badminton, Basketball, Netball, Futsal, Martial Arts, Roller sports, Little Athletics, and other sports of community interest
- Health/well-being and other recreational activities
- Community and social services
- Education and the arts
- Events and competitions



5.6 Maidstone Park



Projects:	Priority
18 Investigate feasibility of a new multi-use indoor stadium at the Devonport Netball Centre	H
19 Review and improve off-field amenities such as public toilets and playground, major recreational paths, entrance points/parking	M
20 Renew pitches to comply with Cricket Australia's new junior format guidelines	M
21 Support the Mersey Valley Pony Club with seeking funds for arena and facility upgrades	L
22 Allocate previous baseball diamond and BMX Track to future community recreation use	L





Rationale:

The **Devon Netball Association** maintains a high membership from across the Mersey region (772 in 2019) which is expected to remain constant over the next the 5 years due to limitations to accessing all-weather facilities. Current indoor facilities in the region do not meet the needs of the sport, due to scheduling conflicts. An indoor venue would increase participation by 50-100% across all age points and attract national level competition (i.e. Super Netball), being the premier facility in North-west Tasmania. For a community of similar size, Devonport currently has a shortfall of 3 indoor dedicated netball courts, increasing to 4 should the population increase by 5-15%. A **multi-lined court facility** for use by a variety of sports leaves a shortfall of 5-6 courts. Sports such as volleyball, badminton and futsal, and as well as non-sport activities could be catered for to maximise use and thus viability.

There is presently a **lack of community recreation facilities** in the Spreyton area which continues to experience residential growth. Several studies demonstrate the direct links between provision of playgrounds and other public recreation assets to increased levels of physical activity for various age groups and genders.

Access to and within the park (pedestrian and motorist flow) should be reviewed to support the diversity of activities on offer.

Cricket Australia's junior format guidelines require synthetic pitches to be 2.4m – 2.8m wide.

The **Mersey Valley Pony Club** is the largest equestrian club in Northwest Tasmania with members participating in state and national teams. The Club is nearing capacity; however, an alternative venue cannot be found at this stage. Support to seek funding for maintenance and upgrades would assist to enhance the efficiency and scope of facility use. Improvements include new second dressage arena, sand to cover existing SJ arena, new horse day yards, and a veranda on the clubrooms.

5.7 Valley Road Football Centre



Projects:

- 23** Complete Stage One and Two of the Northwest Coast Regional Football Complex Development Plan

Stage One:

- Upgrade existing club rooms and kitchen
- Extension of main pitch
- New two storey building and grandstand
- Main pitch lighting (500 lux)

Stage Two:

- New turf pitch including relocation of existing lighting
- New change rooms
- Car parking and fencing

- 24** Complete Stage Three of the Northwest Coast Regional Football Complex Development Plan

- Grandstands - western side
- Grandstands – eastern side
- Grandstand – new pitch

Priority

H



Grandstands + third pitch

24

23 Upgrade clubrooms/kitchen + grandstand + 500 lux lighting

M





Rationale:

Football has the highest participation rate of organised sports in Devonport with 1,042 participants in 2019, an increase of 10.6% since 2016. The Devonport City Strikers Football Club in 2019 had a 23% increase in members from 2016 and is forecast to grow membership by 20-50% in the next 5 years. The Club is the only National Premier Leagues Tasmania Club (top tier) in the Northwest.

Forecast shortfall in pitches:

- An increase of 20% of registered players will leave a 1 pitch shortfall based on provision ratio of 66 players per pitch.
- Population growth of 10% by 2035 will create a 2-pitch shortfall based on population provision rate of 6,000 people per pitch.

Proposed upgrades to meet growth, strengthen transition from junior to senior participation, and allow complementary sports such as gridiron, futsal, and other rectangular field sports access to facility.

There is **no regional football centre presently in NW Tasmania**. Positioning Valley Rd as a regional facility will expose increase the quality and range of sports development opportunities plus attract a host of national and international events and associated benefits.

Strong capacity of the Devonport City Strikers Football Club to drive the project and future participation growth.

5.8 Don Recreation Ground



Projects:		Priority
25	Renew pitches to comply with Cricket Australia's new junior format guidelines	M
26	Support the Don Cricket Club to seek funds to improve the Don Cricket Clubrooms, such as storage for playing equipment, kitchen upgrade, roof replacement, replace training nets	M
27	Support the Devonport Bulls Rugby Club with seeking funds to improve Rugby facilities, such as lighting	M
28	Investigate sealing overflow carpark in the context of parking demand in the immediate vicinity	L



Rationale:

Cricket has had a 19% increase in players 2016-2019 and is estimated to grow 20-50% by 2024 due to increasing number of junior and female participants, as well as alternative playing formats such as T20. The **Don Cricket Club** require upgrades to their off-field amenities to support increased participation.

Cricket Australia's junior format guidelines require synthetic pitches to be 2.4m – 2.8m wide.

The **Devonport Bulls Rugby Club** are growing with a 30% increase in membership 2016-2019, predicted to increase 20-50% in next 5 years. The Club participates in and hosts State League competition and is unable to host evening games as the current lighting is suitable for training only.

Current **unsealed overflow parking** area may need to be upgraded to support demand on neighbouring facilities including the Don River Railway, Don Hall, and as an entry point to the Don Reserve.



6. Implementation

6.1 Responsibilities, Review and Resourcing

The Devonport Sports Infrastructure Master Plan Working Group recommend that the Devonport City Council be responsible for coordinating the implementation of the Plan. together with sporting clubs, state sporting organisations and other partners. It is suggested that Council undertake four key actions:

1. Develop a staged operational plan for progressing Master Plan recommendations, and review on a regular basis.
2. Where required and in accordance with the operational plan, undertake detailed precinct planning and project assessment. This includes working with key stakeholders to further examine:
 - Need for facility improvements, including cost benefit analysis
 - Vision and objectives for the facility, including intended level (i.e., local/regional, community/elite sport)
 - Appropriate location of facility at existing or new site(s), understanding the physical and social opportunities and limitations
 - Design principles that address functionality, user experience, environmental and financial sustainability
 - Ongoing asset management arrangements
 - Key risks and mitigation measures
 - The optimal construction and operation model of the facility including understanding capacity and financial feasibility
3. Where resources permit, support sporting organisations and other key user groups to build their capacity to plan, fund and operate facility improvements as recommended in this plan.
4. Work together with sporting clubs, state sporting organisations and other partners to actively pursue funding and other investment.

6.2 Implementation Plan

Projects have been initially prioritised by the Sports Infrastructure Working Group against the Guiding Principles using a weighted score method and categorised as follows:

Guiding Principles

1. Maximise Carrying Capacity
2. Multi-use Facilities
3. Strategic Investment

Priority	Extent to Which Project Satisfies Guiding Principles 1-3	Indicative Commencement Timeframe
High	>66%	2022-25
Medium	50-66%	2026-30
Low	<50%	2022+ (as funding opportunities arise)

Cost Estimates are based on projects of a similar nature at the time of writing and are subject to change once further detailed planning is undertaken. Funding sources for these costs are yet to be determined.

- CAPEX refers to construction costs.
- OPEX refers to the estimated operational costs, including depreciation and maintenance. An average of 6% of the construction cost has been applied to most projects, noting that depending on the management arrangements and type of asset (such as playing field or building) operational expenses range from 6-10% of construction cost. This does not include outgoings such as utilities which on average would be an additional 2.5-3%.

High Priority Projects

Projects that scored greater than 66% on average across all guiding principles.

Project planning to commence 2022-25.

Precinct	Ref	Project	Sport / Potential Sport	Guiding Principles			CAPEX Estimate \$'000	OPEX Estimate \$'000
				1	2	3		
Devonport Recreation Centre	16	Review and renew Centre with the aim of developing a contemporary integrated indoor sport, recreation, and community space	Basketball & other high ball sports, Squash, Table Tennis, Martial Arts, Recreation & community activities				20,000+	1,200+
Byard Park	11	Upgrade off-field amenities: gender neutral change rooms, all abilities access, club room expansion	Cricket AFL (Juniors)				1,500+	90+
Meercroft Park	1	Light a minimum of one field – location to be determined	Touch Football Football				400	24
East Devonport Recreation Centre & Girdlestone Park	17	Investigate construction of additional multi-use indoor and outdoor spaces, creating one precinct aimed at increasing community health and wellbeing through delivery of integrated sports and community activities.	Volleyball, Badminton & other high ball sports, AFL, Athletics, Gymnastics, Roller sports Recreation and community activities				20,000+	1,200+
Valley Rd Football Centre	23	Complete Stage One and Two of the NW Coast Regional Football Complex Development Plan	Football				6,000+	360+
Maidstone Park	18	Investigate feasibility of a new multi-use indoor stadium at the Devonport Netball Centre	Netball & other high ball sports, Futsal, Community Activities				9,000+	540+
Meercroft Park	2	Undertake a risk assessment to determine need for portable or fixed fencing on road boundaries of grounds No.1, 9 and 16	Football				150	9
Byard Park	12	Undertake a risk assessment to determine need for portable or fixed fencing on close boundaries to Gunn and George Streets	AFL (Juniors)				150	9
Byard Park	13	Installation of lights (training standard)	AFL				400	24
Devonport Oval	5	Expand indoor cricket nets, integrate emerging sports	Cricket				500	30
TBD	29	Investigate outdoor synthetic small-sided pitches, consider integrating in multi-use facility, public open space	Football				TBD	TBD
				Sub Total			58,100+	3,486+

Medium Priority Projects

Projects that scored 50-66% on average across all guiding principles.

Project planning to commence 2026-30.

Precinct	Ref	Project	Sport/Potential Sport	Guiding Principles			CAPEX Estimate \$'000	OPEX Estimate \$'000
				1	2	3		
Meercroft Park	3	Support the Devonport Tennis Club to access funding for proposed upgrades, such as playground, new paths to access courts, court resurfacing, upgrade western side of practice hitting wall, tree removal/drainage improvements on the east side	Tennis				500	30
Maidstone Park	19	Review and improve off-field amenities such as public toilets and playground, major recreational paths, entrance points/parking	All users				1,000	60
Meercroft Park	4	Support hockey clubs in seeking funding to replace synthetic turf and upgrade NWV Hockey Centre amenities fit for hosting national events – such as, change room upgrades, more spectator seating (including undercover), upgrade to player dugouts and technical officials' area	Hockey				2,500+	150+
Byard Park	14	Renew/widen pitches to comply with Cricket Australia's new junior format guidelines	Cricket				40	2.4
Don Recreation Ground	25	Renew/widen pitches to comply with Cricket Australia's new junior format guidelines	Cricket				40	2.4
Maidstone Park	20	Renew/widen pitches to comply with Cricket Australia's new junior format guidelines	Cricket				40	2.4
Don Recreation Ground	26	Support the Don Cricket Club to seek funds to improve the cricket clubrooms, such as storage for equipment, kitchen upgrade, roof replacement, replace training nets	Cricket				250	15
Devonport Oval	6	Support Cricket Tasmania to develop a high-performance indoor training centre	Cricket				1,000+	60
Valley Rd Football Centre	24	Complete Stage Three of the Northwest Coast Regional Football Complex Development Plan	Football				6-8,000	360-480
Devonport Oval	7	Improve pedestrian link to Byard Park	All users				250	15
Devonport Oval	8	Review (rationalise/upgrade/renew) public off-field amenities, such as viewing areas, public toilets, entrance points, car parking	All users				1,500+	90+
Devonport Oval	9	Investigate viability of constructing a shared club room and function centre for all major user groups	AFL, Cricket, Cycling, Athletics				5,000+	300+
Don Recreation Ground	27	Support the Devonport Bulls Rugby Club with seeking funds to improve Rugby facilities, such as lighting upgrade	Rugby Union				350	21
TBD	30	Work with Cricket Tasmania to investigate options for a second turf wicket	Cricket				30	20
				Sub Total			18,500+	1,128+

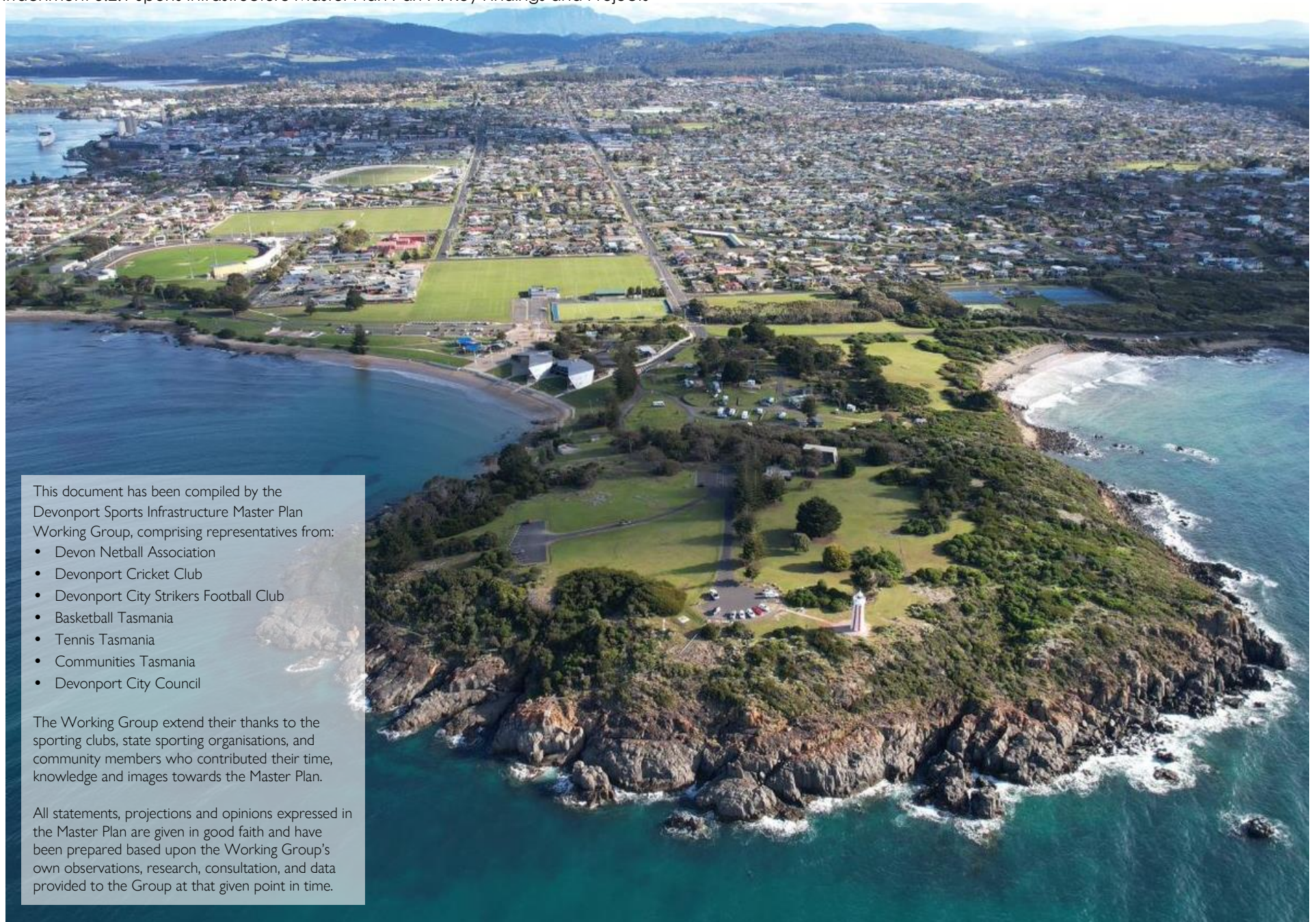
Low Priority Projects

Projects that scored less than 50% on average across all guiding principles.

Project planning to commence 2022+ as funding opportunities arise.

Precinct	Ref	Project	Sport/Potential Sport	Guiding Principles			CAPEX Estimate \$'000	OPEX Estimate \$'000
				1	2	3		
Don Recreation Ground	28	Investigate sealing overflow carpark in the context of parking demand in the immediate vicinity	All users				300	18
Maidstone Park	21	Support the Mersey Valley Pony Club with seeking funds for arena and facility upgrades	Equestrian				250	15
Devonport Oval	10	Investigate feasibility of improvements to cycling track	Cycling				2,000	120
Byard Park	15	Sheltered viewing areas around ground	Cricket, AFL				100	6
Maidstone Park	22	Repurpose ex baseball diamond and BMX track for future community recreation use	Community				TBD	TBD
				Sub Total			2,650	159





This document has been compiled by the Devonport Sports Infrastructure Master Plan Working Group, comprising representatives from:

- Devon Netball Association
- Devonport Cricket Club
- Devonport City Strikers Football Club
- Basketball Tasmania
- Tennis Tasmania
- Communities Tasmania
- Devonport City Council

The Working Group extend their thanks to the sporting clubs, state sporting organisations, and community members who contributed their time, knowledge and images towards the Master Plan.

All statements, projections and opinions expressed in the Master Plan are given in good faith and have been prepared based upon the Working Group's own observations, research, consultation, and data provided to the Group at that given point in time.

Devonport Sports Infrastructure Master Plan 2035

Part B. Context



December 2021

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1. Introduction

Information contained within the *Sports Infrastructure Master Plan: Part B. Context* has been used to guide decisions about the future of sporting infrastructure owned by or leased from the Devonport City Council. Information has been collated by the Sports Infrastructure Master Plan Working Group from desktop research, stakeholder consultation and Council records. This evidence-based approach to the future planning and development of the City's sporting facilities aims to identify attainable priorities for improvement to sporting assets that can be sustained over the long term.

1.1 Limitations

While all attempts have been made to collate relevant and consistent data to guide planning, there are some limitations to the information contained herein.

- Community profile data largely collated based on 2016 ABS evidence, hence it is likely there will be variations to trends due to COVID-19 related impacts.
- Sports participation data based on 2019 registrations, which provides a guide only, some sports have had a large increase in interest from mid-2020 to mid-2021, while some stagnating or in decline.
- Of the 23 sports who own or regularly lease Council property, 21 provided contributions via survey response and/or meetings and email correspondence. 24 of the existing 32 local sports clubs (75% response rate) and 11 of the existing 20 state sporting organisations (55%) responded. No information was received from any Racquetball or Martial Arts organisations. Responses were also received from 2 sports that were deemed to be out of scope as the Plan progressed, however their general comments regarding City-wide sports infrastructure were considered.
- The depth and quality of information provided by sporting clubs and state sporting organisations varied which has created some challenges to analysing datasets consistently.
- Casual and recreational participation use rates and spectator data for facilities has not been included. For some sports, there is anecdotal evidence to suggest that demand on facilities may be stronger if these rates are considered.
- Understanding of quantity and quality of infrastructure is largely based on infrastructure in place in 2019-2020. There have been improvements to several facilities in 2021.



2. Community Profile

General sport participation and physical activity may be explained from an integrated socioeconomic perspective. Determinants such as gender, age, income, and education are some factors influencing participation¹. Key elements of Devonport's socioeconomic demographic profile are presented with implications for sports infrastructure identified.

2.1 Socioeconomic Profile

Population²

25,633	64,972	10%
Estimated Resident Population	Subregional Population Central Coast, Devonport, Latrobe, Kentish	Projected Population Increase by 2035 based on average ERP increase 0.66% pa, 2016-19

Devonport Compared to TAS		Devonport	TAS
Children under 18	↑	22.2%	21.4%
18-60 years	↓	50.0%	52.4%
60+ years	↑	27.8%	26.2%
Ageing population increase in 60+ 2011-16	↓	12.0 %	14.4%
Born overseas	↓	8.4%	12.0%
Aboriginal people	↑	6.4%	4.6%
Speak a language other than English at home	↓	2.9%	5.4%

How We Live³

In 2016, Devonport was the 7th most advantaged and disadvantaged municipality⁴ in Tasmania (out of 29) and 61st in Australia (out of 543)⁵. In other words, 76% of Tasmanian municipalities and 88% of Australia's municipalities were better off.

Devonport Compared to TAS		Devonport	TAS
One person household	↑	30.6%	26.9%
Households with one parent	↑	12.9%	10.9%
Households renting privately	↑	21.2%	20.2%
Households renting social housing	↑	9.7%	5.4%
Residents engaged in volunteering	↓	19.6%	21.2%
People with disability		Not available at municipal scale	25.8%
People with severe or profound disability	↑	8.0%	6.4%

¹ Kirstin Hallmann, Pamela Wicker, Christoph Breuer & Lauren Schönherr, 2012, 'Understanding the importance of sport infrastructure for participation in different sports – findings from multi-level modelling', *European Sport Management Quarterly*, Vol. 12 (5).

² ABS, 2016, Census of Population and Housing.

³ *ibid*

⁴ The Australian Bureau of Statistics broadly defines relative socio-economic advantage and disadvantage in terms of *people's access to material and social resources, and their ability to participate in society*.

⁵ ABS, 2016, Census of Population and Housing: Socio-Economic Indexes for Areas (SEIFA), Catalogue No. 2033.0.55.001, Australia.

Income and Education⁶

In December 2018, 2,138 of 6,409 family households (33%) were under the poverty line of \$988.42 per week (for a family of two adults, one of whom is working, and two children)⁷. An estimated 31.5% of Devonport households experiencing rental stress⁸.

Devonport Compared to TAS		Devonport	TAS
Unemployment rate	↑	8.5%	7.0%
Unemployment rate (18-24 years)	↑	18.7%	13.9%
'Low Income' households earning less than \$650 per week	↑	28.2%	23.9%
Residents that left school at Year 10 or below	↑	53.3%	44.0%

Health⁹

Devonport Compared to TAS		Devonport	TAS
Adults self-reporting health as poor/fair	↑	21.8%	21.7%
Adults reporting high/very high psychological distress	↓	11.7%	13.7%
Adults insufficiently active	↑	67.1%	63.6%
Adults overweight or obese	=	58.5	58.5%

⁶ Income and education data in table sourced from ABS, 2016, Census of Population and Housing.

⁷ Melbourne Institute, 2018, *Poverty Lines Australia: December Quarter 2018*, Melbourne Institute: Applied Economic & Social Research.

⁸ Miranti R, Brown L, Li J, Tanton R, Vidyattama Y, Tuli S and Rowe P., 2018, *Child Social Exclusion, Poverty and Disadvantage in Australia*, Institute for Governance and Policy Analysis, University of Canberra.

⁹ Department of Health, Tasmania, 2020, *Report on the Tasmanian Population Health Survey 2019*, Hobart.

2.2 Implications for Sports Infrastructure

Based on Devonport's demographic profile the following factors should be considered in developing sports infrastructure.

- Future investment in sports facilities should be allocated to best foster increased participation and ultimately result in improved population health, underpinned by an understanding of long-term affordability. There is recent evidence that participation in sport is associated with better psychosocial health than individual physical activities due to the social nature of participation¹⁰.
- A predicted 10-15% population will increase pressure on facilities at and above capacity.
- A range of barriers to sports participation should be considered in planning to improve access to sporting infrastructure given a large proportion of residents experience socio-economic disadvantage (such as cost, distance/travel to facility).
- Given the high levels of disability experienced in the community, infrastructure renewals and new construction should include inclusivity as a priority.
- An ageing population will likely lead to higher demand for social and recreation forms of participation. While directly outside the scope of this plan, Council's investment in accessible recreational spaces should be analysed.
- Planning spaces to support family friendly activities, sports that attract participants of varying ages and Masters activities.

¹⁰ 19. Eime R, Young J, Harvey J, Charity M, Payne W. A systematic review of the psychological and social benefits of participation in sport for adults: Informing development of a conceptual model of health through sport. *Int J Behav Nutr Phys Act.* 2013;10:135. 20. Eime R, Young J, Harvey J, Charity M, Payne W. A systematic review of the psychological and social benefits of participation in sport for children and adolescents: informing development of a conceptual model of health through sport. *Int J Behav Nutr Phys Act.* 2013;10:98.

3. Trends and Influences

3.1 Trends and Impacts

Trends are important patterns of social, economic, or environmental activity that result in a change of behaviour. Sports must adapt to the changing environment to ensure they remain relevant, achieve growth, and provide participation experiences that are aligned to the wants and needs of participants. The following table summarises the major trends¹¹ likely to influence the demand, access and use of sporting facilities analysed in the Master Plan into the future.

Trend	Impact	Implications for Sports Infrastructure
Changing political landscape at local, state, and national level	<p>Existing and Incoming governments' changing priorities can create opportunities to attract funding for infrastructure development.</p> <p>For instance, the Tasmanian Government has the goal of making Tasmania the healthiest population in Australia by 2025. This creates an opportunity to promote the health/active recreation benefits to attract investment in infrastructure.</p> <p>The high number of small Councils across the region also creates competition for funds.</p>	<p>Further effort required to present a united front on the key infrastructure priorities for development. Need to be 'project ready' and tailor projects to government policy.</p> <p>Decisions on local infrastructure investment should factor in sporting demand and investment across the region, to reduce competition and duplication.</p>
Competing community priorities to invest limited resources	Limits to what the community can afford, single use sporting facilities may struggle to attract capital investment and generate revenue.	<p>Promote and develop multi-use sport facilities.</p> <p>Explore partnerships to fund, operate and maintain facilities.</p> <p>Improve use of existing assets.</p> <p>There is also a risk that planned investment in sports infrastructure is not realised.</p>
Sponsorship in sport becoming nationalised	<p>Funds not flowing to community level especially for infrastructure.</p> <p>Increasing decline in local sponsorship of clubs.</p>	Less funds available for investment in infrastructure.
High youth unemployment	<p>Sports an avenue to re-engage youth in community.</p> <p>Potential employment opportunities with sports clubs</p>	Opportunity for facilities to be utilised by more young people

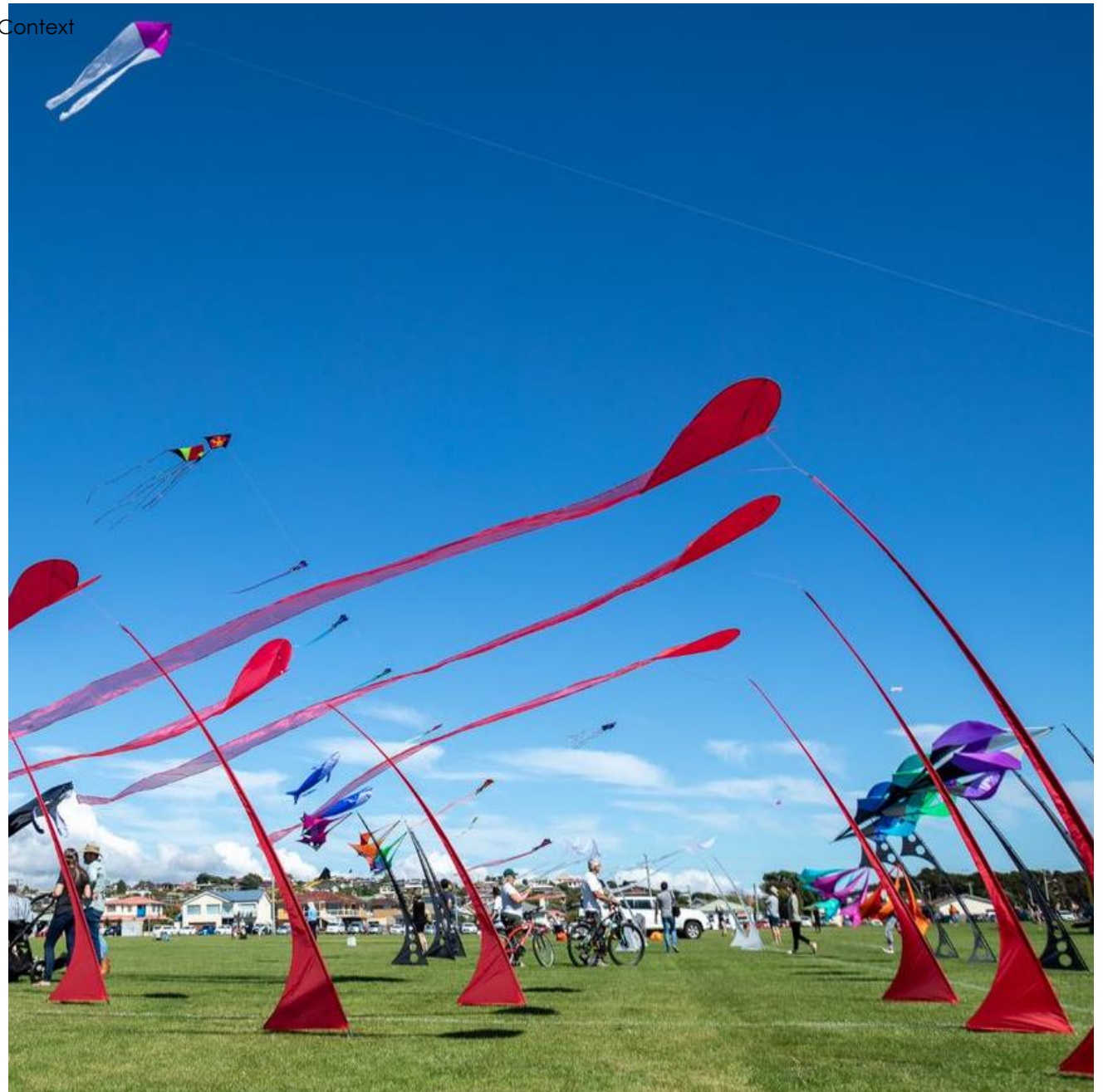
¹¹ Major Trends and Implications compiled by the Sports Infrastructure Working Group, 8 September 2020.

Trend	Impact	Implications for Sports Infrastructure
Increasing health and wellbeing challenges	Increasing health challenges (chronic disease, mental health) – negative impact on individual health and health system. Social exclusion is also a concern.	Promotion of health benefits of participation in sport, opportunity to partner with community development / health organisations to increase participation and use of facilities in non-peak periods
Lifestyle pressures (eg cost of living, time poor)	<p>Changing lifestyles and pressures are creating barriers to increase participation in organised sport. In recent years there has been a rise in casual sport and physical activity/recreation.</p> <p>There is a risk that use of sporting facilities will decline in favour of facilities in public open space, creating increased demand and financial investment for these recreation assets.</p>	<p>Participation rates of facilities should be monitored, and strategies developed to combat any declines. For instance:</p> <ul style="list-style-type: none"> • Opportunity for sporting facilities to be used by more casual users during periods of downtime. • Opportunity for adapt sport delivery model and create new initiatives that support changing participation trends (eg some clubs developing evening/night games which increases demand for lighting). • Clubs may increase membership through the reduced economic barrier for juniors to participate in sport through Communities Tasmania Ticket to Play voucher program.
Demographic changes	<p>For instance, Gen Y (born 1980-1994), and Gen Z (born 1995-2009) are expected to be more educated and hold different expectations regarding opportunity, mobility, relationships, and ownership. These generations generally value experiences and focus on larger social and environmental issues and bettering communities.</p> <p>Ageing population may increase demand for low-impact and/or Masters activities and increase in recreational based social activities.</p>	In coming decades as population ages (including Gen Y and Gen Z aging) there is the potential to innovate the way sports infrastructure is managed and utilised. It is important to design spaces to be as adaptable as possible.
Increased digital connectivity and disruption	Broader opportunities for economic stimulus from streaming of major events from sports facilities.	Creates an opportunity to apply smart technology to reduce operational costs of facilities. May also result in declining uses of assets, such as grandstands.
Environmental sustainability including climate change	<p>Expectation to improve water, energy, and waste management across facilities.</p> <p>Increase in natural disasters and pandemics impacting on the use of recreation centres for sports purposes, being designated as emergency and/or recovery centre.</p>	<p>Increased costs for sustainable and efficient materials and services, potentially higher initial capital costs.</p> <p>Possible restrictions on facility expansion / new facilities if required to comply with environmental legislation, requiring rescoping/redesigning planned projects.</p> <p>Use of recreation centres for use in emergencies impacting on accessibility of venues</p>

3.2 Master Plan Implications

As a result of these trends and their implications the following themes should be considered in the development and implementation of the Master Plan.

- The need to be strategic in the Plan's implementation, be project ready and focused on priorities for investment, to secure additional funding required.
- Acknowledging that future government investment is likely to be focused on multisport / activity provision, over single sport / focus outcomes.
- The need to develop multi-use facilities and partnerships to maximise use of community investment in sporting assets.
- The need to strengthen sporting precincts as community hubs, adapting their use based on changing socio-economic factors.
- The need to incorporate new technology in facility design and management, that also reduces the environmental footprint of facilities.



4. Sports Participation Rates

4.1 National Participation Rates

For the 2019 calendar year¹²:

	In Sport	In Non-sport	In Both
Adult participation (15+) in physical activity	18.9%	31.7%	39.8%
Child participation (0-14) in physical activity outside of school	76.1%	3.9%	10.2%
Participation 2001 – 2019	Minimal change	20% increase	

The top 10 club sports across Australia in 2019, for adults and children, were:

Sport	Participants	Participation Rate
Football/Soccer	1,153,220	4.6%
AFL	700,161	2.8%
Golf	695,949	2.8%
Netball	665,185	2.7%
Tennis	628,434	2.5%
Basketball	587,353	2.4%
Cricket	539,088	2.2%
Swimming	377,502	1.5%
Touch football	287,823	1.2%
Running/Athletics	270,665	1.1%

¹² Australian Sports Commission, 2020, AusPlay profiles, www.clearinghouseforsport.gov.au/research/ausplay/results

4.2 State Participation Rates

The collection sample for the AusPlay Tasmanian data was relatively small, hence the following estimates should be applied with caution. Local data is more accurate and thus drawn upon to inform the Master Plan.

For the 2019 calendar year¹³:

- 55.7% of the adult Tasmanian population participated in sport-related activities ('sport only' and 'both sport and physical activity'), 22% participated through a sports club
- 65% of children participated in sport-related activities outside of school hours, 44% children participated through a sports club

The top 3 organised sports by adult participation January 2019 - December 2019 as recorded by AusPlay,¹⁴ were:

- Basketball (4.5%)
- Football (soccer) (4.3%)
- Netball (4.1%)

¹³ ibid

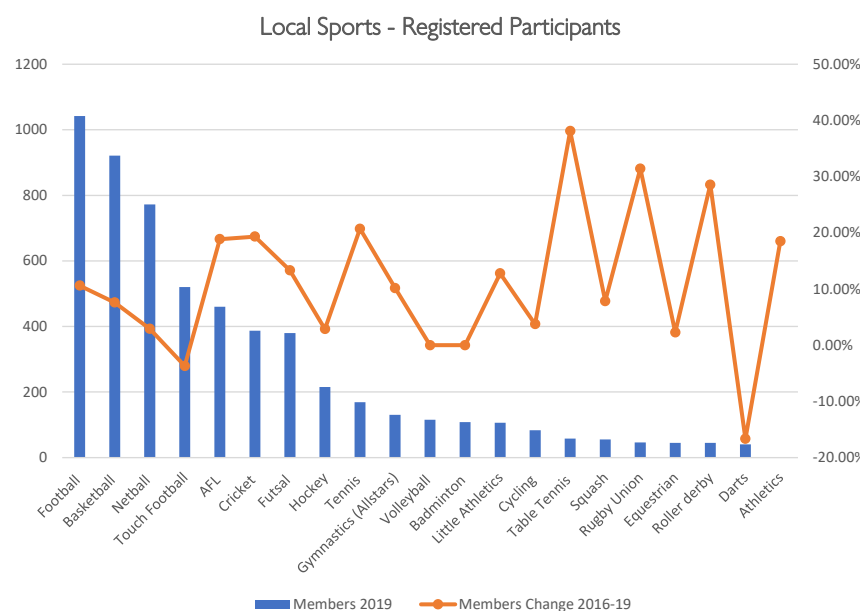
¹⁴ Ibid – data not extensive enough to list top ten sports

4.4 Local Participation Rates

The following data provided by local sporting clubs and state sporting organisations¹⁵ is for 'formal registered participants' within each sporting code and activity. It does not include recreational participation, school participation or social activity in sport and recreation, which for some activities contribute a greater level of participation than formalised sporting registration (e.g., football, tennis).

The top 10 sports by participation in 2019 were:

- Football (soccer)
- Netball
- Basketball
- Touch Football
- Australian Football (AFL)
- Cricket
- Futsal
- Hockey
- Tennis
- Gymnastics (Allstars)



¹⁵ Various sporting organisations, 2020, collated from responses to Sports Infrastructure Master Plan Survey.

Sport	Members 2019	% of Population [#]	Members 3 Year Change*	Members 5 Year Change*
Football	1042	4.07%	10.6%	1-5%
Basketball	921	3.59%	7.59%	20-50%
Netball	772	3.01%	2.90%	1-5%
Touch Football	520	2.03%	-3.7%	10-20%
AFL	460	1.79%	18.86%	5-20%
Cricket	387	1.51%	19.33%	5-20%
Futsal	380	1.48%	13.33%	10-20%
Hockey	215	0.84%	2.87%	10-20%
Tennis	169	0.66%	20.71%	10-20%
Gymnastics (Allstars)	130	0.51%	10.17%	10-20%
Volleyball	115	0.44%	Not available	20-50%
Badminton	108	0.42%	Not available	1-5%
Little Athletics	106	0.41%	12.77%	10-20%
Cycling	83	0.32%	3.75%	10-20%
Table Tennis	58	0.23%	38.10%	50-100%
Squash	55	0.21%	7.84%	50-100%
Rugby Union	46	0.18%	31.43%	20-50%
Equestrian	45	0.18%	2.27%	1-5%
Roller derby	45	0.18%	28.57%	50-100%
Darts	40	0.16%	-16.67%	1-5%
Athletics (Triathlon Tasmania, Triathlon Australia, Cradle Coast Triathlon & Multisport)	2627 includes one day members	NA majority participants out of area	18.49%	10-20%

[#]Based on 2019 Estimated Resident Population for Devonport of 25,633.

*Member growth in the 3 and 5 years prior to 2019 provided by Club/SSO. This has not been verified.

5. Sports Demand Analysis

The Plan considers the needs of several sports in relation to infrastructure provision. Sports with relatively high local participation rates and those that have a high reliance on their respective facilities being either hired or leased from Council have been analysed in detail. Other sports have been summarised.

For each sports analysis has include:

- Feedback from Devonport-based sporting clubs and several state peak organisations on participation rates and trends, plus their current needs and future infrastructure priorities.

This information was collated through surveys and where required, clarified through follow up meetings and correspondence.

- Growth in participation projections to 2035 (from 2019) ranging from 5% to 50% and population growth projections of 5%, 10% and 15% have also been applied to test the flexibility and capacity of the existing facility network to cater for possible growth.



5.1 Football

Football (Soccer) has the highest participation rate of organised sports in Devonport with 1,042 participants in 2019¹⁶, an increase of 10.6% since 2016, across two clubs. It has a growing number of participants, including female participants, locally and across the nation, with popularity extending internationally / played at the international level including Olympics.

The Devonport City Strikers Football Club in 2019 had a 23% increase in members from 2016 and is forecast to grow membership by 20-50% in the next 5 years. The Club is the only National Premier Leagues Tasmania Club (top tier) in the Northwest. In 2021, the Club participated in the Tasmanian State Women's League (squad 15).

The Devonport Junior Soccer Association have consistent high playing numbers of 850+ and are expecting to increase membership by 1-5% in the next 5 years. The 2021 season participation numbers increased to 950+ (over 100 teams). The Club plays in state-wide competitions.

Seasonality	Juniors: April - September Strikers: All year including social games, pre-season training		
Complementary Sports	Rugby Union, Touch Football, Hockey (artificial turf), Futsal		
Clubs	Devonport City Strikers Football Club Devonport Junior Soccer Association		
Participation Rate (2019)	Devonport 4.07%	Tasmania* 3.24%	National# 4.6%
	*Football Tasmania participation rate, includes social players and officials #Australian Sports Commission, 2020, AusPlay profiles		
	Football Tasmania aims to grow participation across the state from 2019-2030 as follows:		
	<ul style="list-style-type: none"> • Grow annual participation by 2% • Increase female participation to at least 30% of total participants. • Substantially improve equity of access to football • Increase the number of active coaches and referees with accreditation by 15% • Improve player and referee retention by 25% 		
Facilities	<ul style="list-style-type: none"> • Valley Road Football Centre • Meercroft Park (junior soccer) - At capacity during weekdays 		

¹⁶ Devonport Football Club and Junior Soccer membership rates as provided in the Master Plan Club Survey, August 2020.



Strengths

- Easy to learn and can be played by all ages and abilities.
- Juniors:
- Affordable to play, low registration fees, growing participation
- Seniors (Strikers):
- On field success; positive Club culture; committed players and volunteers; loyal supporter base/community support.
 - Good brand and reputation at local, state, and national levels; strong political support
 - Excellent dedicated facilities; training and development; coaching capacity
 - Strong financial position; governance and management practices; strategic planning

Challenges

- Decline in revenue; decline in corporate and government support; rising costs
 - Lack of alignment between the Strikers and the Junior Soccer Association
 - Decline in volunteers, volunteer fatigue
- Strikers:
- Declining player numbers on the NW Coast; decline in retention rates; relegation
 - Competition from better funded sports
 - Number of accredited coaches; coach training and mentoring
 - Marketing and promotion of Football to corporates, government, and the general community
 - Fragility of other Clubs
 - Lack of development services
 - Competition structures and their financial sustainability
 - In school programs
 - Lack of space to play
 - Travel requirements
 - Poor management of facility; vandals

Opportunities

- Increase number of members and participation/retention rates, including female participation.
- Secure more lucrative sponsorship deals
- Women's Super League participation
- In school programs
- Base training camp bid for FIFA Women's World Cup.
- Expansion of competitions/ increase no. of teams
- More social based teams
- High performance training
- Outdoor futsal
- Strategic alliances

- Host tournaments (state, national); A League practice matches/Women's League games
- Improve relationship between the two clubs (possible single association)
- Increase utilisation of venue to raise revenue.
- Products and services that can promote revenue.
- Increase support from government including securing grants.
- Promoting the Club/Sport

Infrastructure Requests (Clubs)

- Valley Road Football Centre
- Implementation of Master Plan for the North West Coast Regional Football Complex
- Meercroft Park
- Lighting one oval
 - Portable or fixed fencing on close boundaries to road on grounds No.1, 9 and 16
 - All weather small-sided game pitches

Estimate of Pitches Desired

The projected number of pitches refer to turf pitches only. One artificial pitch will have the carrying capacity of two grass pitches. Recommended population provision ratio in metropolitan Melbourne is 1 field to every 4,000 to 8,000 people (depending on the location). Junior soccer plays on smaller sized pitches hence the rate adopted is 1:2,000. Ratio for full-sized pitches adopted is 1:6,000.

JUNIOR SOCCER (small sized pitches)

Projected Participation and Pitches Desired	2019	+ 10%	+ 20%	+ 30%
Registered players	846	931	1,117	1,452
Current number turf pitches	14	14	14	14
Provision rate (players per pitch)	66	66	66	66
Number pitches desired	13	14	17	22
Shortfall	-1	0	3	8

SENIORS (full-sized pitches)

Projected Participation and Pitches Desired	2019	+ 10%	+ 20%	+ 30%
Registered players	196	216	259	336
Current number turf pitches utilised	3	3	3	3
Provision rate (players per pitch)	66	66	66	66
Number pitches desired	3	3	4	5
Shortfall	0	0	1	2

Projected Population and Pitches Desired	2019	+ 5%	+ 10%	+ 15%
Population	25,633	26,915	28,196	29,478
Current number pitches	14	14	14	14
Provision rate (people per pitch)	2,000	2,000	2,000	2,000
Number pitches desired	13	13	14	15
Shortfall	-1	-1	0	1

Projected Population and Pitches Desired	2019	+ 5%	+ 10%	+ 15%
Population	25,633	26,915	28,196	29,478
Current number pitches utilised	3	3	3	3
Provision rate (people per pitch)	6,000	6,000	6,000	6,000
Number pitches desired	4	4	5	5
Shortfall	1	1	2	2

5.2 Basketball

Basketball has a strong presence in Devonport, regionally and across Tasmania (state-wide reach of 50,000). Over the past 5 years (2014-2019) there has been a 46% increase in Devonport Basketball Association members to 921. Basketball Tasmania expects this to increase 20-50% in the coming 5 years given increasing national and worldwide popularity, and with the entering of a professional State team in the National Basketball League 2021-2022 season. Increase in juniors.

Seasonality	All year: Senior – Feb-July, Under 22 roster Sep – Nov, Tas Junior Basketball League (TJBL) April - Oct		
Complementary Sports	Netball, Badminton, Volleyball		
Clubs	Devonport Basketball Council (Warriors)		
Participation Rate (2019)	Devonport 921, 3.59%	Tasmania* 2.56%	National# 2.40%
	*Basketball Tasmania, 2020, Annual Report, contains 2019 membership figures #Australian Sports Commission, 2020, AusPlay profiles		
Facilities	<ul style="list-style-type: none"> Devonport Recreation Centre Basketball Stadium (5-year lease, expires 30/9/2022) East Devonport Recreation and Function Centre (1 court not utilised due to rostering clashes) 		
Strengths	<p>High growth sport due to its broad base and appeal to several markets:</p> <ul style="list-style-type: none"> Good for fitness; skills diversity; low injury rate Appeals to range of ages and abilities, all genders, and cultural backgrounds Can be played competitively or socially Predominantly indoor sport suited to Tasmania's weather High level of community support in the Northwest – very family-oriented sport with a strong social environment Multi-gender sport which no other major sport can achieve at the same level Provides clear pathways for athletes and officials who aspire to higher levels of opportunity, be they state, national or international aspirations 		
Challenges	<ul style="list-style-type: none"> Limited courts, spectator areas - no Council or school facility in the NW is designed to host the full suite of domestic and representative competitions, including interschool competitions Improve professionalism on the coalface 		



Image: Simon Sturzaker

- Entry level program – Aussie Hoops is slowly improving
- Indoor sports can be more expensive than outdoor sports (with more infrastructure required)
- Other destinations investigating major stadium upgrades which may disadvantage basketball presence in Devonport

Opportunities

- Additional courts would provide a full pathway of basketball opportunities from development and culturally based programs to a full suite of local domestic and representative competitions
- Exposure of basketball with the National Basketball League coming to Tasmania (with potential to host NBL 1 / WNBL games in NW Tas)
- More courts and new facilities in Devonport that will inspire more people to participate
- Increase the number of state events and camps run by Basketball Tasmania in Devonport
- Host national junior championships in the future
- Opportunity for the NW Thunder to base themselves and play home games in Devonport (currently in Ulverstone)
- To share new facilities with other sports
- Improved governance structure

**Infrastructure Requests
(Club/SSO)**

- New 6 court facility serving the subregional population to meet demand in growth

Facility Hierarchy

In the absence of a Tasmanian Facilities Plan for basketball, the following facility hierarchy outlined in the *Basketball Victoria Facilities Master Plan 2017* is useful in understanding court requirements.

Category	Facilities	Devonport Equivalent
State centre	6+ courts, >3000 seats	
Regional centre	Min. 6 courts, 800 seats	
Sub-regional centre	Min. 4 courts, 400 seats	DRC
Local centre	Min. 3 courts, 100 seats	
Neighbourhood centre	Min. 1 indoor court	EDRC

Estimate of Courts Required

Projected Participation and Courts Desired	2019	+ 10%	+ 20%	+ 50%
Registered players	921	1,013	1,105	1,382
Current number courts utilised	3	3	3	3
Provision rate (players per court)*	300	300	300	300
Number courts desired	3	3	4	5
Shortfall	0	0	1	2

*This is an estimate only, the carrying capacity of players per court is likely to be lower.

Projected Population and Courts Desired	2019	+ 5%	+ 10%	+ 15%
Population	25,633	26,915	28,196	29,478
Current number courts utilised	3	3	3	3
Provision rate (people per court)*	5,500	5,500	5,500	5,500
Number courts desired	5	5	5	5
Shortfall	2	2	2	2

*Provision rate adopted from the *Basketball Victoria Facilities Master Plan 2017* for 1 court per 5,500 people in regional Victoria.

5.3 Netball

The Devon Netball Association maintains a high membership (772 in 2019) which is expected to remain constant over next the 5 years unless substantial infrastructure improvements are undertaken. The Club plays at the State competition level and hosts the State Junior Carnival held annually in September, attracting 1,500 participants.

Seasonality	All year		
Complementary Sports	Volleyball, Badminton, Basketball, Tennis, Futsal		
Clubs	Devonport Netball Association		
Participation Rate (2019)	Devonport 772, 3.01%	Tasmania* 2.64%	National# 2.7%
	*Provided by Netball Tasmania #Australian Sports Commission, 2020, AusPlay profiles		
Facilities	<ul style="list-style-type: none"> • Spreyton Netball Centre, Maidstone Park (5 year lease, expires 30/6/2025) • Spreyton Primary School (wet weather) • Previous years have accessed indoor school venues during autumn/winter 		
Strengths	<ul style="list-style-type: none"> • Played by all ages, easy to learn. • Affordable to play. 		
Challenges	<ul style="list-style-type: none"> • Junior to Senior transition • Limited facilities, playing courts. • Limited all weather courts. • Compete with other indoor sports for players and access to venues. • Attracting and retaining new members, volunteers, and accredited coaches 		
Opportunities	<ul style="list-style-type: none"> • Increase in male participation and more inclusive programs. • 50-100% participation expected with construction of an indoor facility. • Indoor facility would attract national level competition (i.e. Super Netball), being the premier facility in NW / netball centre of excellence 		
Infrastructure Requests (Club)	<ul style="list-style-type: none"> • Indoor 3 court stadium • Otherwise, updated change room facilities and larger clubroom 		



Facility Hierarchy

In the absence of a Tasmanian Facilities Plan for netball, the following facility hierarchy as per Netball Victoria's *Statewide Facilities Strategy 2016-2026* is used as a guide to understand court requirements.

Category	Facilities	Activities	Devonport Equivalent
Elite	Minimum 2+ indoor courts	Victorian Netball League, Australian Netball League International Tournaments	Spreyton Netball (Ulverstone only meets standard)
Regional	8+ courts	As per local and sub regional facility Associate championship, State Title	Spreyton Netball Centre
Sub-regional	4-7 courts	As per local facility Schools championships, National titles	
Local	1-3 courts	Modified games and programs Junior participation and skill development Training and competition, Community use	Schools

Estimate of Courts Required**OUTDOOR COURTS**

Projected Participation and Courts Desired	2019	+ 5%	+ 10%	+20%
Registered players	772	811	849	926
Current number courts utilised	14	14	14	14
Provision rate (players per court) *	60	60	60	60
Number courts desired	13	14	14	15
Shortfall	-1	0	0	1

*Ratio as per Netball Victoria Statewide Facilities Strategy 2016-2026 for Victorian rural and regional areas.

Projected Population and Courts Desired	2019	+ 5%	+ 10%	+ 15%
Population	25,633	26,915	28,196	29,478
Current number courts utilised	14	14	14	14
Provision (population per court)*	4,000	4,000	4,000	4,000
Number courts desired	6	7	7	7
Shortfall	-8	-7	-7	-7

*Provision rate adjusted from Netball Victoria *Statewide Facilities Strategy 2016-2026* for 1 lit outdoor court per 7,070 people in metropolitan Victoria. Regional area ratio would be lower.

INDOOR COURTS - Dedicated Netball Courts

Projected Population and Courts Desired	2019	+ 5%	+ 10%	+ 15%
Population	25,633	26,915	28,196	29,478
Current number courts utilised	0	0	0	0
Provision rate (people per court)*	7,640	7,640	7,640	7,640
Number courts desired	3	4	4	4
Shortfall	3	4	4	4

*Provision rate as per Netball Victoria Statewide Facilities Strategy 2016-2026, for 1 dedicated indoor court per 7,640 people in metropolitan Victoria.

INDOOR COURTS – Multi-lined Courts

Projected Population and Courts Desired	2019	+ 5%	+ 10%	+ 15%
Population	25,633	26,915	28,196	29,478
Current number courts utilised	0	0	0	0
Provision rate (people per court)*	4,880	4,880	4,880	4,880
Number courts desired	5	6	6	6
Shortfall	5	6	6	6

*Provision rate as per Netball Victoria *Statewide Facilities Strategy 2016-2026*, for 1 dedicated indoor court per 4,880 people in metropolitan Victoria.

5.4 Touch Football

The Devonport Touch Association has had a stable membership of 520-540 members per year during 2014-2019, however this is forecast to grow 10-20% due to the success of a new winter competition and increased promotion. The Association is based at Meercroft Park, sharing facilities at the NW Hockey Centre, and competes in the State league. The Club has recently attracted the Cold Climate Classic, a national 3-year annual event expecting to attract 500-1000 players.

Seasonality	October-March, May-September		
Complementary Sports	Football		
Clubs	Devonport Touch Association		
Participation Rate (2019)	Devonport 2.03%	Tasmania* 0.87%	National# 1.2%
	*provided by Touch Football Australia #Australian Sports Commission, 2020, AusPlay profiles		
Facilities	<ul style="list-style-type: none"> • Meercroft Park • NW Hockey Centre, Meercroft Park • Eugene St Soccer Fields (winter competition) • Previous years have accessed indoor school venues during autumn/winter 		
Strengths	<ul style="list-style-type: none"> • Social sport • Low risk of injury • Easy to learn, all ages and abilities • Pathway to National Rugby League 		
Challenges	<ul style="list-style-type: none"> • Attracting and retaining new members, coaches, and volunteers • Increased costs • Competition with junior football (soccer) for fields during winter roster should numbers increase 		
Opportunities	<ul style="list-style-type: none"> • Winter competition to retain/increase members • Focus on increasing junior and female participation • Access to Eugene St playing fields for winter competition should we experience growth • Focus on improving technical capacity to provide a positive experience for players through coaching and refereeing • Utilise Club for social events 		

- Infrastructure Requests (Club)**
- Lighting at Meercroft Park would provide increased playing opportunities
 - Improve changerooms in Hockey Centre

Estimate of Ovals Required Provision ratios adapted from various regional centres.

Projected Participation and Ovals Desired	2019	+ 5%	+ 10%	+ 20%
Registered players	540	567	594	648
Current number ovals utilised	7	7	7	7
Provision rate (players per oval)	80	80	80	80
Number ovals desired	7	7	7	8
Shortfall	0	0	0	1

Projected Population and Ovals Desired	2019	+ 5%	+ 10%	+ 15%
Population	25,633	26,915	28,196	29,478
Current number ovals utilised	7	7	7	7
Provision rate (people per oval)	6,000	6,000	6,000	6,000
Number ovals desired	4	4	5	5
Shortfall	-3	-3	-2	-2



5.5 Australian Football (AFL)

There are three senior AFL Clubs in Devonport – Devonport (DFC), East Devonport (EDFC) and Spreyton (SFC). In 2019, there were 460 members across all clubs, an increase of 50% since 2016. Female participation has grown 810% from 2016-2019 (DFC and EDFC only).

In the NW region there has been a 38% increase in participation overall, and a 440% increase in female participation 2016-2019 (AFL Tas).

This analysis does not include the Devonport & Districts Junior Football Association.

Seasonality	April - September		
Complementary Sports	Football		
Clubs	Devonport Football Club East Devonport Football Club Spreyton Football Club		
Participation Rate (2019)	Devonport 2.03%	Tasmania* 2.99%	National# 1.2%
	*AFL Tasmania Statewide Facilities Strategy #Australian Sports Commission, 2020, AusPlay profiles		
Facilities	<ul style="list-style-type: none"> Regional: Devonport Oval Local: Girdlestone Park, Maidstone Park 		
Strengths	<ul style="list-style-type: none"> All genders and ages, increasing female participation Improves hand-eye coordination and communication skills Pathways to state and national level 		
Challenges	<ul style="list-style-type: none"> Attracting and retaining members (EDFC membership (seniors) in doubt; SFC in decline) Attracting and retaining coaches and volunteers Increased costs Supporting amenities Strength of competition Competition structure Potentially too many clubs/associations in the subregion Likely to remain hosting local games and odd regional match. 		



Image: Kelsey Aherne

- Regional body not aligned with state body

Opportunities

- Growth in junior, school, and female participation
- Alternate models for community senior men's football
- Increasing school participation – Auskick
- Encourage development of multi-use facilities
- Programme higher level event and player development programs at the Devonport Oval (regional venue)

Infrastructure Requests

- Lights at Byard Park as overflow venue for training
- Recent completion of gender-neutral change room upgrades for players and umpires at Devonport Oval and Girdlestone Park, as priority projects listed in the AFL Tasmania Statewide Facilities Strategy 2021-2030.

Estimate of Ovals Required Provision ratios applied from *AFL Tasmania Statewide Facilities Strategy 2021-2030*.

Projected Participation and Ovals Desired	2019	+ 10%	+ 20%	+ 50%	Projected Population and Ovals Desired	2019	+ 5%	+ 10%	+ 15%
Registered players	460	506	552	690	Population	25,633	26,915	28,196	29,478
Current number ovals utilised	3	3	3	3	Current number ovals utilised	3	3	3	3
Provision rate (players per oval)	175	175	175	175	Provision rate (people per oval)	5,000	5,000	5,000	5,000
Number ovals desired	3	3	3	4	Number ovals desired	5	5	6	6
Shortfall	0	0	0	1	Shortfall	2	2	3	3



5.6 Cricket

There are four cricket clubs based in Devonport – Devonport, Don, Mersey Colts, and Spreyton. In 2019 there were 367 members across all clubs, comprising 11 junior teams and 17 senior teams: plus, a further 1,879 school participants. There has been a 19% increase in player numbers 2016-2019, and this is estimated to grow 20-50% by 2024 due to increasing number of junior and female participants, as well as alternative playing formats such as T20 (20 overs per game played over 3 hours). Devonport Cricket Club participates in the regional and state league. High performance games are played at West Park, Burnie.

Seasonality	October - March		
Complementary Sports	Australian football, futsal (indoor)		
Clubs	Devonport Cricket Club Don Cricket Club	Mersey Colts Cricket Club Spreyton Cricket Club	
Participation Rate (2019)	Devonport 1.51% 19.33% growth 2016-19	Tasmania* 3.53% *Cricket Australia, 2020 Census Summary: CTAS #Australian Sports Commission, 2020, AusPlay profiles	National# 2.2%
Facilities	<ul style="list-style-type: none"> Devonport Oval Byard Park (Juniors, and training) Don Recreation Ground Maidstone Park Sufficient number of playing fields in Devonport – as suggested by Clubs and Cricket Tasmania		
Strengths	<ul style="list-style-type: none"> All-round sport that develops high array of physical, intellectual, and social skills Strong and increasing levels of participation Variation of structures, e.g. T20, attracting players and spectators. Strong affiliation with state and national cricket bodies 		
Challenges	<ul style="list-style-type: none"> Cost/resources required to prepare & maintain a turf wicket to competition level (gap in skills) Lack of supporting amenities such as facilities for female players High-cost entry to play (individual kits required) and time intensive affecting membership/volunteer rates No formal relationship between the four clubs Retention rates Junior – Senior 		
Opportunities	<ul style="list-style-type: none"> High performance training centre (one only to be developed in NW region) that incorporates both indoor synthetic and outdoor turf training venues, as well as possible office space for Cricket NW. Configuration could accommodate emerging sports such as indoor cricket and pre-game warm-up for other codes such as AFL. 		



**Infrastructure Requests
(Clubs/SSO)**

- Upgrade to Byard Park amenities – female friendly change rooms, all abilities access, expansion of club rooms
- High performance training centre
- Additional turf playing facility
- Expand indoor cricket nets
- Synthetic wicket compliance - to comply with Cricket Australia's new junior formats guidelines, synthetic pitches are required to be 2.4m – 2.8m wide. This will require replacements of traditional standard 1.8m pitches. Grounds used for junior cricket (Don, Byard and Maidstone) would be priority for these upgrades.
- Don Cricket Clubrooms – storage for playing gear, kitchen upgrade, roof replacement, replace training nets

Estimate of Wickets Required**TURF WICKETS**

Projected Participation and Turf Wickets Desired	2019	+10%	+20%	+50%
Registered players	387	426	511	766
Current number wickets utilised	1	1	1	1
Provision (players per wicket)	380	380	380	380
Number wickets desired	1	1	1	2
Shortfall	0	0	0	1

Projected Population and Turf Wickets Desired	2019	+5%	+10%	+15%
Population	25,633	26,915	28,196	29,478
Current number wickets utilised	1	1	1	1
Provision rate (people per wicket)	20,000	20,000	20,000	20,000
Number wickets desired	1	1	1	1
Shortfall	0	0	0	0

SYNTHETIC WICKETS

Projected Participation and Synthetic Wickets Desired	2019	+10%	+20%	+50%
Registered players	387	426	511	766
Current number wickets utilised	7	7	7	7
Provision (players per wicket)	73	73	73	73
Number wickets desired	5	6	7	10
Shortfall	-2	-1	0	3

Projected Population and Synthetic Wickets Desired	2019	+5%	+10%	+15%
Population	25,633	26,915	28,196	29,478
Current number wickets utilised	7	7	7	7
Provision rate (people per wicket)	3,500	3,500	3,500	3,500
Number wickets desired	7	8	8	8
Shortfall	0	1	1	1

Previous research and planning for community infrastructure in Melbourne's growth areas has shown that cricket grounds are typically provided at a rate of between 1 field to every 4,000 to 6,000 people. Provision of cricket grounds in rural and regional areas is much higher in Victoria and this would be similar in Tasmania. The South Australian Cricket Infrastructure Strategy 2019-2029 states nation-wide average ratio of 1: 3,300. Given the high provision of cricket grounds in the region, a facility provision ratio of 1 ground to every 3,500 residents has been applied.

5.7 Hockey

Hockey has stable participation numbers across the two Devonport-based clubs, Devonport, and West Devonport of 219 players in 2019, a small increase of 2.8% since 2016. This is expected to grow 10-20% by 2024 due to new Hockey Tasmania programs, such as a new academy for emerging players.

Seasonality	All year: League Mar-Sep, Social roster Nov-Mar, Pre-season & Junior clinics Jan - Apr		
Complementary Sports	Touch Football		
Clubs	Devonport Hockey West Devonport Hockey		
Participation Rate (2019)	Devonport 219, 0.4%	Tasmania* 0.61%	National# 0.82%
	*Hockey Tasmania Annual Report 2018-19 #Hockey Australia Annual Report 2019		
Strengths	<ul style="list-style-type: none"> Sufficient number of playing fields Fast paced, engaging sport Played by people of all ages and ability 		
Challenges	<ul style="list-style-type: none"> Attracting and retaining new members Increasing facility standards and user expectations for higher quality facilities Attracting major events increasingly competitive 		
Opportunities	<ul style="list-style-type: none"> Hockey Tasmania have a desire to attract more events to the regions along with allocating Hockey One matches (National League, fully broadcast across the country) to build brand awareness and increase participation Development of players, coaches, and officials 		

Facilities	NW Hockey Centre – Meercroft Park
Infrastructure Requests	<ul style="list-style-type: none"> Artificial turf replacement Facilities fit for purpose for national events including change room upgrades, more spectator seating (including undercover), upgrade to player dugouts and technical officials' area
Estimate of Pitches Required	Provision ratios have been adopted from the Hockey Victoria <i>Strategic Facilities Master Plan, 2015</i> . In regional areas 1 pitch can support 300 players. In terms of population, in Victoria one pitch can support 100,000 people. For Devonport the ratio has been reduced to 1 pitch per 75,000 people.

Projected Participation and Pitches Desired	2019	+ 5%	+ 10%	+ 20%
Registered players	215	226	237	258
Current number pitches utilised	1	1	1	1
Provision rate (players per pitch)	300	300	300	300
Number pitches desired	1	1	1	1
Shortfall	0	0	0	0

Projected Population and Pitches Desired	2019	+ 5%	+ 10%	+15%
Population	25,633	26,915	28,196	29,478
Current number pitches utilised	1	1	1	1
Provision rate (people per pitch)	75,000	75,000	75,000	75,000
Number pitches desired	1	1	1	1
Shortfall	0	0	0	0

5.8 Tennis

In 2019, The Devonport and East Devonport Tennis Clubs had a combined membership of 169 players, an 18% increase from 2016. Numbers are expected to grow by 10-20% by 2024 due to improved playing facilities at both Devonport and East Devonport, and variation of programs on offer. The Devonport Tennis Club competes at the state level.

Seasonality	All year		
Complementary Sports	Basketball, Volleyball, Futsal		
Clubs	Devonport Tennis Club East Devonport Tennis Club		
Participation Rate (2019)	Devonport 0.66%	Tasmania* 0.73%	National# 2.5%
*Tennis Tasmania Annual Report 2019-20			
Facilities	Devonport Tennis Club, Meercroft Park East Devonport Tennis Club (non-Council facility)		
Strengths	<ul style="list-style-type: none"> • Diverse program offering for all ages and skill levels, all abilities. • Social - do not need to be a member of a team to play. • High rating of COVID/Pandemic safety to continue playing when other sports close. • Adult and junior social programs shown significant growth opportunities to bring in new members/casual users. • Played all year round; day/night (East Devonport to soon install lights) • Devonport Tennis Club active and at-theistic committee and member base 		
Challenges	<ul style="list-style-type: none"> • Attracting and retaining volunteers and coaches • Juniors have steady numbers but lacking across greater Northern Tas overall • Conceived as an 'elite' sport or only for middle-high income earners. • East Devonport Tennis Club very members only focussed which deters community from engaging/playing at venue more. • Competing for members with team-based sports and other sports during summer • Recent Devonport clubhouse upgrades may deter further government investment 		
Opportunities	<ul style="list-style-type: none"> • Promoting social/casual use of facilities • Growing pathway for juniors and females • Supporting inter-regional growth of club offerings/network 		



- Both East Dev and Dev TCs are performing 'under' capacity members/use wise so promotion/marketing can improve this dramatically
- Tennis Tasmania investment in local school program to allow greater exposure to the game

Infrastructure Requests (Clubs/SSO)

- Devonport Tennis Club – playground, new paths to access courts, eventual court resurfacing, upgrade western side of practice hitting wall, tree removal/drainage improvements on east side. (5 lit)
- East Devonport Tennis Club – construct hitting wall, lighting
- Both Clubs have sufficient capacity for projected expansion
- Public use half court perhaps at Mersey Bluff

Facility Hierarchy

Facility hierarchy as per Tennis Australia *Tennis 2020 Facility development and management framework for Australian tennis*

Category	Facilities	Devonport Equivalent
Regional	16+ courts	
Subregional	12+ courts	Devonport Tennis Club (11 courts)
District	8+ courts	
Local	4+ courts	
Public Access Centre	1+ court	East Devonport Tennis Club (3 courts)

Estimate of Courts Required

Projected Participation and Courts Desired	2019	+ 5%	+ 10%	+ 20%
Registered players	169	177	195	234
Current number courts utilised	14	14	14	14
Provision rate (players per court)*	22	22	22	22
Number courts desired	8	8	9	11
Shortfall	-6	-6	-5	-3

*Based on players per number of courts in Tasmania as per Tennis Tasmania Annual Report, 2019-20.

Projected Population and Courts Desired	2019	+ 5%	+ 10%	+ 15%
Population	25,633	26,915	28,196	29,478
Current number courts utilised	14	14	14	14
Provision rate (people per court)*	2,500	2,500	2,500	2,500
Number courts desired	10	11	11	12
Shortfall	-4	-3	-3	-2

*Tennis courts in greater Melbourne are typically provided at a range of 1: 2,500 - 4,000 people. In 2020, Tasmania had 1 court per 3,030 residents (Tennis Tasmania Annual Report, 2019-20).

5.9 Volleyball

Devonport Volleyball had 115 registered players in 2019. Volleyball is a growth sport expecting 20+% increase in membership in the next 5 years.

Complementary Sports	Badminton, Basketball, Netball			
Clubs	Devonport Volleyball Club			
Participation Rate (2019)	Devonport 0.44%	Tasmania# 0.12%	National* 1.14%	#Registered junior and senior players provided by Volleyball Tas *Registered players aged 15+ AusPlay 2019
Facilities	East Devonport Recreation and Function Centre - At capacity			
Strengths	<ul style="list-style-type: none"> • Low cost to play • Can be played by all ages and abilities 			
Challenges	<ul style="list-style-type: none"> • Attracting and retaining new members and volunteers • Ability to access state/federal government funding for maintaining and upgrading facilities. • Accessing playing facilities due to other sports with similar roster • Not ideal court set-up to support State league which requires 4 courts at one venue plus seating 			
Opportunities	<ul style="list-style-type: none"> • Increase in junior membership/pathways. • Participation in state league and larger competitions such as schools' competitions • Possible outreach site for Tas Volleyball Club, Echidnas 			
Infrastructure Requests (Club/SSO)	<ul style="list-style-type: none"> • Access to playing facility with 4 courts, seating, club room 			
Estimate of Courts Required	Provision rates adapted from Volleyball Victoria <i>State Facilities Strategy</i> , which applies ratios 1 indoor court: 34,763 people 1 court: 30 players			

Projected Participation and Courts Desired	2019	+ 10%	+ 20%	+ 50%
Registered players	115	127	152	228
Current number courts utilised	2	2	2	2
Provision rate (players per court)	36	36	36	36
Number courts desired	3	4	4	6
Shortfall	1	2	2	4

Projected Population and Courts Desired	2019	+ 5%	+ 10%	+ 15%
Population	25,633	26,915	28,196	29,478
Current number courts utilised	2	2	2	2
Provision rate (people per court)	20,000	20,000	20,000	20,000
Number courts desired	2	2	2	2
Shortfall	0	0	0	0

5.10 Playing Spaces Desired 2035

Understanding potential demand and supply for playing facilities is one key component in planning for rationalisation, renewal, and/or expansion. The following table summarises the projected playing space requirements based on the mostly likely scenarios, being 20% membership growth or 10% growth in population (with membership rate remaining constant).

Where sports experience a 20% increase in player registration by 2035 there will be an undersupply of playing facilities for Football, Basketball, Netball, Touch Football, and Volleyball.

Based on a 10% growth in population 2019-2035, where participation rates remain unchanged, there will be an undersupply in playing facilities for the major sports of Football (full size pitches), Basketball, Netball (indoor courts), AFL, and Cricket (synthetic wickets).

Where both scenarios are applied there is a projected undersupply in playing facilities for the sports of Football (full size pitches), Basketball, and Netball (indoor courts).

Sport	Additional Playing Spaces Required 2035	
	Based on 20% Membership Growth	Based on 10% Population Growth
Football – small size pitches	3	0
Football – full size pitches	1	2
Basketball	1	2
Netball (outdoor)	1	-7
Netball (indoor)	4	6
Touch Football	1	0
AFL	0	3
Cricket – turf wicket	0	0
Cricket – synthetic wicket	0	1
Hockey	0	-1
Tennis	-3	-3
Volleyball	2	0



Image: Simon Sturzaker

5.11 Other Sports

The following sports have a direct interest in Council's sporting infrastructure; hence an understanding of their position is required for future planning.

Sport	Strengths	Challenges	Opportunities	Facilities Used	Infrastructure Requests
Futsal	In 2019, there were 380 junior and senior participants forming 97 teams (7-8 players per team), an increase of 13.3% since 2016 Membership expected to increase 10-20% in 5 years Highly engaging, develops football skills	Access to venues limiting growth – lack of indoor playing venues and outdoor training facilities Increased costs Attracting and retaining new members	Increasing junior participation - after school/holiday clinics, in-school participation, training clinics Potential to deliver more inclusive roster e.g. walking futsal for older players and all abilities	Devonport Recreation Centre, East Devonport Recreation and Function Centre East Devonport Primary School, Devonport Primary School, Devonport High School At capacity	Increasing access to playing facilities, such as 2 -court venue
Badminton	108 members in 2019, to increase 1-5% by 2024 Non-contact sport means low injury rate Easy to play (minimal rules), social activity with all ages and abilities playing, mixed gender sport	Operating at venue capacity - turning players away due to inability to access venues	Grow members should playing venues and shared club room be available	East Devonport Recreation and Function Centre Devonport Recreation Centre At capacity	Access to playing facilities and shared club room
Squash	Devonport Squash Club has had a 22% membership increase 2014-2019 and 7.8% increase 2016-2019 Expected to grow 50-100% in next 5 years Competes in and hosts state/national/international competition level (one of two compliant centres in Tasmania)	Attracting and retaining new members, volunteers, and accredited coaches Attracting major events/competitions increasingly competitive	Increase in interest due to Commonwealth games, and possibly inclusion in Olympics Emphasis on junior recruitment and training Delivering Squash to Schools Presentations	X8 courts Devonport Squash Centre (Devonport Recreation Centre) Sufficient capacity	Convert 2 courts for doubles

Sport	Strengths	Challenges	Opportunities	Facilities Used	Infrastructure Requests
Gymnastics Allstar Gymnastics Inc only	10% increase in members 2016-2019, predicted to increase 10-20% in the next 5 years Social sport, non-competitive Training new coaches to offer more classes	Dedicated space required for matting Sale of current building – future lease uncertain, no alternative sites identified Accessing funding Attracting volunteers and coaches	Increase in participation due to increase in coaches	Gym/Hall at Devonport Showgrounds - seeking new facility in near future Feb-Dec	Assistance with finding alternative location should future lease not be offered or not affordable
Little Athletics	106 participants in 2019, with 12% growth since 2016. Membership is expected to increase 10-20% 5+ years All ages and abilities	Ability to access funding to purchase new equipment to cater for growth in participation Attracting and retaining volunteers (time intensive) Competing with other summer sports	Active marketing campaign underway to increase participation	Girdlestone Park Sufficient capacity Oct-Feb	Upgrade storage facilities and toilet amenities
Cycling	3.75% increase in membership 2016-2019, expected to increase 10-20% in next 5 years, competes at state level 140+ cyclists training daily in summer	Attracting members, coaches, and volunteers Competing with other sports to attract juniors	Increased interest from come and try programs	Devonport Oval Cycle Track Oct-Mar	Improvements to cycling track required, i.e., drainage. Improvements to club rooms and storage facilities Consider smaller concrete velodrome 250m to attract regional/state competition



Sport	Strengths	Challenges	Opportunities	Facilities Used	Infrastructure Requests
Table Tennis	<p>Devonport Table Tennis Association is small with 58 members in 2019 but high growth:</p> <ul style="list-style-type: none"> • 141% past 5 years • 38% last two years • Expected to grow 50-100% in next 2-5 years 	<p>Club reluctant to share facility due to difficulties setting up tables/equipment and damage in the past by other users</p> <p>Competition with other users for limited space affecting membership and training sessions</p>	<p>Aging population may potentially increase participation as it can be enjoyed by people with limited fitness</p>	<p>X8 Tables (4 permanently set up)</p> <p>Devonport Recreation Centre</p> <p>All year, daily use</p>	<p>Expansion of playing facility to include dedicated Club space</p>
Rugby Union	<p>Devonport Bulls Rugby Club participates in and hosts State League</p> <p>30% increase in membership 2016-2019, predicted to increase 20-50% in next 5 years</p> <p>2020 significant increase in juniors</p>	<p>Attracting and retaining new members, coaches, and volunteers</p> <p>Accessing funding</p>	<p>Junior and high school rugby</p> <p>Increase female participation – women's and high school</p>	<p>Don Recreation Ground</p> <p>Apr – Sep</p> <p>Sufficient capacity</p>	<p>Improving facilities, eg lighting</p>
Equestrian	<p>Mersey Valley Pony Club membership historically and predicted to remain stable at 45-50 members with estimated 1-5% increase in next 5 years</p> <p>Members participate in state and national teams</p> <p>Largest club in NW Tasmania</p>	<p>Limited space, small grounds</p> <p>Sinkholes from old tip</p> <p>Attracting and retaining coaches and volunteers</p> <p>Increased costs</p> <p>Club nearing capacity at venue</p>		<p>Maidstone Park</p>	<p>Sand to cover SJ arena.</p> <p>New second dressage sand arena</p> <p>New horse day yards</p> <p>Veranda on clubrooms</p>

Sport	Strengths	Challenges	Opportunities	Facilities Used	Infrastructure Requests
Roller Derby	Van Diemen Rollers in 2019 had 45 members, increase of 28% (2016-2019) Expected to grow 50-100% in the next five years	Ability to access funding. Attracting and retaining new members and coaches Accessing venues should the Club grow	New members from learn to skate program.	EDR&FC Devonport Recreation Centre (Stadium)	Dedicated space to include other roller sports / ability to host events. Access to clubroom/canteen
Darts	Stable membership, expected to grow 1-5% in the next 5 years	Membership declines -16% over 3 years Attracting and retaining members and volunteers	Junior development program	No current playing facility - relocated due to EDRC COVID clinic	Assistance with finding playing venue
Athletics Triathlon Tasmania, Triathlon Australia, Cradle Coast Triathlon & Multisport	36% increase in event participants 2016-19 Triathlon Australia investment in Devonport Triathlon and strong leadership support by Triathlon Tasmania Devonport popular location for national/international events	Attracting and retaining new members Increasing costs and limited funding Improving functionality of infrastructure to stage events	Triathlon Tasmania offering activation sessions in schools increasing junior interest Potential to host further international events Increasing accessibility to the wider community	Devonport Surf Life Savings Club and surrounds (Bluff playground and parking)	Remove speed humps or install removable humps in Bluff playground car park Improve road surface Coles Beach Rd
Athletics	Devonport Athletic Club hosts the annual athletics and cycling carnival attracting 250 participants	Attracting funding and sponsorship Ageing committee Location for memorabilia – slowly digitising Attracting volunteers and members Competing with other spectator sporting events, e.g. Cricket Big Bash	Reconfigure running events etc to adapt to changing venue conditions. Local festivals combining in the longer term	Devonport Oval	Facilities especially cycling track, clubroom and memorabilia room require updating
Martial Arts	No response received from Clubs				

5.12 Infrastructure Implications Based on Sports Needs Analysis

General themes identified across the sports analysed above are as follows:

- 52% of the 21 sports analysed have seen at least a 10% increase in membership 2016-2019, with 45% of these increased membership by 20%.
- 38% of sports are predicting at least a 10-20% increase in membership in the next five years, 14% predicting a 20-50% increase and 14% predicting a 50-100% increase.
- Key challenges for sporting clubs include:
 - attracting and retaining members, coaches, and volunteers (including increased competition from other sports)
 - ability to access venues during peak periods
 - facilities requiring improving (aged) or expanding
 - declining revenue
- Key opportunities include attracting major sporting events and new members, such as junior and female participants, through promotional activities and by improving/expanding facilities or increasing access to venues and supporting amenities.

Implications to consider in developing the master plan:

- The need to consider changes to scheduling complementary sports during peak periods.
- The need to ensure more inclusive supporting amenities are made available.
- Demands on infrastructure in terms of satisfying community desire to participate.
- The varying levels of capacity for local clubs and state sporting organisations to invest in infrastructure maintenance and development.
- Facility capacity and intensity of facility usage should be investigated to inform facility provision.
- Opportunity to improve partnerships (and/or substitute sports and other community activities) to overcome limitations in existing and new facilities.
- Increasing participation in any sport will be likely be driven from enhancing engagement first, rather than a facility led response.

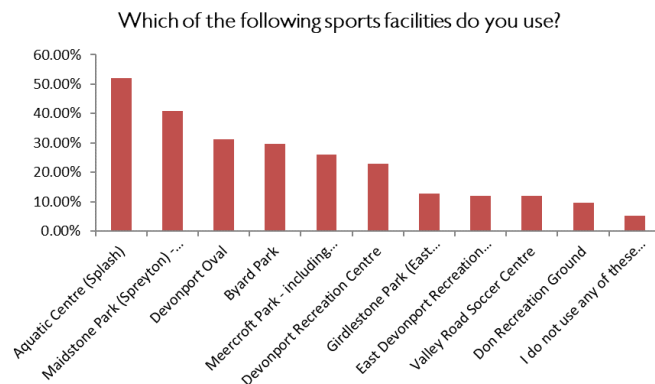


6. Community Survey Outcomes

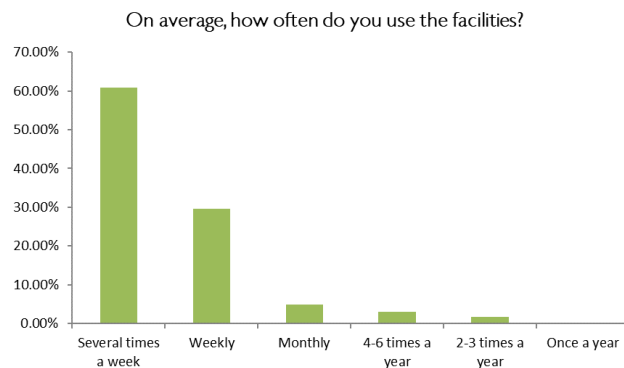
General feedback from the broader community was sought through an online and print survey conducted in late September 2020. The survey attracted 250 responses, with 70% (126) respondents living in the Devonport municipality, 27% (68) respondents living in the Central Coast, Kentish, or Latrobe municipalities, with the remaining 3% in the Burnie or Meander Valley municipalities.

Key Findings:

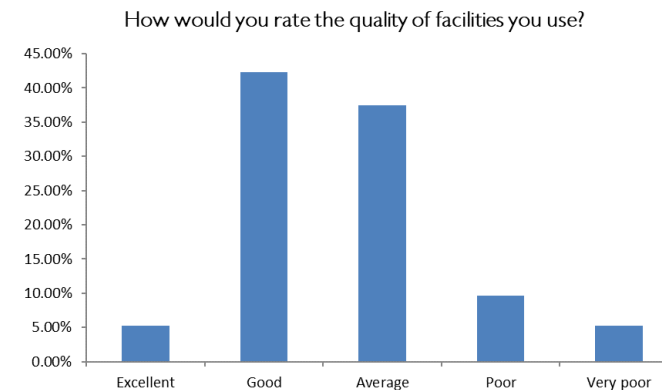
- 71.2% respondents use 1-3 facilities, 19.6% respondents use 4-9 facilities, 4.4% respondents use 7 or more of the 10 facilities listed and 4.8% do not use any of the facilities listed



- 60.8% respondents visit facilities several times a week

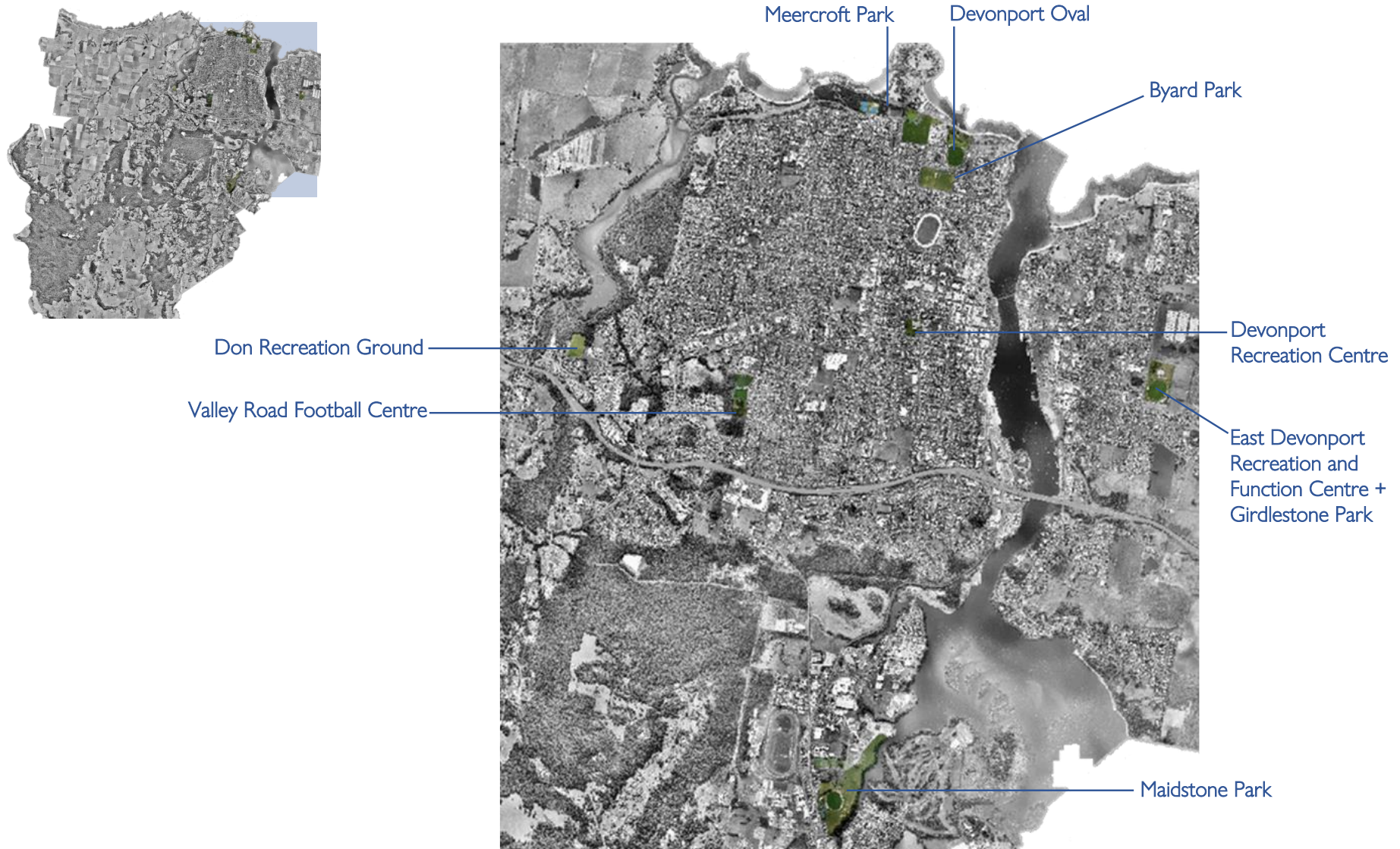


- 43.2% respondents rated the quality of facilities as 'good' or excellent', 34% rated the quality as 'average', and 13.6% rated the quality as 'poor' or 'very poor'



- 438 comments and suggestions were received requesting improvements across all sports precincts include. Central themes include:
 - Contemporary amenities for instance gender neutral, universal access
 - Expansion or upgrades to facilities
 - Lighting to various grounds to increase accessibility in winter months
 - Support emerging or on-trend sports
 - Creating family friendly 'hubs'

7. Precinct Overview



7.1 Meercroft Park

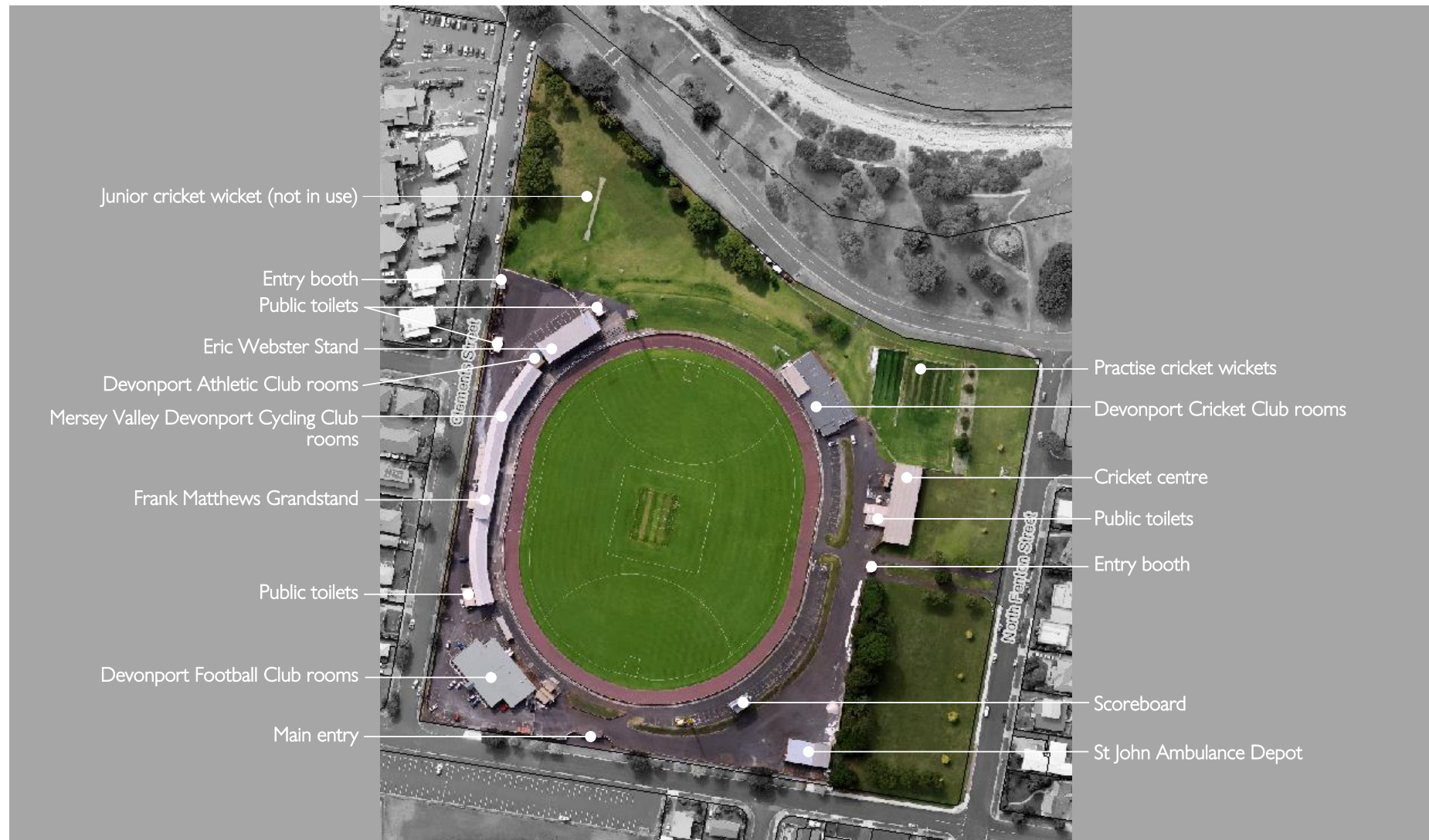


Meercroft Park – Site Details	
Location	18-32 North St, Devonport (7528270)
Property ID	7528270
Area	17.504 ha
Land Ownership	Devonport City Council
Facility Ownership	NW Hockey Centre – clubrooms, lights synthetic playing field – Devonport Hockey Club Tennis Centre – clubrooms, lights, playing facilities – Devonport Tennis Club Meercroft Park Pavilion – Devonport City Council
Main Uses	Matches, training, clubrooms School carnivals Community events Includes bushland between West Eugene Street and Coles Beach Rd
Sports Played	Tennis, Hockey, Touch Football, Junior Football (soccer)
User Groups	Devonport Tennis Club Devonport Hockey Club Devonport Touch Association Devonport Junior Soccer Association Athletics Coaching (Mike Gunson)
Playing Facilities	X9 tennis courts (hard courts) X2 tennis courts (synthetic) X1 hockey field (synthetic) Multi-use: X7 touch football fields X16 junior football fields

Lighting	Yes – Hockey Centre, Tennis Courts No fields lit
Clubrooms	X1 Devonport Tennis Club X1 Devonport Hockey/Touch X1 Junior Football (Meercroft Park Pavilion)
Other Facilities	Off-street car parking
Recent Capital Works	Meercroft Park Pavilion construction Angled car parking on Bluff Road
Key Infrastructure Issues	Lighting on at least one ground would increase participation by a variety of sports in winter months Lack of fencing road boundaries of grounds no.1, 9 and 16 creating safety hazard NW Hockey Centre and Tennis Club require various upgrades Eugene Street playing field used in winter months and for events as an additional football field, currently underutilised



7.2 Devonport Oval



Devonport Oval – Site Details	
Location	16-40 James Street, Devonport
Property ID	6294425
Area	7.039 ha
Land & Facility Ownership	Indoor Cricket Centre – Devonport Cricket Club Land and remaining facilities – Devonport City Council
Main Uses	Club grounds, matches and training
Sports Played	AFL, Cricket, Cycling, Athletics (Carnival)
User Groups	Devonport Cricket Club Cricket NW Cricket Tasmania Devonport Football Club Mersey Valley Devonport Cycling Club Devonport Athletics Club
Playing Facilities	X1 cricket oval (turf wickets) X4 Practise cricket wickets (turf wickets) Cricket centre (indoor) – owned by Devonport Cricket Club X1 AFL ground Cycling track
Lighting	Yes (500 lux)
Clubrooms	X1 Devonport Cricket Club X1 Devonport Athletics Club X1 Mersey Valley Devonport Cycling Club X1 Devonport Football Club

Other Facilities	X4 Public toilet amenities Large digital scoreboard X2 Grandstands St. John Ambulance depot X2 Communications towers X1 Junior cricket wicket (no longer in use) X3 Entry booths
Recent Capital Works	Devonport Football Club roof and changeroom upgrade Installation of sound system (Devonport Athletics Club)
Key Infrastructure Issues	Aging facilities / ad-hoc layout Frank Matthews Grandstand nearing end of life, no universal access Webster Grandstand no universal access Lack of appropriate toilet and changeroom amenities (excluding DFC) Cycling track condition and barrier fence Very small / aging club rooms – Cycling / Athletics Aging club rooms Cricket wicket requires replacement (Devonport Cricket Club currently paid by DCC to curate grounds) Pressure on oval surface during winter months Unused land on the northwest of site Improve vehicle and pedestrian movement within and to/from site Opportunity to connect with Byard Park

7.3 Byard Park

Byard Park – Site Details

Location	33-61 James Street, Devonport
Property ID	6295604
Area	4.535 ha
Land & Facility Ownership	Devonport City Council
Main Uses	Club grounds, matches and training
Sports Played	Cricket, Junior AFL, AFL (training)
User Groups	Mersey Colts Cricket Club Cricket NW Cricket Tasmania Devonport & Districts Junior Football Association Devonport Football Club
Playing Facilities	X3 AFL grounds X3 cricket grounds (synthetic wickets) X3 Practise cricket wickets (2 enclosed, 1 public) – netting owned by Mersey Colts Cricket Club
Lighting	Nil
Clubrooms	X1 Mersey Colts Cricket Club/ Devonport & Districts Junior Football Association & casual users (leased)
Other Facilities	Male and female changerooms Canteen
Recent Capital Works	Practise cricket wickets upgraded (Mersey Colts Cricket Club)



Key Infrastructure Issues (Clubs and Public)

Aging and small club rooms and player facilities
No universal access to clubrooms/amenities
No lighting for football training (used as overflow ground)
Lack of seating and shade for players/spectators
Wickets to be upgraded (widened) – Cricket Australia compliance
Lack of boundary fencing presents a safety risk for players, pedestrians and motorists
Opportunity to improve connectivity with Devonport Oval

7.4 Devonport Recreation Centre



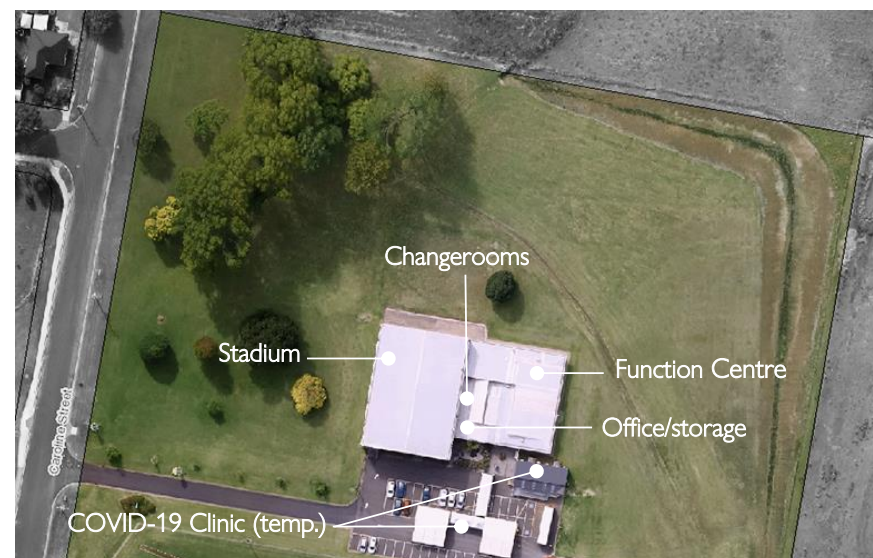
Devonport Recreation Centre – Site Details	
Location	30-46 Forbes St, Devonport
Property ID	6330705
Area	1.7062 ha
Land & Facility Ownership	Devonport City Council
Main Uses	Indoor Courts for matches & trainings Community health and well-being activities Meeting Rooms Playhouse parents and children's centre operated by the Devonport Community House Accommodation Units leased to Devonport Basketball Council
Sports Played	Basketball, Futsal, Squash, Racquetball, Table Tennis, Badminton, Martial Arts – Judo, Karate, Aikido
User Groups	Warriors Basketball Council North-West Basketball Union Basketball Tasmania Futsal Tasmania Devonport Squash Club Devonport Racquetball Club Devonport Table Tennis Association East Devonport Badminton Club Devonport Judo Club Devonport Karate Club Devonport Aikido Club Devonport Community House (Devonport Playhouse)
Annual Users (2019)	115,720 - 17.6% increase from 2016/17 most likely due to introduction of casual user swipe cards
Lighting	LED Lighting

Playing Facilities	X2 basketball courts (can be converted to x1 show court) - Stadium X1 basketball court - Youth Centre X8 courts - Squash building X8 tables - Table Tennis Building (4 set up) Karate – Table Tennis Building Martial Arts-Judo Aikido Room
Clubrooms	X1 Squash X1 Racquetball X1 Basketball
Other Facilities	DRC Office (Squash Building) Devonport Basketball Council Office (Table Tennis Building) Devonport Playhouse X1 Meeting room and adjoining kitchenette (Youth Centre) 6 accommodation units (leased by Basketball Council)
Key Infrastructure Issues	Aging buildings, nearing end of life, no universal access Asbestos present in stadium Several buildings limiting growth capacity of sports Historic design issues, not meeting current standards and trends in sport Central location a contributing factor to higher usage



7.5 East Devonport Recreation and Function Centre

East Devonport Recreation and Function Centre – Site Details	
Location	67 Caroline St, East Devonport
Property ID	6360410
Area	8.0937 ha (including Girdlestone Park)
Land & Facility Ownership	Devonport City Council
Main Uses	Sports Community functions and activities Emergency and Recovery Centre
Sports Played	Volleyball Badminton Futsal Roller Sports
User Groups	Devonport Volleyball Association East Devonport Badminton Club Futsal Van Diemen Rollers East Devonport Neighbourhood House East Devonport Child and Family Centre
Playing Facilities	Multi-use Stadium: X2 Volleyball courts X2 Badminton courts X1 Basketball court X1 Futsal court
Annual Users (2019)	43,949 11.35% growth 2017-2019
Lighting	LED Lighting
Clubrooms	Nil



Other Facilities

X1 large male changeroom (publicly accessible)
 X1 large female changerooms (publicly accessible)
 Function Centre – 3 dividable rooms + kitchen
 X1 Meeting Room
 X2 small storage/office areas
 Storage cupboards for user groups
 X1 First Aid room
 Onsite car park

Key Infrastructure Issues/Opportunities

Sports at capacity due to availability of courts
 Stadium design improvements required such as spectator seating, clubrooms, canteen, separate changerooms for players and officials
 Disruption to sports when centre established as an Emergency or Recovery Centre (for instance long running COVID clinic)
 Large unused portion of land

7.6 Girdlestone Park

Girdlestone Park – Site Details	
Location	67 Caroline St, East Devonport
Property ID	6360410
Area	8.0937 ha (including Girdlestone Park)
Land and Facility Ownership	Devonport City Council
Main Uses	Sports Recreational Vehicle Parking Community hire of AFL Clubrooms
Sports Played	AFL Little Athletics
User Groups	East Devonport Football Club Devonport Little Athletics
Playing Facilities	Multi-use: X1 AFL Ground Track and field facilities
Lighting	Yes (140 lux)
Clubrooms	X1 East Devonport Football Club (and casual users)
Other Facilities	X1 Grandstand X1 Undercover Grandstand X1 Digital scoreboard X2 Public toilet amenities Onsite car park RV overnight parking and dump point
Recent Capital Works	Female change room upgrade
Key Infrastructure Issues/Opportunities	Public toilet amenities require upgrade Lack of storage for athletics equipment (currently being addressed) Large land area underutilised



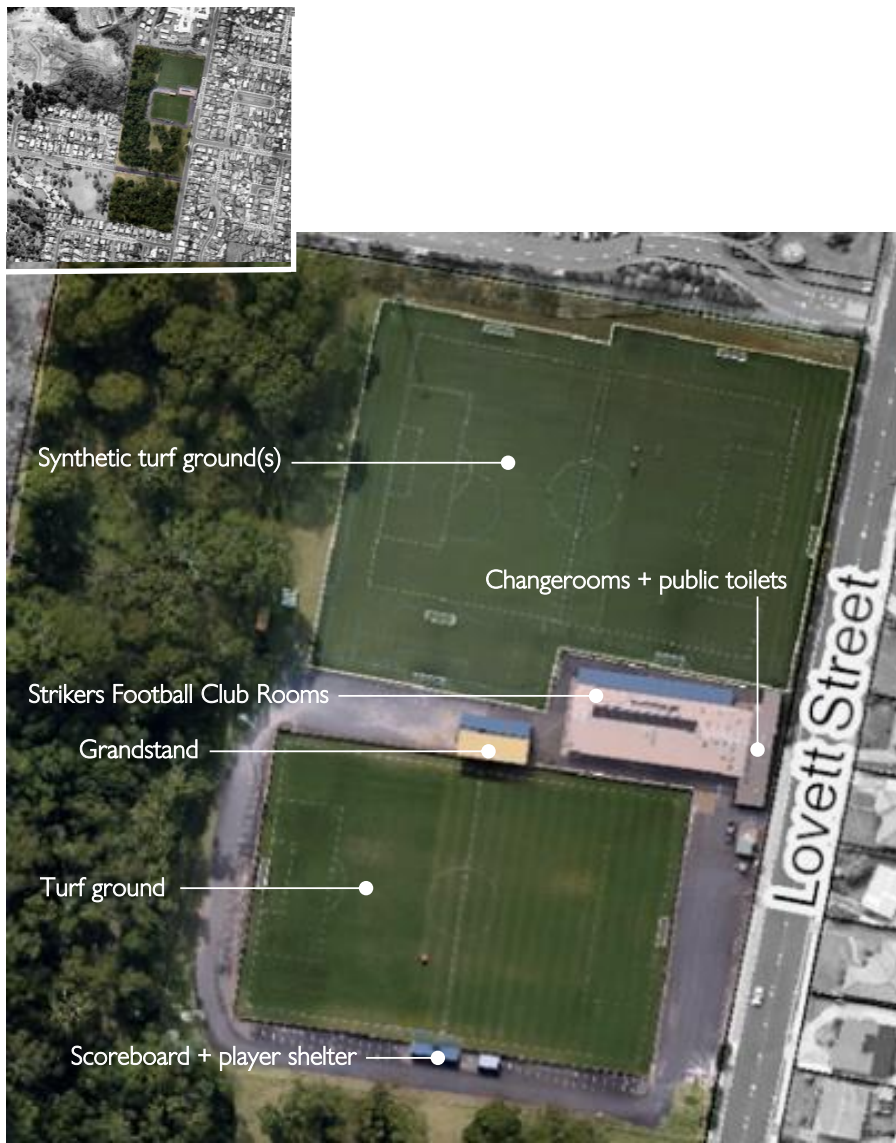
7.7 Maidstone Park



Maidstone Park – Site Details	
Location	3-9 and 31-49 Mersey Main Rd, Spreyton
Property ID	6385036 6385028 (35 Mersey Main Rd, Old Child Health Clinic) 6384914 (3-9 Mersey Main Rd, Netball Centre)
Area	Total 15.5486 ha 6385036 13.1453 ha 6385028 0.0263 ha 6384914 2.3770 ha
Land Ownership	Devonport City Council
Facility Ownership	Gymnastics Centre – Devonport Gymnastics Club
Main Uses	Sports Community activities (Hall)
Sports Played	Cricket AFL Netball Gymnastics Equestrian
User Groups	Spreyton Cricket & Community Club Cricket NW Spreyton Football Club Devon Netball Association Devonport Gymnastics Club Mersey Valley Pony Club Devonport Lapidary Club
Clubrooms	X1 Cricket X1 AFL X1 Netball Clubroom/changerooms Devon Netball X1 Mersey Valley Pony Club - owned X1 Lapidary Club room DCC

Playing Facilities	X2 cricket wickets (synthetic) – netting owned by SCC X1 AFL ground X10 outdoor netball courts X4 outdoor netball courts (practise) Gymnastics Centre X2 Equestrian/Riding Arenas Baseball (unused) BMX Track (Unused)
Lighting	Yes (AFL ground 140 lux)
Other Facilities	X1 Changerooms (shared and owned by Cricket, AFL) Spreyton Memorial Hall - DCC Caretaker's Cottage - DCC Old Clinic/Meeting Room -DCC X1 Playground X1 Public toilet amenities
Recent Capital Works	Lights - DCC MVPC Clubrooms Upgrade + Arena Resurface (MVPC)
Key Infrastructure Issues/Opportunities	Netball Centre - possible indoor facility Cricket wicket requires upgrade to comply with Cricket Australia's new junior format guidelines Baseball diamond and BMX track vacant – former tip site, unstable ground Off-field amenities such as public toilets and playground, major recreational paths, entrance points/parking require review/renewal Equestrian arena nearing capacity and requires regular maintenance due to location on former landfill site

7.8 Valley Road Football Centre



Valley Road Football Centre - Site Details	
Location	34-44 Lovett St, Devonport
Property ID	2008452
Area	11.77 ha
Land Ownership	Devonport City Council
Facility Ownership	Devonport Strikers Football Club – player amenities/clubrooms, synthetic turf, lights
Main Uses	Games and training
Sports Played	Football (soccer)
User Groups	Devonport Strikers Football Club Devonport Junior Soccer Association Football Tasmania
Playing Facilities	X1 turf ground X2 synthetic grounds
Lighting	Yes (190 lux)
Clubrooms	X1
Other Facilities	X1 Public toilet block X1 Digital scoreboard X1 Grandstands Player benches
Recent Capital Works	Female changerooms, spectator awning, storage facilities, heat pumps in club rooms (Club) Player benches and scoreboard (DCC) Sealing car park
Key Infrastructure Issues	Aging club room and player facilities Limited universal access Reached capacity Not to Regional Level playing standards Traffic management particularly on game days Adjacent reserve with environmental values

7.9 Don Recreation Ground

Don Recreation Ground – Site Details	
Location	8 Richardson Drive, Don
Property ID	3402064
Area	11.7681 ha
Land Ownership	Devonport City Council
Facility Ownership	Clubrooms – Don Cricket Club Clubrooms – Devonport Rugby Club Lights and towers – Devonport Rugby Club
Main Uses	Playing grounds and training
Sports Played	Cricket, Rugby League
User Groups	Don Cricket Club Devonport Rugby Club
Playing Facilities	X2 Cricket wickets (synthetic) X2 Practise cricket wickets (2 enclosed, 1 public) X1 Rugby ground
Lighting	X1 ground (for training only, not to standard game level)
Clubrooms	X2
Other Facilities	Onsite car park
Recent Capital Works	Rugby change room to be upgraded grant funded Don Cricket Clubroom upgrades – brickwork Changeroom upgrade
Key Infrastructure Issues/Opportunities	Pitches require upgrade to comply with Cricket Australia's new junior format guidelines Lighting upgraded to increase participation Cricket clubrooms require improvements Overflow car park could be sealed to meet demand on event days and overflow parking for neighbouring attractions



7.10 Precinct Overview - Implications for Sports Infrastructure

Devonport has an extensive variety of sporting facilities however there are several implications to consider in developing the master plan:

- Many facilities nearing end of life and are no longer fit for purpose, requiring renewal to meet current standards and future sporting and community needs.
- Several facilities at or near playing capacity.
- Some precincts contain underutilised land.
- Lack of suitable off field supporting infrastructure and amenities is a common theme across precincts.
- Increasing costs to prepare and maintain playing spaces to expected standard (such as competition level).
- Impact of arrangements for infrastructure ownership, maintenance, and operation.
- Historical, geographical, ecological, and social/urban use factors may create planning and design limitations.



8. Asset Costs

The financial information presented below focuses on public (Council) infrastructure only in an effort to understand the affordability of assets for the community. The following does not include assets owned by sports clubs.

8.1 Asset Value

The value of sporting assets in ownership of the Devonport City Council as of 31 March 2021 are as follows.

Precinct	ASSET VALUE EXCLUDING LAND VALUE				Notes
	Asset Cost	Depreciation	Carrying Value*	% Asset Consumed	
Devonport Oval	\$11,469,500	\$6,857,318	\$4,612,183	60%	Analysis prior to DFC changeroom upgrade
Devonport Recreation Centre	\$8,898,731	\$5,829,792	\$3,068,939	66%	
Meercroft Park	\$1,617,502	\$710,706	\$906,797	44%	Analysis prior to construction of new pavilion
Girdlestone Park	\$4,424,874	\$2,709,378	\$1,715,497	61%	Analysis prior to lighting & changeroom projects
Maidstone Park	\$2,114,124	\$1,160,996	\$953,128	55%	Analysis prior to lighting project
East Devonport Recreation Centre	\$2,541,685	\$1,199,695	\$1,341,991	47%	
Byard Park	\$792,958	\$515,017	\$277,941	65%	
Valley Road Football Centre	\$424,188	\$130,597	\$293,591	31%	
Don Recreation Ground	\$257,038	\$130,102	\$126,937	51%	
Total	\$32,540,601	\$19,243,599	\$13,297,002	59%	

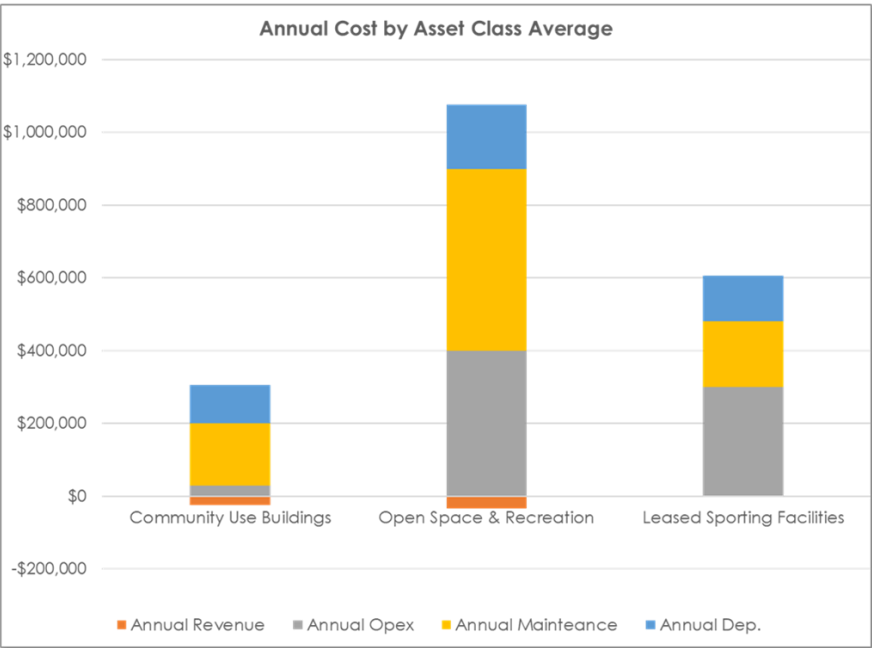
*The Carrying Value is the written down value of assets for accounting purposes. Facilities at some precincts would be near or at their end of life hence their value consumed would be much higher. These facilities would be exhausted above Council's Asset Consumption Ratio target of Between 40% and 60%, as outlined in the DCC Financial Management Strategy 2031.

8.2 Operational Costs

For the 5 financial years 2016-2020, total Council operational expenditure on sports facilities (playing fields and buildings), including utility charges has averaged \$1.98M. This represents 6.1% of the total asset cost (at time of construction).

For new improvements, the following analysis of costs per \$10M capital investment in infrastructure, is based on Council's current investment across all sporting precincts. In summary:

- Annual operational cost for Community Use Buildings (including some sports buildings) is 3.1% of the capital cost.
- Annual operational cost for Open Space and Recreation Assets (including playing fields) is 10.4% of the capital cost.
- Annual operational cost for Leased Sports Facilities is 6.1% of the capital cost.
- **Across all 3 assets classes, average annual operational costs, excluding utilities, is 6.6% of the capital cost.**
- Utilities charges (gas, electricity, and water usage) are highly variable, however in order of 2.5-3.0% of capital cost.
- **On average total operational expenditure for new assets is estimated at 9.1% of the capital cost. This includes the balance of depreciation, utilities, and other outgoings from revenue.**



Notes

Annual Revenue	Revenue to Council may not include other revenue sourced derived by users/tenants/clubs
Annual Opex (Operating expenditure)	Open space assets typically incur significantly higher operational cost burden to Council. This figure also excludes major utilities charges (as arrangements are highly variable for these costs)
Annual Maintenance	Typical cost to Council is in the range of 2.5-3.0% with some costs covered by tenants/users
Annual Depreciation	Based on asset pool useful life averages

8.3 Cost Implications

Financial implications to consider in developing the master plan:

- There are limits to what facilities Council and user groups can afford to operate and maintain in the long term.
- Facility improvements, in particular significant upgrades or new developments will increase the overall operational cost, ie depreciation, maintenance, rates, utilities and other outgoings.
- On average across asset classes, a \$10M capital investment would require 9.1% of the build cost in operational expenditure. This is 3% above what the community (via Council) currently invests.
- This is unlikely to be financially viable for Council, hence 'user pays', 'outsourced', shared or other alternative operational models should be reviewed or explored to maximise capacity and reduce the cost burden, especially where arrangements are currently not in place.

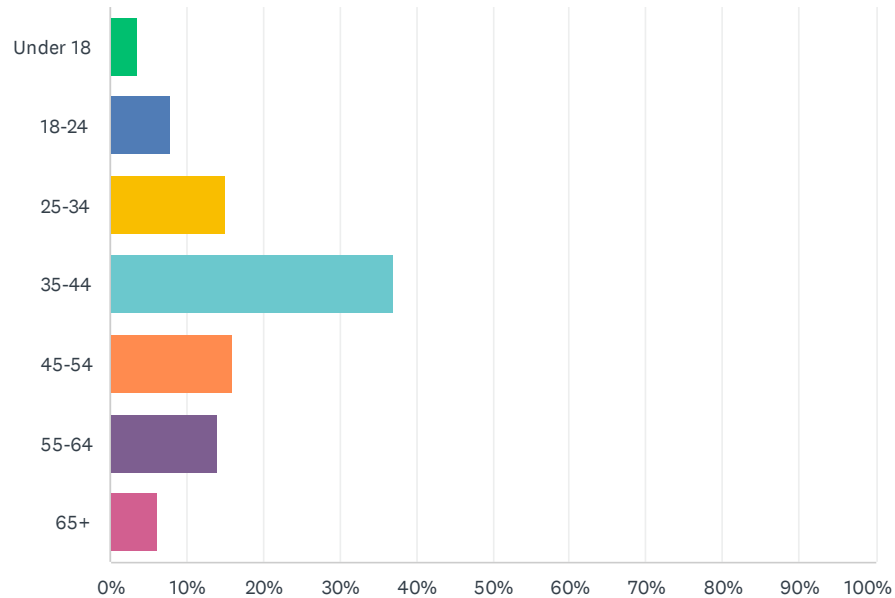




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Q1 What is your age?

Answered: 113 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	3.54%	4
18-24	7.96%	9
25-34	15.04%	17
35-44	37.17%	42
45-54	15.93%	18
55-64	14.16%	16
65+	6.19%	7
TOTAL		113

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Q2 What is your gender?

Answered: 110 Skipped: 3

#	RESPONSES	DATE
1	Female	11/29/2021 1:34 PM
2	Male	11/29/2021 4:55 AM
3	M	11/29/2021 12:56 AM
4	male	11/28/2021 10:19 PM
5	Male	11/28/2021 7:24 PM
6	female	11/28/2021 5:41 PM
7	Female	11/28/2021 12:27 PM
8	Male	11/27/2021 11:09 PM
9	Female	11/27/2021 11:05 PM
10	Female	11/27/2021 10:02 PM
11	Female	11/27/2021 10:01 PM
12	Male	11/27/2021 3:14 PM
13	Male	11/27/2021 8:34 AM
14	male	11/27/2021 8:29 AM
15	Male	11/27/2021 7:32 AM
16	Male	11/27/2021 7:20 AM
17	F	11/27/2021 7:12 AM
18	female	11/27/2021 6:08 AM
19	Male	11/26/2021 11:34 PM
20	Female	11/26/2021 11:18 PM
21	F	11/26/2021 9:20 PM
22	Female	11/26/2021 8:20 PM
23	Male	11/26/2021 7:16 PM
24	Female	11/26/2021 6:50 PM
25	Male	11/26/2021 6:30 PM
26	Female	11/26/2021 4:54 PM
27	male	11/26/2021 4:22 PM
28	Male	11/26/2021 4:22 PM
29	Male	11/26/2021 4:19 PM
30	Male	11/26/2021 4:03 PM
31	Male	11/26/2021 3:31 PM
32	Female	11/26/2021 3:20 PM
33	Male	11/26/2021 3:12 PM
34	Male	11/26/2021 2:37 PM
35	Female	11/26/2021 2:13 PM

Attachment 5.2.3 Draft Sports Infrastructure Master Plan Consultation Outcomes

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36	Male	11/26/2021 2:13 PM
37	Male	11/26/2021 2:12 PM
38	Male	11/26/2021 1:32 PM
39	Male	11/26/2021 1:09 PM
40	Male	11/23/2021 1:31 PM
41	Male	11/22/2021 10:05 AM
42	Male	11/18/2021 5:02 PM
43	Male	11/14/2021 2:00 PM
44	Male	11/12/2021 9:47 AM
45	Male	11/11/2021 3:59 PM
46	Male	11/9/2021 1:17 PM
47	Male	11/8/2021 8:27 AM
48	Male	11/7/2021 4:55 PM
49	Female	11/7/2021 11:39 AM
50	Female	11/6/2021 6:33 PM
51	Female	11/6/2021 5:38 PM
52	Female	11/6/2021 3:38 PM
53	Female	11/5/2021 9:37 PM
54	Male	11/5/2021 7:48 PM
55	Female	11/5/2021 6:55 PM
56	Female	11/5/2021 3:05 PM
57	boy	11/4/2021 9:20 PM
58	Male	11/4/2021 7:31 PM
59	Male	11/4/2021 6:43 PM
60	F	11/4/2021 6:23 PM
61	female	11/3/2021 2:21 PM
62	Female	11/3/2021 2:06 PM
63	Female	11/3/2021 11:26 AM
64	Female	11/3/2021 9:39 AM
65	Male	11/1/2021 9:33 AM
66	Female	10/31/2021 7:20 PM
67	F	10/31/2021 6:01 PM
68	F	10/31/2021 5:20 PM
69	Female	10/31/2021 3:09 PM
70	Female	10/31/2021 6:19 AM
71	Male	10/30/2021 7:18 PM
72	Female	10/30/2021 6:52 PM
73	Female	10/30/2021 4:39 PM
74	Female	10/30/2021 4:08 PM
75	Male	10/30/2021 9:25 AM
76	F	10/30/2021 9:24 AM

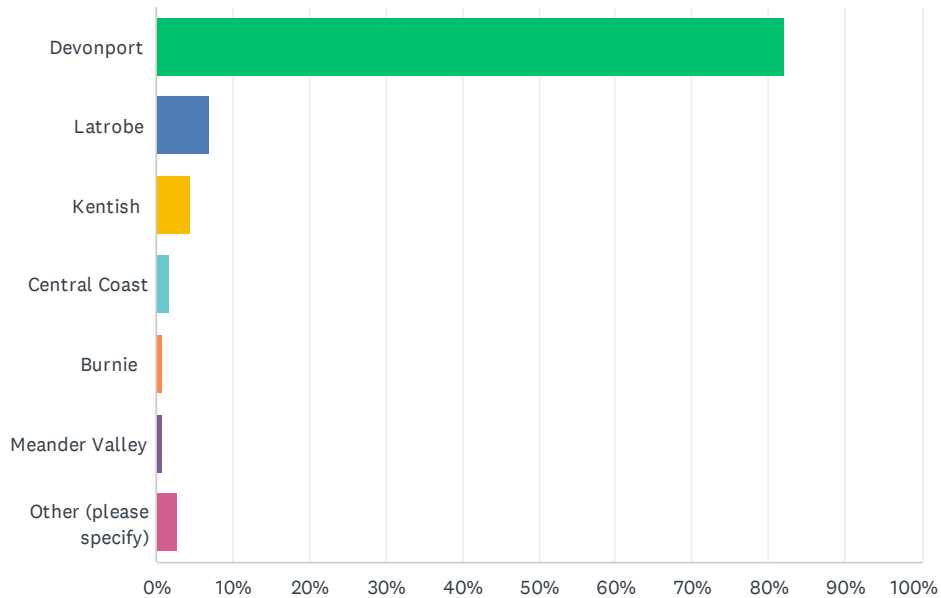
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77	Male	10/30/2021 9:11 AM
78	Female	10/30/2021 8:56 AM
79	Female	10/30/2021 8:55 AM
80	Male	10/30/2021 7:45 AM
81	Female	10/30/2021 7:44 AM
82	Male	10/30/2021 7:36 AM
83	F	10/30/2021 7:28 AM
84	F	10/29/2021 10:32 PM
85	Female	10/29/2021 9:56 PM
86	Female	10/29/2021 9:46 PM
87	Female	10/29/2021 9:13 PM
88	Male	10/29/2021 8:51 PM
89	Female	10/29/2021 8:37 PM
90	Female	10/29/2021 8:34 PM
91	Male	10/29/2021 8:05 PM
92	Female	10/29/2021 8:02 PM
93	Female	10/29/2021 7:50 PM
94	Female	10/29/2021 7:41 PM
95	Male	10/29/2021 7:33 PM
96	Female	10/29/2021 7:25 PM
97	Male	10/29/2021 6:39 PM
98	F	10/29/2021 6:29 PM
99	Female	10/29/2021 6:12 PM
100	Make	10/29/2021 6:05 PM
101	female	10/29/2021 5:59 PM
102	Male	10/29/2021 5:55 PM
103	Female	10/29/2021 5:55 PM
104	Male	10/29/2021 5:46 PM
105	Female	10/29/2021 5:43 PM
106	Female	10/29/2021 5:35 PM
107	Male	10/29/2021 5:33 PM
108	Female	10/29/2021 5:32 PM
109	Male	10/29/2021 5:05 PM
110	Male	10/29/2021 4:58 PM

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Q3 What Council area do you live in?

Answered: 112 Skipped: 1



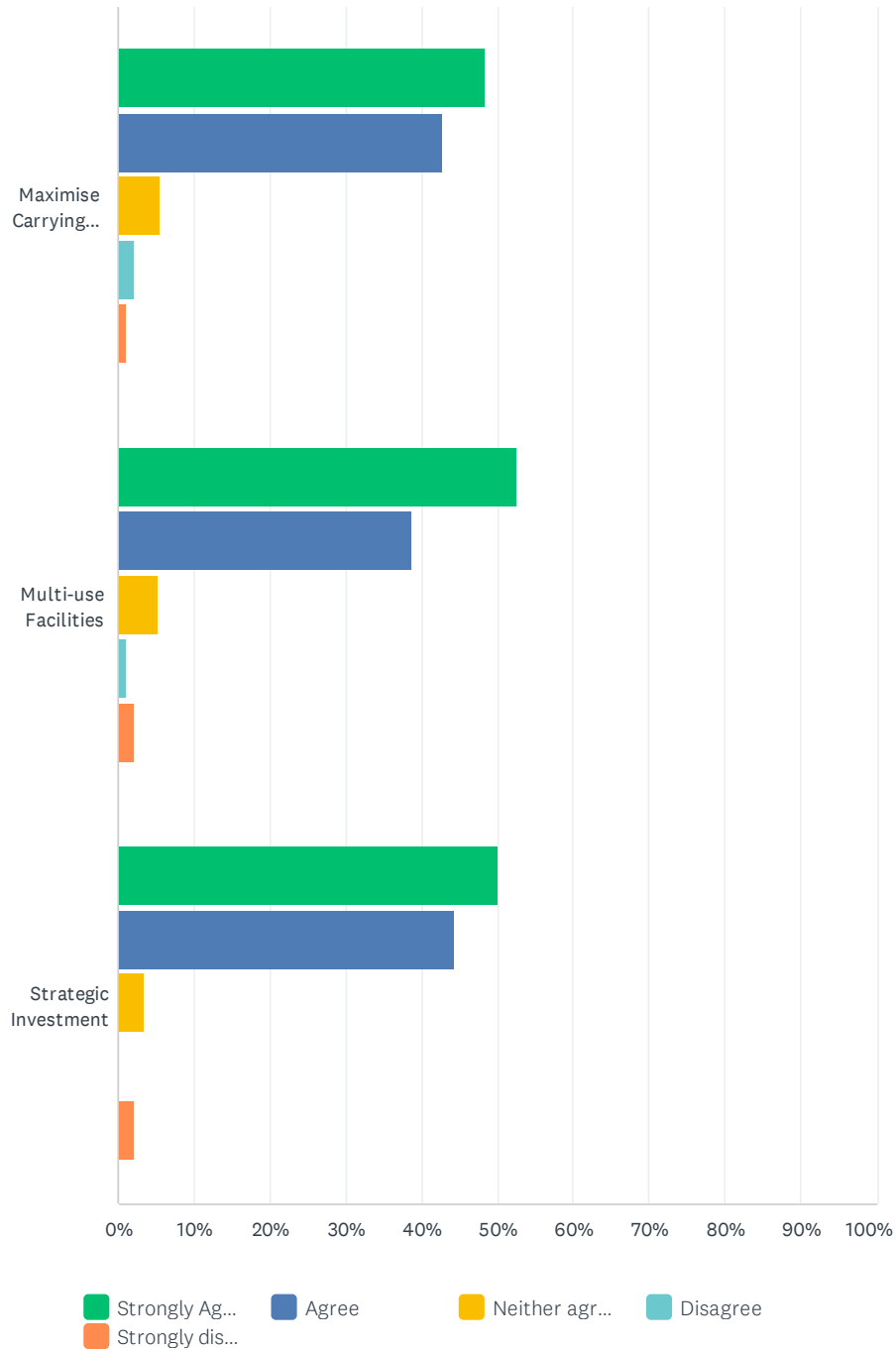
ANSWER CHOICES	RESPONSES	
Devonport	82.14%	92
Latrobe	7.14%	8
Kentish	4.46%	5
Central Coast	1.79%	2
Burnie	0.89%	1
Meander Valley	0.89%	1
Other (please specify)	2.68%	3
TOTAL		112

#	OTHER (PLEASE SPECIFY)	DATE
1	Launceston	11/27/2021 7:12 AM
2	Ulverstone	11/26/2021 4:22 PM
3	East Devonport	11/26/2021 4:03 PM

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Q4 Do you agree with each Guiding Principle?

Answered: 93 Skipped: 20



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	STRONGLY AGREE	AGREE	NEITHER AGREE OR DISAGREE	DISAGREE	STRONGLY DISAGREE	TOTAL
Maximise Carrying Capacity	48.35% 44	42.86% 39	5.49% 5	2.20% 2	1.10% 1	91
Multi-use Facilities	52.69% 49	38.71% 36	5.38% 5	1.08% 1	2.15% 2	93
Strategic Investment	50.00% 45	44.44% 40	3.33% 3	0.00% 0	2.22% 2	90

#	COMMENTS WELCOME:	DATE
1	Stage 2 and 3 works on the Valley Road complex need to take into consideration that they may prove too small in the future and as such the footprint of these additions should not prevent the addition of covered standing areas to the north and south of the main pitch in a future fourth stage. They must also allow the expansion of stage 2 and 3 buildings without the complete demolition of the stage 2 & 3 buildings. The upper floor of the new clubhouse should have an industrial kitchen and provide the capability for the tenant club to sublet as a restaurant for certain days in a similar manner to the existing RSL facility. The East Devonport sporting facility should include the addition of a rectangular pitch with combination football/rugby goals. This would provide an increased capability for training for existing sports clubs and individuals and could allow for a second town football or rugby amateur club. The old soccer ground near the Bluff and the cricket ground near the Abel Tasman caravan park should each be given small solid shelters. Both would be identical with the exception that the East Devonport facility would include a male and female toilet.	11/29/2021 5:08 AM
2	What planet are you living on? This is 2021	11/29/2021 12:57 AM
3	In a time where kids are focused on technology, if we have abundant resources in sporting then hopefully it catches the eye and gets people more involved without the need for a push to do it	11/28/2021 7:26 PM
4	If a place looks busy with something always going on it's more likely to attract more people to engage	11/27/2021 7:13 AM
5	Multiple use just makes sense for example lights at meercroft would extend its viability hugely! Soccer training, later games, runners etc.	11/26/2021 6:51 PM
6	Strategic Investment: Facilities based on practical design for purpose (not for architect awards) allowing for multi use or shared use. Multi-use Facilities: Cross utilisation is important, ie schools/education department access to facilities rather than duplication. Maximise Carrying Capacity: Increasing use and more importantly increasing residents physical activity leading to a healthier community.	11/22/2021 10:12 AM
7	Whilst having multi-use facilities is extremely important - I think there is carriage to ensuring that the 'level' of facilities is of a national, if not world-class standard (for example: including gender access i.e. multiple changeroom facilities, sport official facilities, broadcast capabilities, or the ability to future proof for live stream and television etc) so the region can attract events and teams of a very high standard to the community. Examples might be NBL, WNBL, FFA Cup even AFL community pre-season matches. This then further leads to exceptional advantages for tenant clubs and users	11/12/2021 9:54 AM
8	My name is Dean Lester and I'm the secretary of the Mersey Colts Cricket Club. From a club perspective we are very excited to see the upgrade plans at Byard Park. It's been thought for a long time within the community that the club rooms and facilities need to be upgraded - and this is even more important given the large range of sports played and the diverse demographic of users who participate there. We feel that upgrading the club rooms and facilities should be a priority for these reasons. The idea of strategic investment and collaboration is also important, as it's vital to get the perspective of those who regularly use the facilities, to maximize efficiency and functionality. The club rooms and facilities don't adequately support the Mersey Colts Cricket Club - or any of the other sporting and community groups who use it. As everyone is aware, they are outdated by decades and diminish the quality of sporting engagement - so we would just like to reiterate the importance of upgrading and improving the ground via the proposed plans. Thank you, Dean Lester MCCC Secretary	11/11/2021 4:08 PM
9	We had/have an opportunity to attract national and international events and sporting activities and hope the council, as a whole, recognises these achievements and utilises sponsorship and investment programs. Extremely disappointing that the Masters Games were not recognised as such an opportunity. Politics at play.	11/6/2021 5:42 PM

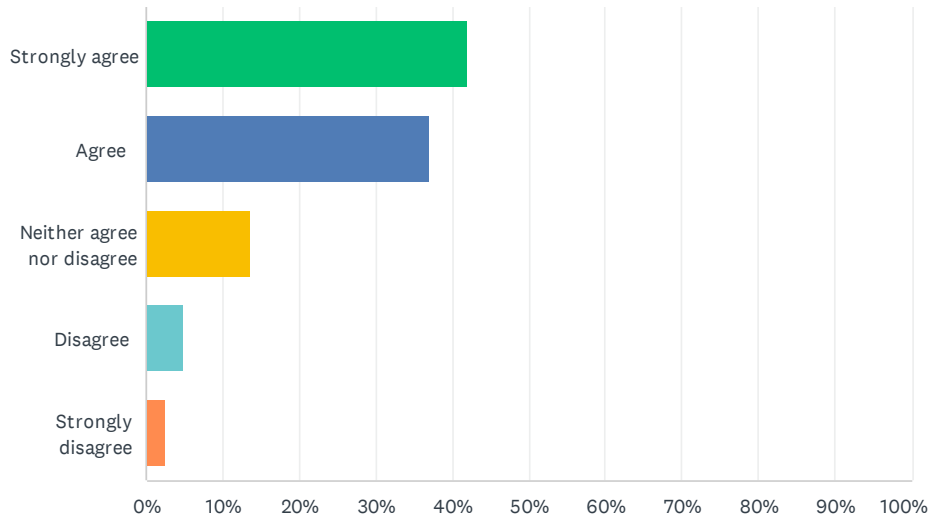
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10	Need to include Devon Netball Association	11/3/2021 2:07 PM
11	I think that multi-use developments can be a benefit to the building of a cohesive sports environment across the Devonport/north-west region however I feel as though it is important to allow the main usages of space to be maintained. For example, the Devonport Recreation Stadium's current main priority is Basketball, therefore basketball scheduling should maintain priority over other sports wanting to use that space.	11/3/2021 11:30 AM
12	As long as each user group at these facilities are fully catered for.	10/31/2021 6:02 PM
13	Mistakes around multi use facilities have resulted in one sport dominating the space and taking preference over bookings. This is not good for sports who are all competing for numbers and participants as it is.	10/30/2021 4:10 PM
14	Why fence a beautiful area like Meercroft Park. It is a wonderful asset to Devonport and can be used by everyone. Fencing it would only detract from it and look ugly. It is not a problem as it is.	10/30/2021 9:00 AM
15	Up grade is definitely needed	10/29/2021 9:47 PM
16	When running down there, the Gridiron boys are very good and we share the complex well	10/29/2021 8:06 PM

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Q5 Do you agree with the projects recommended at Meercroft Park?

Answered: 81 Skipped: 32



ANSWER CHOICES	RESPONSES
Strongly agree	41.98% 34
Agree	37.04% 30
Neither agree nor disagree	13.58% 11
Disagree	4.94% 4
Strongly disagree	2.47% 2
TOTAL	81

#	COMMENTS WELCOME:	DATE
1	Height and position of any light poles needs to consider neighbour's needs an intrusions. Current lighting of Devonport Oval has poor aesthetics.	11/28/2021 12:38 PM
2	Hi he Meercroft park upgrade would be welcome. Also be beneficial if the Touch association picked up after their members, every Sunday on my run I pick up many empty bottles and cans and rubbish from the grandstand and on the grass grounds, appalling really	11/27/2021 11:15 PM
3	Meercroft park is used extensively for running training to prepare for sport activities by various groups that don't appear to be clearly recognized by the master plan documents. Installation of well considered, low impact lighting around the perimeter of the park would provided additional safety for park users.	11/27/2021 3:28 PM
4	There needs to be an improvement in the accessibility of access to the lower ground area. Often it is locked and fenced off with no one having a key to allow access with bumpy gravel which is a barrier to access. A internal personal Lift would be a better choice than the existing large amount of skinny ramp that goes up the side of the building.	11/27/2021 7:18 AM
5	Only the tennis clubs clubrooms	11/27/2021 6:14 AM
6	Strongly support tennis club upgrades	11/26/2021 9:21 PM
7	Have already commented on importance of lighting there	11/26/2021 6:52 PM
8	Boardary fencing for the Saturday morning soccer are important for safety	11/26/2021 4:56 PM

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9	All sports grounds could have water tanks under the playing surface to collect stormwater to be used as irrigation, the amount of stormwater that just goes out to sea is waste	11/26/2021 4:06 PM
10	While agreeing with the proposal to install lights at Meercroft Park, the Devonport Touch Association is strongly opposed to the proposed location on what is our field seven between the new soccer building and Meercroft aged care home. This location is of no benefit to our association or our members because it is located away from our building and grandstand. The proposed location is also not suitable as the field is not of the dimensions for a proper game in that it is smaller than the standard size. This field is used for warm ups only. This location will also cast artificial light over an aged care facility. Instead the DTA strongly supports lights being established adjacent to the grandstand of the touch football building and equally adjacent to the soccer building. This location will allow spectators to sit in the grandstand while watching games under lights. It will also reduce the amount of artificial light impact on the aged care residence.	11/18/2021 5:22 PM
11	Agree on higher priority for Meercroft lighting	11/12/2021 9:57 AM
12	Firstly, I don't disagree with attempts to provide safe environments. I disagree with the erection of a fence behind 3 grounds on Meercroft Park for a number of reasons: 1. The plan indicates a fence (portable or fixed) along one boundary(North Street). What makes the other two boundaries safer than that particular boundary? I would argue that the Williams Street and Victoria Parade boundaries would be more unsafe due to traffic density and speed. 2. Meercroft Park is arguably the most scenic of the Devonport sporting grounds. The Council should protect the aesthetics of the area for future generations. 3. As a resident who lives along North Street, directly opposite the suggested boundary, I would be very interested in the type and height of the intended fencing. I am certain I speak for other residents along this road in saying we wouldn't want anything done to ruin the unimpeded view we are fortunate to have which is one of the reason we moved here. 4. I have previously responded to council in relation to improvements in our city. I had been concerned about the parking issues along North Street when school soccer and touch football is played on Meercroft. My suggestion was to develop angled Parking along the North side of North Street similar to that along William Street. I am presuming that angled parking might be the reason why these boundaries are going to be left fenceless. I realise this would impact the playing areas but would be less visually impeding to all who frequent this area. 5. Has council thought about blocking, apart from residents, this section of North Street when these high volume sports are being played? Chris and Susan Nichols 17 North Street, Devonport Email reggietas4@gmail.com	11/8/2021 10:46 AM
13	I do agree with the majority of proposals for Meercroft Park except permanent fencing. I strongly disagree for the following reasons: 1. Meercroft Park is a beautiful park for all to use not just for sporting facilities. 2. Permanent fencing would be an ugly blemish on an otherwise beautiful outlook from all directions. 3. Permanent fencing would need to have several gated accesses from the street. This would cause a funneling affect for participants and spectators before, during and after any matches being played on the ground. 4. This funnelling affect would create a muddy, trampled entry/exit area and queued foot traffic, thus creating a more dangerous movement of people to their vehicles, even causing people to walk on the road instead of along the grassed area. 5. The park area is well maintained with regular mowing, spraying, fertilising, etc. If a permanent fence were erected, rubbish that is left behind after games or high winds would accumulate along the base of the fence, creating an eyesore. Also weeds and long grass would grow along the fence line. If, as in many areas of public parks in the municipality, this fence line was not sprayed and whipper snipped on a regular basis, it becomes an unsightly, ugly mess. 6. Temporary fencing is used at other facilities and can be very effective. 7. An alternate to permanent fencing would be to reduce the speed limit on lower North Street, during sporting or other events or on a permanent basis. This would benefit participants, spectators and residents. 8. The amenity and appeal of a beautiful park should not be destroyed by permanent fencing. 9. Devonport municipality has beautiful parks, whether they be sporting or recreational, there are the real assets of our region. We should be maintaining and enhancing these as we are the gateway to Tasmania, not fencing them off to become eyesores.	11/7/2021 12:43 PM
14	Concerns about boundary fencing, this is an open public space outside Hockey area	11/6/2021 5:44 PM
15	Fencing should be a definite - not a possibility.	11/4/2021 6:44 PM
16	Parking must be a consideration.	11/4/2021 6:25 PM
17	Time to upgrade Spreyton netball courts and change rooms , hasn't since 1980's	11/3/2021 2:09 PM
18	No fencing that is permanent	10/30/2021 4:40 PM
19	I don't agree with fixed fencing around Meercroft Park for the following reasons. 1. If fencing is erected people will be herded through 3 or 4 openings making them come onto a street as	10/30/2021 9:40 AM

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a large group where they will walk straight across the road or up or down the road to get to their cars. 2 The amount of people walking through one small opening will create a muddy quagmire where they walk through. 3. As it stands now people can go straight to their cars where fencing will create a new footpath up the middle of the road making it more dangerous than some people think it is now. 4. The visual amenity of the area will be ruined by erecting fencing around the area.

20	Lighting a field would have to be up the William street end as the lighting could affect Meercroft residents on the other end. Portable fencing could be ok for when junior soccer is on but definitely not permanent fencing. How drab would that look on our beautiful park.	10/30/2021 9:05 AM
21	Small surfaced area at the hockey center could be utilised as a warm up area for players and younger children, who often use the grassed area beside the building for this	10/29/2021 8:56 PM
22	Full lights around the perimeter on Meercroft would be amazing until a certain time. Training groups could pay to use them like at the penguin athletics centre. Fences near roads a given. Primary school soccer is so dangerous down there.	10/29/2021 8:08 PM
23	I think lighting on meercroft outside the hockey turf is far more beneficial to the wider community than funding upgrades to that one area. The larger grassed area of meercroft used you'd by a wider variety of sports.	10/29/2021 6:15 PM
24	Some sort of Athletic track would be great. Dosnt have to be a proper track. 2 or 3 lanes wide and around the outer edge of meercroft on the grass. If using the whole park it would be approx 800 meters a lap.	10/29/2021 5:09 PM

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Q6 Are there any other projects that are a priority at Meercroft Park? If so, please describe the project(s) and the reason(s) why it is a priority.

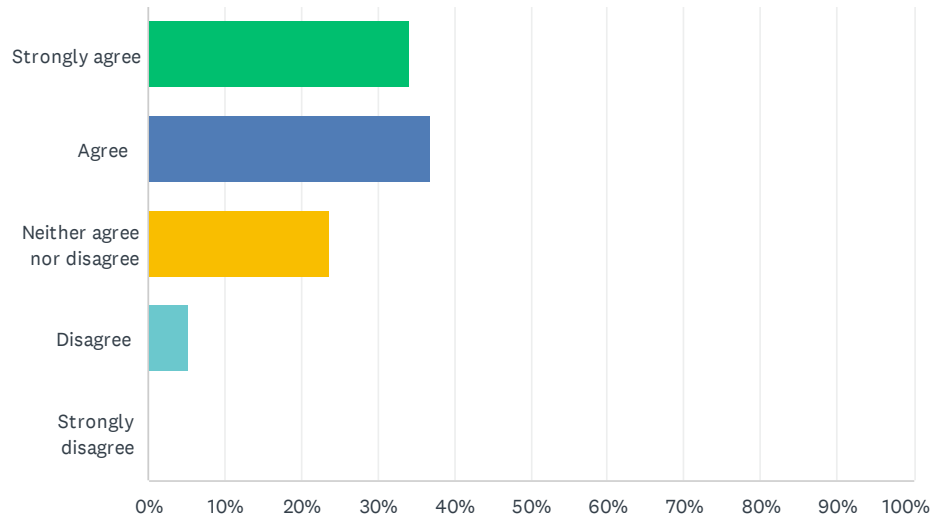
Answered: 15 Skipped: 98

#	RESPONSES	DATE
1	Over the rocky sandbar at the Bluff beach at the point where the skatebowl sits and above the pipe there should be an English-style pier built projecting out into the water along the length of the rock sandbar. This was once a planned project and should be again. It should retain the same height as the walkway to which it is attached.	11/29/2021 5:11 AM
2	It would be beneficial to develop a stadium for indoor hockey which would lead to further participation on the outdoor facility. Currently residents travel to either Burnie or Launceston to participate in indoor hockey. East Devonport centre previous had indoor hockey and this would be perfect to again host this sport at a local level	11/27/2021 11:15 PM
3	Perimeter lighting for use at all times as outlined above.	11/27/2021 3:28 PM
4	The synthetic turf upgrade including work to improve the drainage of the ground needs to be priority.	11/27/2021 7:18 AM
5	Would like to see indoor tennis facility. Could be part of a multi purpose indoor facility that is located in this area. E.g. major indoor stadium to cater for basketball, indoor netball, tennis, badminton etc. Would have to be the new centre of indoor sports in the area. Seating capacity maximised so it could attract Jack Jumper games etc.	11/26/2021 7:38 PM
6	South facing signage on the newly built Meercroft Park facility. People looking for the facility can see signage if they are looking from the North side but not the South.	11/8/2021 10:46 AM
7	What's the feasibility of undercover spaces 'scattered' around the grounds? It's pretty wet watching soccer in the middle of winter!	11/4/2021 6:44 PM
8	Time to upgrade Spreyton netball courts and change rooms , hasn't since 1980's and no indoor courts especially as part of the state league	11/3/2021 2:09 PM
9	Parking	10/30/2021 9:25 AM
10	No	10/30/2021 9:05 AM
11	Provide Seating around boundaries of park for viewing of sports played in areas away from stands	10/29/2021 10:02 PM
12	Full perimeter of lights	10/29/2021 8:08 PM
13	Lighting to allow afternoon access year round	10/29/2021 7:27 PM
14	Light the whole area, not just one "ground".	10/29/2021 6:15 PM
15	Additional seating where appropriate around fields, bench or metal teared setting	10/29/2021 5:02 PM

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Q7 Do you agree with the projects recommended at Devonport Oval?

Answered: 76 Skipped: 37



ANSWER CHOICES	RESPONSES	
Strongly agree	34.21%	26
Agree	36.84%	28
Neither agree nor disagree	23.68%	18
Disagree	5.26%	4
Strongly disagree	0.00%	0
TOTAL		76

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Q8 Are there any other projects that are a priority at Devonport Oval? If so, please describe the project(s) and the reason(s) why it is a priority.

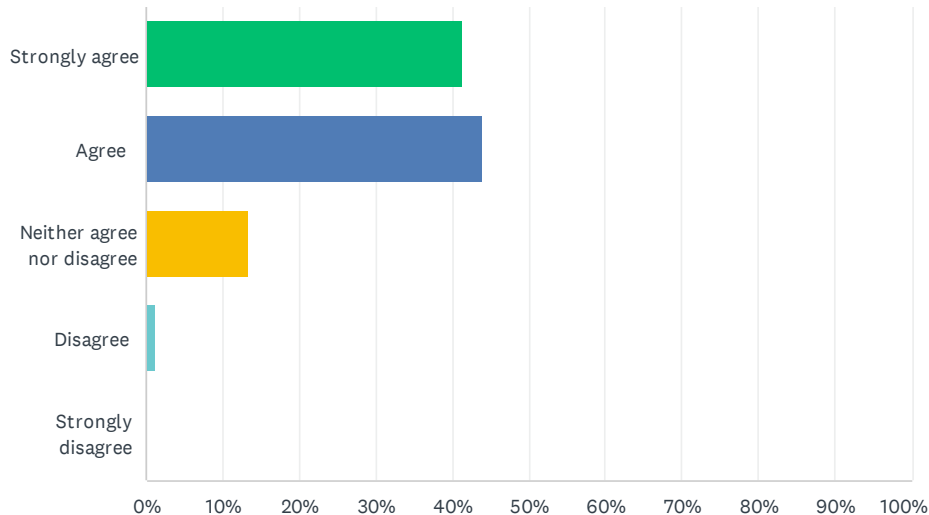
Answered: 18 Skipped: 95

#	RESPONSES	DATE
1	Conduct a study to see that Devonport Oval can provide suitable facilities to allow for FFA Cup matches against A-League opposition should Devonport Strikers draw a home match against an A-League club (which will happen at some point). While stage 2 & 3 of Valley road upgrades would allow FFA cup matches to be played at Valley Road, A study should be undertaken to see how Devonport Oval can quickly be set up to allow such a match so that Devonport Striker matches against an A-League club would not need to be played in Launceston.	11/29/2021 5:16 AM
2	Maintain and enhance historical value of the main grandstand.	11/28/2021 12:42 PM
3	Cycling track and fencing need urgent improvement	11/27/2021 7:35 AM
4	Are there public toilets available in the area, open at all hours?	11/26/2021 9:23 PM
5	Instead of developing an indoor facility for cricket and indoor cricket integrate into a single multi purpose facility as per previous comment.	11/26/2021 7:38 PM
6	Cricket already receives more funds than many sports.	11/26/2021 6:53 PM
7	Ground drainage (playing surface)	11/26/2021 4:23 PM
8	Sharing facilities between different sports, cricket and football for example never works, always ends up in arguments, history has proven this wherever it's been tried before	11/26/2021 4:09 PM
9	Upgrade of the oval playing surface. Drainage is a problem during winter sport.	11/26/2021 2:44 PM
10	Should the cycling track be relocated to a purpose built facility and/or centralise one facility on the Coast. Latrobe's track is at end of life. Shared club room & function centre is a good idea on theory, unsure of or the logistics would work. A lot of capital is tied up in duplicate facilities.	11/22/2021 10:36 AM
11	The indoor nets need to be improved for all cricket clubs to use	11/21/2021 8:22 AM
12	The drainage at the oval is disgraceful.. put some money into it and could turn it into a high class Venue. The playing surface is used by athletics, footballers cricketers, and in 2021 they played a weekend tournament of soccer there and chewed the ground up..	11/5/2021 7:53 PM
13	I think that if the fence and cycle track are going to be upgraded at the oval then consideration should be given to raise the camber of the track from roughly the start of the cricket club building, around the corner and blend into the finishing straight This would greatly improve the quality of the track and improve safety by eliminating the false flatspot feeling just after the cricket club that has been the scene of several crashes	11/4/2021 9:28 PM
14	Time to upgrade Spreyton netball courts and change rooms , hasn't since 1980's and no indoor courts especially as part of the state league	11/3/2021 2:09 PM
15	Spend the money for the change room upgrade you were given. Also upgrade your council owned kitchen facilities to ensure their functionality. Condemning your own kitchens is a bit ridiculous	10/30/2021 4:12 PM
16	Track for cycling needs upgrading in my opinion	10/29/2021 8:08 PM
17	Cycling track should be higher in priority	10/29/2021 5:34 PM
18	Multi home for different cricket clubs.	10/29/2021 5:02 PM

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Q9 Do you agree with the projects recommended at Byard Park?

Answered: 75 Skipped: 38



ANSWER CHOICES	RESPONSES
Strongly agree	41.33% 31
Agree	44.00% 33
Neither agree nor disagree	13.33% 10
Disagree	1.33% 1
Strongly disagree	0.00% 0
TOTAL	75

#	COMMENTS WELCOME:	DATE
1	Disagree with lighting proposal.	11/28/2021 12:43 PM
2	Gender neutral toilets are very important.	11/27/2021 10:05 PM
3	The club rooms and change rooms are well be on need to be improved on, it makes it hard to hold functions and is a covid concern.	11/27/2021 8:44 AM
4	This ground gets so much use - cricket, football & numerous school sporting activities but the facilities at this ground has had very little change for an extended period of time bit is desperately required.	11/27/2021 6:37 AM
5	Shelter and seating should be a priority	11/26/2021 11:38 PM
6	A small play area for young kids would be welcomed by families and the facilities definitely need to be upgraded so it can be used more for functions instead of outsourcing other facilities. Undercover areas are definitely needed especially in summer.	11/26/2021 11:25 PM
7	Perhaps building a complex like touch footy/ hockey, so parents can escape the freezing winter and be elavated enough to watch aus kick eg. And the 'other' side the cricketers can escape the heat and watch/score the game. Its a proven design to cater for 2 or more sports	11/26/2021 4:29 PM
8	Byard Park needs its change rooms upgraded as a high priority along with the rooms that the Mersey Colts Cricket Club use. A fixed fence would be more practical along gunn St	11/21/2021 8:30 AM

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only and pitches could be done when the synthetic pitches need replacing as this would be a practical solution and lights if put up need to be designed for all sports to be able to utilise

9	Strongly agree on change rooms with access and training lights.	11/12/2021 9:58 AM
10	My name is Dean Lester and I'm the secretary of the Mersey Colts Cricket Club. From a club perspective we are very excited to see the upgrade plans at Byard Park. It's been thought for along time within the community that the club rooms and facilities need to be upgraded - and this is even more important given the large range of sports played and the diverse demographic of users who participate there. We feel that upgrading the club rooms and facilities should be a priority for these reasons. The idea of strategic investment and collaboration is also important, as it's vital to get the perspective of those who regularly use the facilities, to maximize efficiency and functionality. The club rooms and facilities don't adequately support the Mersey Colts Cricket Club - or any of the other sporting and community groups who use it. As everyone is aware, they are outdated by decades and diminish the quality of sporting engagement - so we would just like to reiterate the importance of upgrading and improving the ground via the proposed plans. Thank you, Dean Lester MCCC Secretary	11/11/2021 4:09 PM
11	Refer to comments about Meercroft Park regarding permanent fencing. Otherwise agree with other recommendations.	11/7/2021 12:43 PM
12	Agree facilities need upgrading. Have concerns as a resident in the area with lighting as we already deal with the Army barrack lighting. We do not want our view obstructed with shelters although we understand the need for this. They would need to be low.	11/6/2021 6:37 PM
13	Portable fencing for sports if needed.	10/30/2021 9:06 AM

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Q10 Are there any other projects that are a priority at Byard Park? If so, please describe the project(s) and the reason(s) why it is a priority.

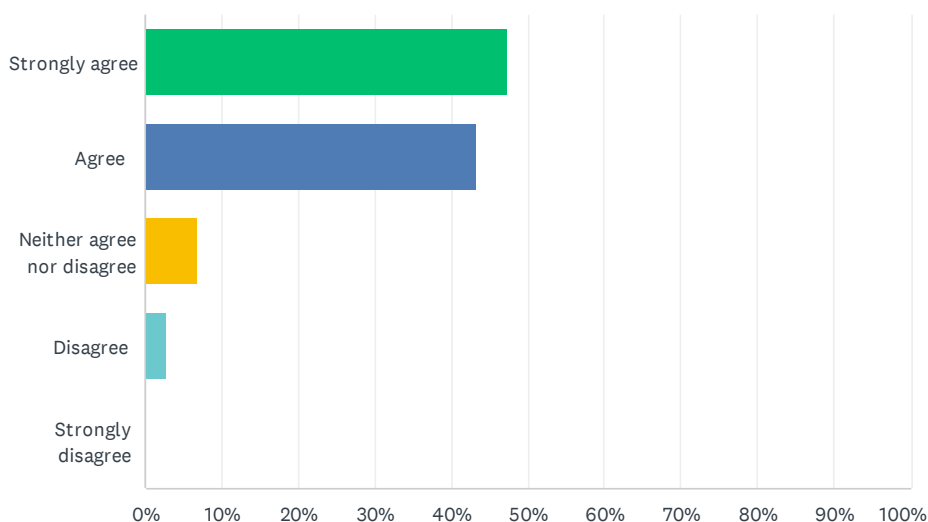
Answered: 8 Skipped: 105

#	RESPONSES	DATE
1	Cricket - Lack of clubroom space capacity needs addressing. Currently it is way too small to cater for even a quarter of its current members. Football - the changerroom facilities are outdated and does not provide a sporting atmoshere. Spectators - seating is required as well as sheltered areas for viewing away from the weather elements (rain, wind, cold and sun - sunsmart)	11/27/2021 6:37 AM
2	Canteen facilities need to be updated as well as an electrical upgrade. Family friendly facilities as in changing area is needed.	11/26/2021 11:25 PM
3	Public toilets	11/26/2021 9:24 PM
4	Install Underground irrigation system.	11/26/2021 2:45 PM
5	Unsure - don't use or have an interest.	11/22/2021 10:36 AM
6	Tidy the cricket net area.	11/7/2021 12:43 PM
7	Fully agree with all abilities access and gender neutral rooms but minor concerns regarding fencing on George Street.	11/6/2021 5:47 PM
8	Time to upgrade Spreyton netball courts and change rooms , hasn't since 1980's and no indoor courts especially as part of the state league	11/3/2021 2:10 PM

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Q11 Do you agree with the recommended direction for the Devonport Recreation Centre?

Answered: 74 Skipped: 39



ANSWER CHOICES	RESPONSES	
Strongly agree	47.30%	35
Agree	43.24%	32
Neither agree nor disagree	6.76%	5
Disagree	2.70%	2
Strongly disagree	0.00%	0
TOTAL		74

#	COMMENTS WELCOME:	DATE
1	In the future the existing basketball facility should be extended onto the current carpark to allow for more seating. A second building on the grass should provide room for two training courts while two external public courts should be built.	11/29/2021 5:19 AM
2	Providing "review" is not secret code for removing or reducing the facility.	11/28/2021 12:45 PM
3	Devonport needs a public dance venue, as it is becoming increasingly difficult for not-for-profit dance teachers to find suitable rooms for this. It would be great if a dance studio was included in the plans, by making a section of the venue soundproof with mirrored walls on one side. It would also be excellent if venue hire could include Public Liability insurance.	11/27/2021 10:16 PM
4	Badminton participation rate across the north west coast are much larger than those reported within the master plan for Devonport alone. Provision of additional courts to increase availability for Badminton could considerably increase participation rates in Devonport.	11/27/2021 3:31 PM
5	Believe DCC should invest minimal capital in this area by simply maintaining status quo.	11/26/2021 7:39 PM
6	Again bball receives a lot of funding for sports like bball cricket and football a more strategic costal plan needs to be developed.	11/26/2021 6:55 PM
7	I'd like to see 2 'half size' concrete bball courts built on the grassed area to the side of the table tennis building. Can be used by the public, a warm up area for players, also	11/26/2021 4:40 PM

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	somewhere for kids to play while parents are playing sport inside	
8	Current facilities are at end of life, generally tied. Playing courts/surface is good. Clubrooms with viewing. Additional off street carparking needed - and integrated to stadium entry points.	11/22/2021 10:56 AM
9	Please see previous comments regarding the standard of facility and considerations as the opportunity to build a high-level performance centre that benefits the community	11/12/2021 10:00 AM
10	Car parking is an issue here, particularly Forbes street. Short term, monitored, and drop off, pick up zones, perhaps pedestrian lights. Consider the grassed area in Charles Street as wasted space, car parking, perhaps a bus zone.	11/6/2021 5:52 PM
11	As someone who uses the stadium regularly I strongly believe that another court is needed. During winter there are no outdoor courts with lighting in the area and there is a lack of indoor activities available to children. With some schools such as Miandetta primary not having their own court I think the whole facility could be utilised better and offer a lot more to the community.	11/4/2021 7:45 PM
12	We should also look at investing in a 'court divider' similar to what is in Elphin in Launy so when multiple courts are in use the noise level is somewhat lessened and there is less chance of games being interrupted by balls going on other courts etc. This would be a very cheap and easy way to make an 'upgrade' quickly while other projects are getting underway.	11/4/2021 6:47 PM
13	The whole 8 squash courts need to be retained so that international and national tournaments can be held for adults and juniors alike.	10/31/2021 6:06 PM
14	The squash review is very broad and does not provide any context as to if quantum of courts is in scope. I have concerns that this functionality and accessibility scope could be economic rationalism by another name. Squash is a sport that caters for both young and old with a number of players well past retirement age which is important given the commentary on this adjective in the infrastructure plan	10/30/2021 7:41 AM
15	An up grade is definitely in need to renew court grandstands, and score boards. It would have to be the worse Stadium along the coast	10/29/2021 9:49 PM
16	Water bottle fountains would be amazingly convenient and more hygienic than filling water bottles in the toilets.	10/29/2021 7:54 PM
17	Additional courts and potential expansion for NBL games. Attract national teams training too. Especially before 2032 Olympics.	10/29/2021 5:04 PM

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Q12 Are there any other projects that are a priority at the Devonport Recreation Centre? If so, please describe the project(s) and the reason(s) why it is a priority.

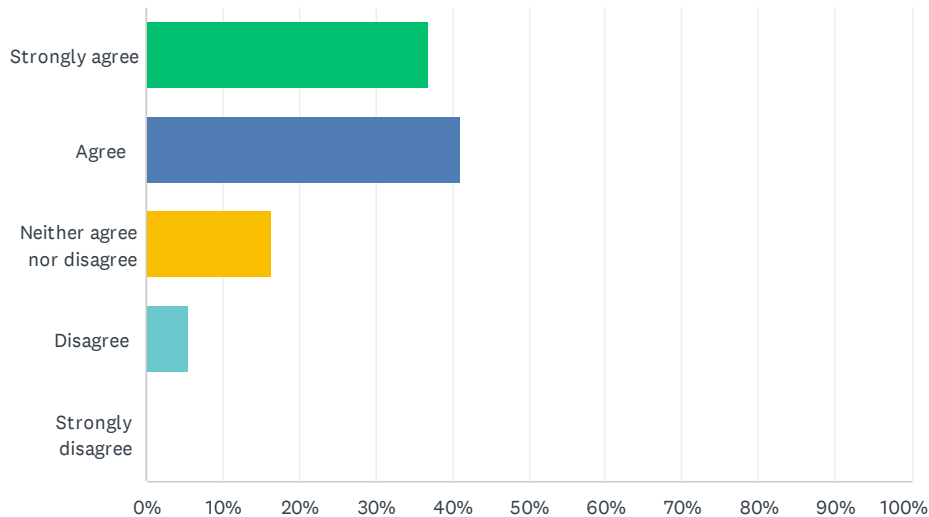
Answered: 8 Skipped: 105

#	RESPONSES	DATE
1	A dance studio is needed. Currently, not-for-profit dance teachers are struggling to find affordable, suitable venues to teach in. In particular, a local Tap dancing teacher is considering retiring soon, due to a lack of a suitable venue for her classes. Dancing is an excellent form of exercise.	11/27/2021 10:16 PM
2	Additional courts & upgraded facilities - at least 2 courts with sufficient spectator viewing to host national championships. Additional off street carparking - safety!	11/22/2021 10:56 AM
3	Vehicle access. Forbes street parking.	11/6/2021 5:52 PM
4	Time to upgrade Spreyton netball courts and change rooms , hasn't since 1980's and no indoor courts especially as part of the state league	11/3/2021 2:10 PM
5	Downstairs showers in squash courts, both mens & womens require upgrading	10/31/2021 6:06 PM
6	Water bottle fountains would be amazingly convenient and more hygienic than filling water bottles in the toilets.	10/29/2021 7:54 PM
7	A noise reducing curtain to hang between courts. Players and officials are often confused. by referees on other court stopping play	10/29/2021 7:29 PM
8	Upcoming Olympics. Other countries could base here for training before heading up to Queensland.	10/29/2021 5:04 PM

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Q13 Do you agree with the direction recommended for the East Devonport Recreation & Function Centre + Girdlestone Park?

Answered: 73 Skipped: 40



ANSWER CHOICES	RESPONSES
Strongly agree	36.99% 27
Agree	41.10% 30
Neither agree nor disagree	16.44% 12
Disagree	5.48% 4
Strongly disagree	0.00% 0
TOTAL	73

#	COMMENTS WELCOME:	DATE
1	Pedestrian safety should probably be looked at sooner than later. Footpaths and lighting needs to be a priority. Car park is currently out of use due to covid testing facility. Users of the venue have to park on the road. At night it is hard to see where you are going and it is quite dangerous due to limited lighting due to no paths on Rec side, most people walk on the road.	11/29/2021 1:38 PM
2	As stated, the facility should include in its extension a rectangular pitch perhaps to the East of the existing facility. This would allow for overflow training for Deonport Strikers along with the capability for the addition of a future second amateur football or rugby club in East Devonport. This rectangular area should have some degree of shelter along one side.	11/29/2021 5:23 AM
3	Ensure access between equipment storage areas and stadiums is easy and safe. Community areas to be of a size that ensures covid space density is adhered to. Basically rooms need to be larger to accommodate same numbers pre-pandemic.	11/26/2021 9:28 PM
4	Invest minimum capital in this area. Devonport is only big enough to support 1 major sporting precinct. Make it at Meercroft and take pressure off other facilities by utilising the new centre	11/26/2021 7:39 PM
5	Not every space can be set up to the same standards but basic facilities should be provided.	11/26/2021 6:56 PM
6	Point 2 "... adapatable multi-use spaces is important to create community activities.	11/22/2021 10:58 AM

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7	Perhaps it is time to get progressive and forward thinking and merge clubs, this precinct is perfect to expand and join with the Rec centre and open up to more community activities.	11/6/2021 5:55 PM
8	Connectivity between the basketball stadium and the footy grounds is a must.	11/4/2021 6:49 PM
9	Girdlestone park is in great need of updated facilities, particularly for the Devonport little athletics club that use these facilities. It needs to be inclusive of those who are not able bodied and need to use restrooms which have been situated in the same place (down the bank) for far too long. The Devonport little athletics club are in great need of updated facilities including an area for a canteen, storage facilities and somewhere the committee can meet.	10/30/2021 9:03 AM
10	Larger capacity for parking	10/29/2021 10:05 PM
11	Water bottle fountains would be amazingly convenient and more hygienic than filling water bottles in the toilets.	10/29/2021 7:55 PM
12	Definitely need another court, more parking spaces, improve outside lights around venue, and safety for pedestrians at East Dev Rec Centre. Moving of covid testing would be helpful	10/29/2021 6:06 PM

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Q14 Are there other projects that are a priority at East Devonport Recreation & Function Centre and Girdlestone Park? If so, please describe the project(s) and the reason(s) why it is a priority.

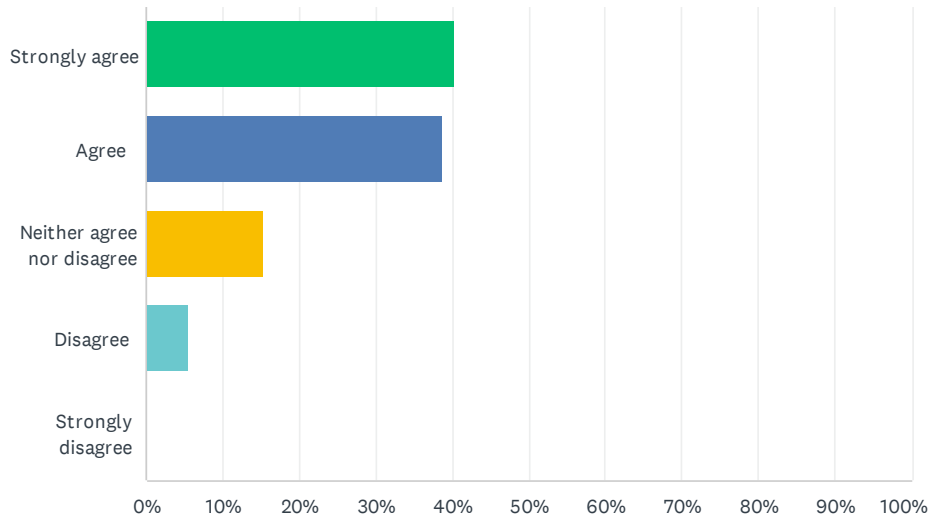
Answered: 8 Skipped: 105

#	RESPONSES	DATE
1	Public should be given some sort of timeline as to how long the covid testing facility will be there.	11/29/2021 1:38 PM
2	Please also note my remarks about the oval near the Tasman Caravan Park. Recycled lighting from the Devonport Strikers could be utilized at the Tasman Caravan oval and the old soccer pitch near the Bluff.	11/29/2021 5:23 AM
3	MERGER.	11/6/2021 5:55 PM
4	A simple concrete path from the road to the stadium as with the Covid centre being there cars must park on the road and people then need to walk across the grass, which becomes incredibly muddy!	11/4/2021 6:49 PM
5	Time to upgrade Spreyton netball courts and change rooms , hasn't since 1980's and no indoor courts especially as part of the state league	11/3/2021 2:10 PM
6	Water bottle fountains would be amazingly convenient and more hygienic than filling water bottles in the toilets.	10/29/2021 7:55 PM
7	Would love to see junior volleyball available for school age children,	10/29/2021 6:33 PM
8	Any future options for synthetic athletics track?	10/29/2021 5:05 PM

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Q15 Do you agree with the recommended projects at Maidstone Park?

Answered: 72 Skipped: 41



ANSWER CHOICES	RESPONSES
Strongly agree	40.28% 29
Agree	38.89% 28
Neither agree nor disagree	15.28% 11
Disagree	5.56% 4
Strongly disagree	0.00% 0
TOTAL	72

#	COMMENTS WELCOME:	DATE
1	I disagree with the repurpose of the baseball diamond and instead suggest that Tasmanian Councils work with schools to develop a Tasmanian schools grassroots baseball competition. This may be something that the Council could seek assistance from the Australian Baseball regulators about. Either way I agree that the area should be adapted in a manner that it has more regular use in the community both in sport and other social avenues, but I believe it should not lose its capacity to handle baseball matches.	11/29/2021 5:27 AM
2	Maidstone Park improvements should also include the upgrading of the current facilities at the football/cricket ground. Currently the NWFA Grand Final is played at the Ulverstone football ground as there is a lack of Grandstand seating for patrons in inclement weather as well as a lack of change room facilities for more than 2 teams. There is an opportunity to create a sporting hub at Maidstone Park with a new Sporting Complex shared by Netball, Gymnastics, Mersey Valley Pony Club, Baseball, BMX & maybe even Basketball, squash etc. in the future.	11/28/2021 10:58 PM
3	Agree with improving facilities to support the existing population. Indoor netball at Meercroft multipurpose stadium.	11/26/2021 7:39 PM
4	This facility is obviously of need as it caters for a diverse group of sports.	11/26/2021 6:58 PM
5	So many people go here, and it has so much potential for families with multiple sports or recreation	11/26/2021 5:00 PM
6	Could the multi-use indoor stadium be integrated with the Recreation centre - centralised	11/22/2021 11:00 AM

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	here. Big 6 / 7 court centre?	
7	A new multi purpose stadium for netball and other sporting clubs in the Maidstone Park area. The bmx track needs to be upgraded but the baseball Diamond is a waste of time and has been for the intire time it has been in place the public toilets and playground both need to upgraded the toilets need to be done as a priority pitches can be upgraded as synthetic pitches are replaced and parking could come in on the northern side between both grounds	11/21/2021 8:54 AM
8	We have 4 areas, all competing against each other, BMX and baseball need funding and promotion, Spreyton football club is important to the community, Netball infrastructure could improve for State and local participation.	11/6/2021 6:01 PM
9	This whole area has been neglected	11/3/2021 2:11 PM
10	The need for a netball stadium in the Devonport region is and has been a necessary step toward improving netball across the coast.	11/3/2021 11:33 AM
11	Higher priority for pony club upgrades and arena areas to support growth of sport and safety for participants Higher priority for Baseball diamond and BMX track to support range of sports in area	10/29/2021 10:10 PM
12	Strongly agree with maintenance to BMX track. Family favourite and often travel to other locations across the coast to make use of their facilities.	10/29/2021 8:39 PM
13	BMX area needs a good tidy up, potentially still used as a BMX/mountain bike facility. A pump track would be a great addition.	10/29/2021 8:08 PM
14	Absolutely support indoor netball stadium. With potential attraction for Olympic teams to base themselves for training. To attract state league and national games. (Potential link with basketball update stadium - like Launceston stadium)	10/29/2021 5:07 PM

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Q16 Are there any other projects that are a priority at Maidstone Park? If so, please describe the project(s) and the reason(s) why it is a priority.

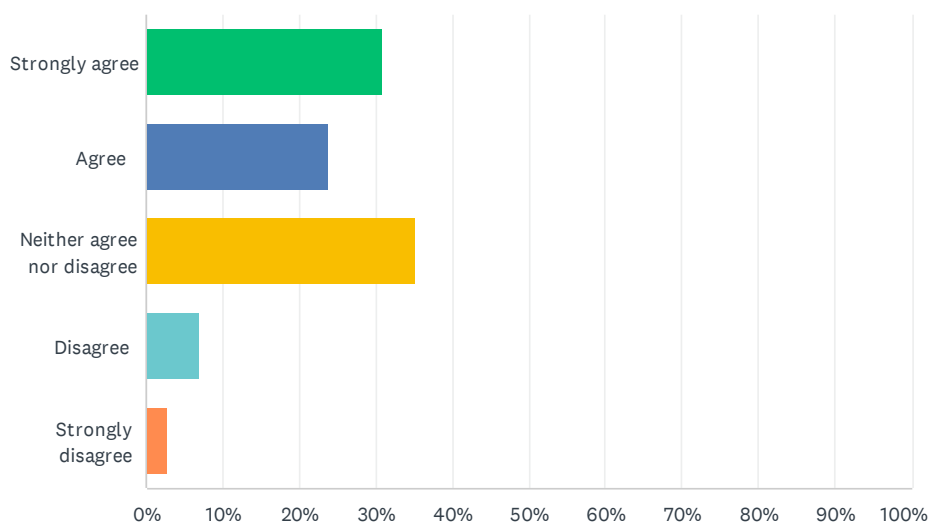
Answered: 6 Skipped: 107

#	RESPONSES	DATE
1	As above	11/28/2021 10:58 PM
2	Like to see a 'pump track' and skate park like railton has	11/26/2021 4:43 PM
3	Vehicle Access and exit are difficult, the memorial hall usage could be promoted at a lesser cost,.	11/6/2021 6:01 PM
4	Time to upgrade Spreyton netball courts and change rooms , hasn't since 1980's and no indoor courts especially as part of the state league	11/3/2021 2:11 PM
5	Possibly include indoor cricket facility at the new multipurpose facility	10/30/2021 7:47 AM
6	As above.	10/29/2021 5:07 PM

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Q17 Do you agree with the recommended projects at the Valley Road Football Centre?

Answered: 71 Skipped: 42



ANSWER CHOICES	RESPONSES	
Strongly agree	30.99%	22
Agree	23.94%	17
Neither agree nor disagree	35.21%	25
Disagree	7.04%	5
Strongly disagree	2.82%	2
TOTAL		71

#	COMMENTS WELCOME:	DATE
1	Please note my earlier comments. When demolished, the existing stand could be recycled to make a shelter west of the training pitches. The footprint of stage 1 grandstand should not interfere with potential stage 4 expansion if required. The eventual target should be for the stand to allow FFA Cup matches against A-League opposition in Valley Road without having to turn people away or be knocked back by the FFA due to lighting restrictions. The top floor of the clubhouse should be capable of being set up as a restaurant with large windows looking out over the pitch and training grounds. A future new stand on the south side with a covered walkway linking it to the east and west stands should be built. This southern stand should have four rows of seats facing the main ground.	11/29/2021 5:38 AM
2	Soccer is one of the highest participation sports and receives no where near enough funding. Devonport is the costal centre for soccer as the local team is one of if not the best team in the state. Funding is needed to support this. This and Maidstone would be priority. Along side lightning for meercroft as another multi use facility.	11/26/2021 7:01 PM
3	This is already a fantastic complex, I am not sure but I would say this has already had plenty of investment in it.	11/26/2021 5:01 PM
4	State league games, and also junior players, will show the need for expansion of facilities, about time to remove bushland on the corner of Lovett Street.	11/6/2021 6:04 PM
5	I'm concerned about the parking, the stronger lighting and the fencing. I live on Lovett St	11/6/2021 3:51 PM

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and have already had one window smashed from a wayward soccer ball. The fences need to be higher. Will the new lights affect me in my home? Will these shine in through windows? Whenever there is a home game, or event (FFA cup or SAT junior soccer) there is no parking on Lovett St and it's dangerous to get in and out of driveways. Also seem to get at least one car completely blocking my driveway during these events. I have complained to council before about noise from the soccer ground.

6	Waste of money	11/5/2021 7:57 PM
7	Enough spent here already	11/3/2021 2:11 PM
8	With women's World Cup coming to Australia you need to be jumping on this quicker than you are. You will miss out on opportunities due to being too slow to take action...all the time	10/30/2021 4:15 PM
9	Support the additional field and grandstands. Again this will support the future attraction of a Tasmanian A-league team and hopefully a NW Coast location to play.	10/29/2021 5:08 PM

DRAFT Sports Infrastructure Master Plan 2035

Q18 Are there any other projects that are a priority at the Valley Road Football Centre? If so, please describe the project(s) and the reason(s) why it is a priority.

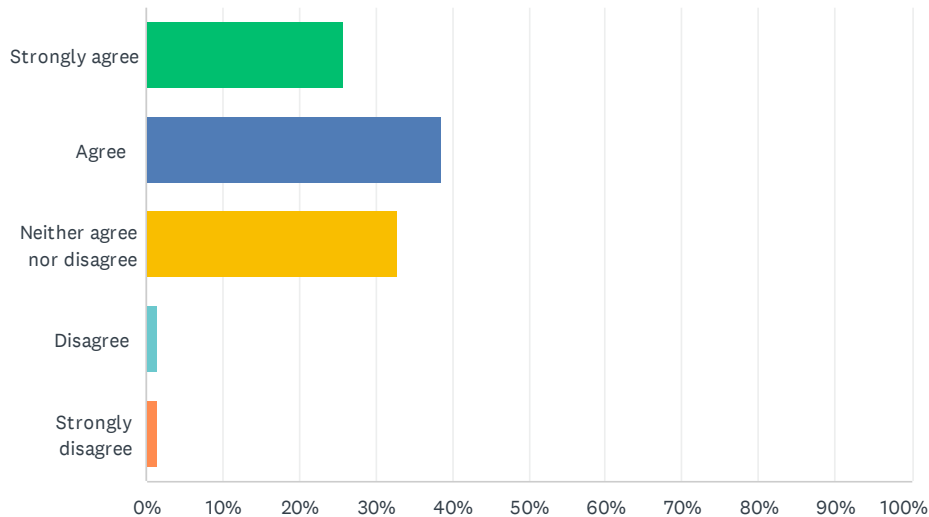
Answered: 2 Skipped: 111

#	RESPONSES	DATE
1	The gate should be redesigned to one way in, one way out setup.	11/29/2021 5:38 AM
2	Time to upgrade Spreyton netball courts and change rooms , hasn't since 1980's and no indoor courts especially as part of the state league	11/3/2021 2:11 PM

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Q19 Do you agree with the recommended projects at the Don Recreation Ground?

Answered: 70 Skipped: 43



ANSWER CHOICES	RESPONSES	
Strongly agree	25.71%	18
Agree	38.57%	27
Neither agree nor disagree	32.86%	23
Disagree	1.43%	1
Strongly disagree	1.43%	1
TOTAL		70

#	COMMENTS WELCOME:	DATE
1	Don has not long had an overhaul of there facilities and shouldn't be a priority.	11/26/2021 11:28 PM
2	Again cricket is well funded what support is their from cricket tas and what is the costal need?	11/26/2021 7:02 PM
3	Devonport Christian School backs onto this facility, and a partnership with them and the continued development of the Don rec ground in line with the councils three strategic priorities would be great for all.	11/26/2021 5:04 PM
4	A sheltered standing area for Devonport bulls that's removable during cricket season or accommodates them as well. A digital scoreboard for Devonport bulls rugby club. More parking areas	11/26/2021 3:23 PM
5	Pitches can be done when synthetic pitches need replacing, kitchen in the cricket club needs a full refurbishment along with a extension out into the car park of the club rooms as well as cold storage room at the back of bar, we would like to see either a full refurbishment of nets or an indoor training facility being built for club training and for other clubs in the area to use	11/21/2021 10:35 AM
6	Would the council be open to partner the development of this ground with the school situated beside this recreation ground. With additional carparking and driveway could benefit the growing infrastructure and traffic in the area. The school may be willing to join in some development costs with shared usage with the sporting clubs. If the council is open to	10/29/2021 5:16 PM

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partnership with the school, some of the costs to improve the grounds could be shared, with after hours and weekend use for sporting teams, and weekday use with school. Both sharing the same vision to improve sporting access for our next generation of Devonport athletes.

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Q20 Are there any other projects that are a priority at the Don Recreation Ground? If so, please describe the project(s) and the reason(s) why it is a priority.

Answered: 3 Skipped: 110

#	RESPONSES	DATE
1	Cool storage facilities so that the club can become a multi purpose facility also an indoor training facility that is a multifunctional for both cricket and rugby to use	11/21/2021 10:35 AM
2	Access from Don road needs widening to allow cars to move to the centre when turning right.	11/6/2021 6:06 PM
3	Would an indoor training facility support this area too? Discuss with the school beside about their future upgrades they have in their master plan which could partner with any future club room facilities.	10/29/2021 5:16 PM

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Q21 Are there any further comments you would like to make about the draft Devonport Sports Infrastructure Master Plan 2035?

Answered: 17 Skipped: 96

#	RESPONSES	DATE
1	The council should be eliminated and states should take control imo. Much better.	11/29/2021 12:58 AM
2	No	11/28/2021 12:47 PM
3	Community physical activity, fitness and recreational activities are discussed in the master plan however infrastructure changes appear to be more focused on competitive sporting use. Consideration of less formal facility use and related infrastructure requirements is likely to have greater impacts on participation rates and improvements to community health.	11/27/2021 3:40 PM
4	Byard Park should be one of the main sport facilities to be upgraded as it is used all year round between cricket, Auskick football and Devonport football clubs pre season training.	11/26/2021 11:30 PM
5	I believe that whichever area between Devonport & Burnie invests in an indoor stadium with multipurpose capability and capacity to seat around 4000 fans will become the sporting Mecca of the Nth West coast. This should be Devonport with its higher surrounding population density.	11/26/2021 7:45 PM
6	Multiple use facilities should take priority not the noisy sports of AFL and cricket.	11/26/2021 7:03 PM
7	Congratulations to Council in being proactive and planning for future upgrades. Expensive upgrades & renewals but planning to do something is a big step forward of doing nothing.	11/22/2021 11:02 AM
8	All facilities need to have change rooms for both men and women as its top priority	11/21/2021 10:37 AM
9	Can Council please consult with the Devonport Touch Association before any decision is made regarding lights at Meercroft Park.	11/18/2021 5:23 PM
10	The Devonport oval needs to be looked at.. covers to be used over the ground in winter to try help the ground in 2021 it was disgraceful, Devonport council need to look after it better or upgrade the drain system.. it could be a ground where big bash, or even a pre season AFL could be looked at, it has potential to be the best ground on the north west and host NWFL finals if the ground was better. Would also help cricketers in the summer get ready for cricket quicker to	11/5/2021 8:01 PM
11	Very keen to see more multi court community facilities within the city. This will mean we can host large scale tournaments within the city itself and not have to use Ulverstone, Penguin etc.	11/4/2021 6:52 PM
12	The installation of a Surfing reef in Devonport. The end of the eastern breakwall at the mouth of the Mersey is a great example. The western side of the breakwall could facilitate waves too with some work. There have been investigations into surfing reefs elsewhere in the state but the NW coast is a fantastic spot for such a structure. The North West Boardriders club have had great success in competition lately and this would be a great addition to support the sport	11/1/2021 10:14 AM
13	Being the biggest on the coast. I would like to see this happen a lot sooner for our kids to grown learn with the best	10/29/2021 9:50 PM
14	No	10/29/2021 8:40 PM
15	Pump track/bike tracks - mountain biking deserves some funding. Connect walking tracks along Victoria parade to local streets (Nicholls, James, George....) with paths. Allowing prams, bikes, disabled to cross safely and not through a car park or over a curb.	10/29/2021 8:12 PM
16	No, looks good	10/29/2021 8:10 PM
17	As being part of a neighbouring school beside one of these grounds, I believe the council could find benefit in local community partnership in the shared responsibility and use of facilities. Our recently developed playgrounds could be situated near the recreation grounds for community access when sporting events are on. Shared driveways and use of our car parks could benefit the development, in partnership, rather than doubling up on resources and facilities beside one another. Our children are benefiting from the councils long term vision in this sporting area and we thank you for this.	10/29/2021 5:20 PM

DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

Q1 What is the name of your Club?

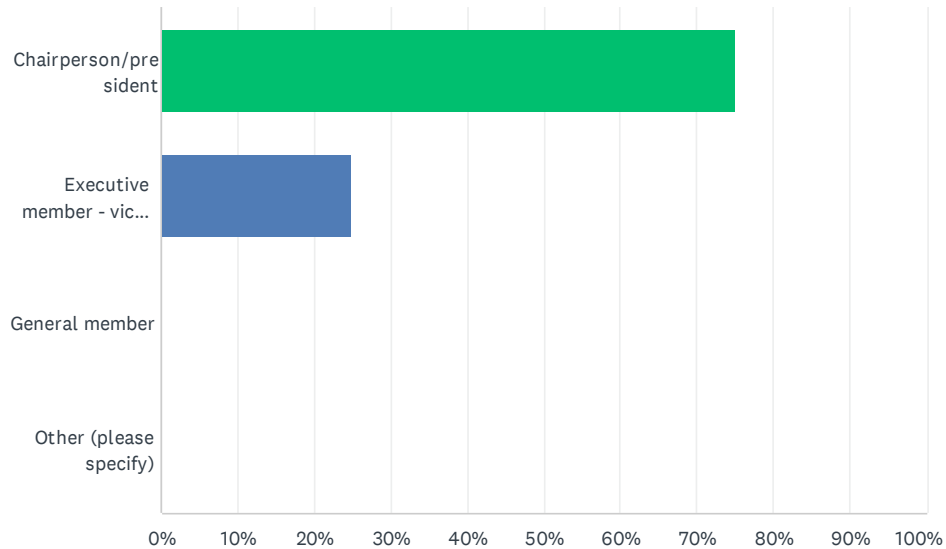
Answered: 8 Skipped: 0

#	RESPONSES	DATE
1	Devonport City Soccer Club Inc	12/8/2021 9:49 AM
2	East Devonport Football Club	11/29/2021 1:43 PM
3	North West Hockey Centre	11/29/2021 1:40 PM
4	Mersey Valley Devonport Cycling Club	11/28/2021 10:33 PM
5	Devonport Warriors Basketball Club	11/26/2021 9:28 AM
6	Devon Dart League	11/18/2021 11:14 AM
7	Van Diemen Rollers Inc.	11/10/2021 5:18 PM
8	Devonport Bulls Rugby Club	10/29/2021 9:13 AM

DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

Q2 What is your position in the Club?

Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
Chairperson/president	75.00%	6
Executive member - vice chair / secretary / treasurer etc	25.00%	2
General member	0.00%	0
Other (please specify)	0.00%	0
TOTAL		8

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

Q3 What are your contact details (optional)

Answered: 8 Skipped: 0

ANSWER CHOICES	RESPONSES
Name	100.00% 8
Email	100.00% 8
Phone/mobile	100.00% 8

#	NAME	DATE
1	Drew Smith	12/8/2021 9:49 AM
2	John Febey	11/29/2021 1:43 PM
3	Wayne Hobson	11/29/2021 1:40 PM
4	Gregory O'Rourke	11/28/2021 10:33 PM
5	Craig Martin	11/26/2021 9:28 AM
6	Matthew Woodberry	11/18/2021 11:14 AM
7	Dianne Connelly	11/10/2021 5:18 PM
8	Sam O'Keeffe	10/29/2021 9:13 AM

#	EMAIL	DATE
1	drew.smith@findex.com.au	12/8/2021 9:49 AM
2	john.febey@gmail.com	11/29/2021 1:43 PM
3	wkhobson@bigpond.net.au	11/29/2021 1:40 PM
4	gregorourke@y7mail.com	11/28/2021 10:33 PM
5	craig@uniquegarage.com.au	11/26/2021 9:28 AM
6	mattwoodberry@dodo.com.au	11/18/2021 11:14 AM
7	chairperson@vandiemenrollers.org	11/10/2021 5:18 PM
8	stokeeffe@wingate.edu	10/29/2021 9:13 AM

#	PHONE/MOBILE	DATE
1	0364249155	12/8/2021 9:49 AM
2	0409 142 187	11/29/2021 1:43 PM
3	0419244917	11/29/2021 1:40 PM
4	64283715	11/28/2021 10:33 PM
5	+61447281818	11/26/2021 9:28 AM
6	0427696639	11/18/2021 11:14 AM
7	0417168602	11/10/2021 5:18 PM
8	0476069041	10/29/2021 9:13 AM

DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

Q4 Given the first survey was conducted just over 12 months ago, are there any significant changes to your Club's (or sport's) growth or direction that may impact the Master Plan?

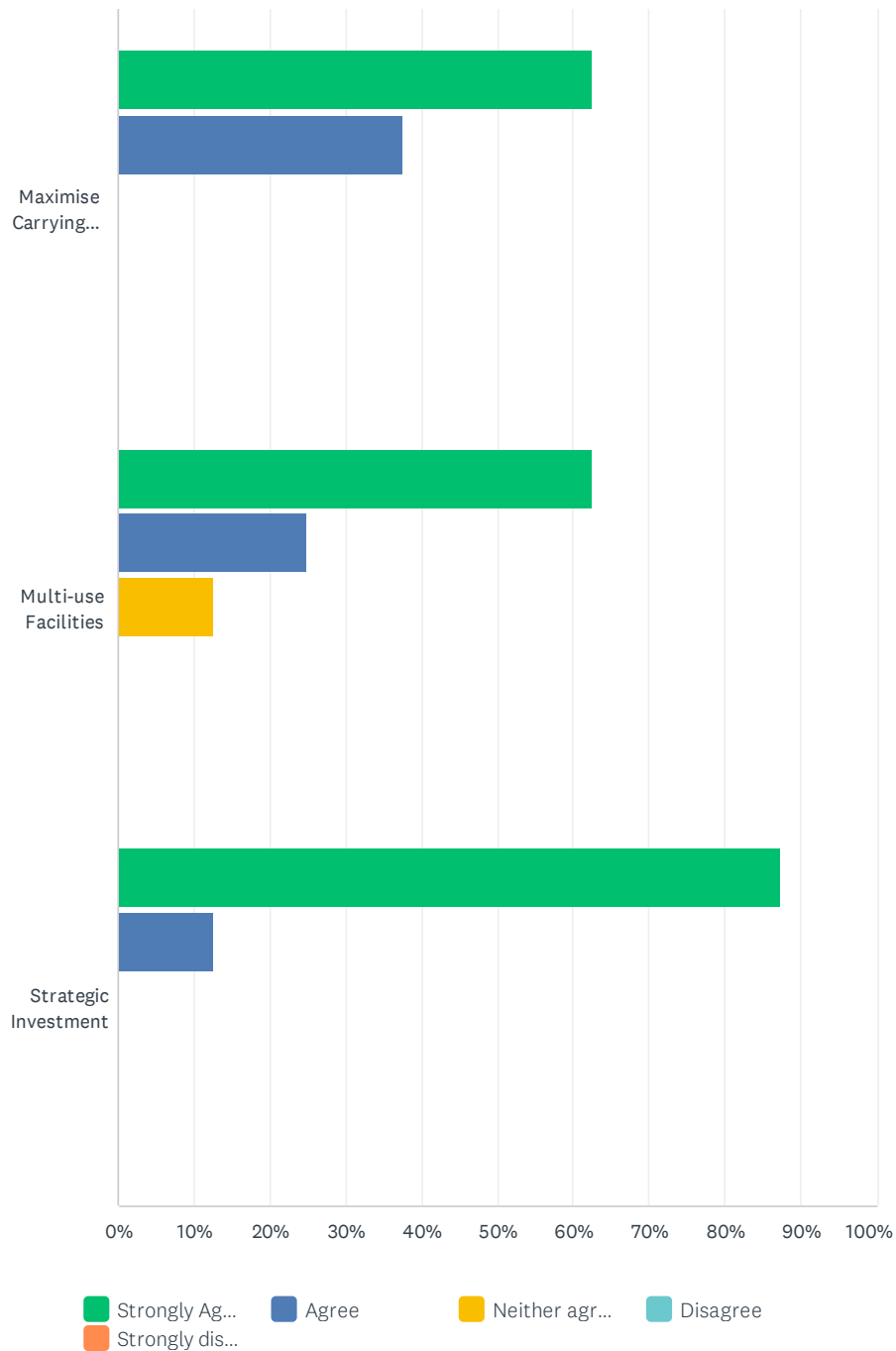
Answered: 8 Skipped: 0

#	RESPONSES	DATE
1	There has been renewed conversations with Western United with regards to hosting future Womens and Mens A League games. This aligns with our plans	12/8/2021 9:50 AM
2	1. The Club's junior program continues to grow. In 2022 East Devonport will have a full set of junior teams in the NWFL competition. This encompasses under12, under 14 and under 16 boys. Added to this is a youth girls' team, and an under 13 girls team (summer competition) and the introduction of an Auskick centre at Girdlestone Park. Participant growth rate is expected to be around 65-85%. 2. With the impending approval of a Tasmanian team in the AFL there will be a requirement to strengthen the state league and as such there is a strong push to have a team from the north west. East Devonport will be applying for a licence to be that club should the state league continue.	11/29/2021 1:43 PM
3	No	11/29/2021 1:40 PM
4	No	11/28/2021 10:34 PM
5	Hi, our growth is accelerating even more than we thought. Just this week we had 41 athletes trial for our U/14 TJBL teams. We normally have 15ish!!	11/26/2021 9:30 AM
6	no	11/18/2021 11:15 AM
7	Our membership base has grown & we are looking to diversify the programs that we provide not just roller derby but a recreational program as well.	11/10/2021 5:19 PM
8	In the last 12 months, the Devonport bulls redeveloped the change rooms, toilets and kitchen of the Devonport Rugby club. This benefitted both the Rugby Club and the Don Cricket club who use our facilities. A result of the renovation has been the start of a Women's Rugby team which competed in the Statewide Tasmanian Rugby union competition in 2021. We also had two junior teams in U14 and U16 and are the main Northern host for the Junior Intrastate carnival which was played for the first time in 20 years in 2021.	10/29/2021 9:19 AM

DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

Q5 Does your Club agree with each Guiding Principle?

Answered: 8 Skipped: 0



DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

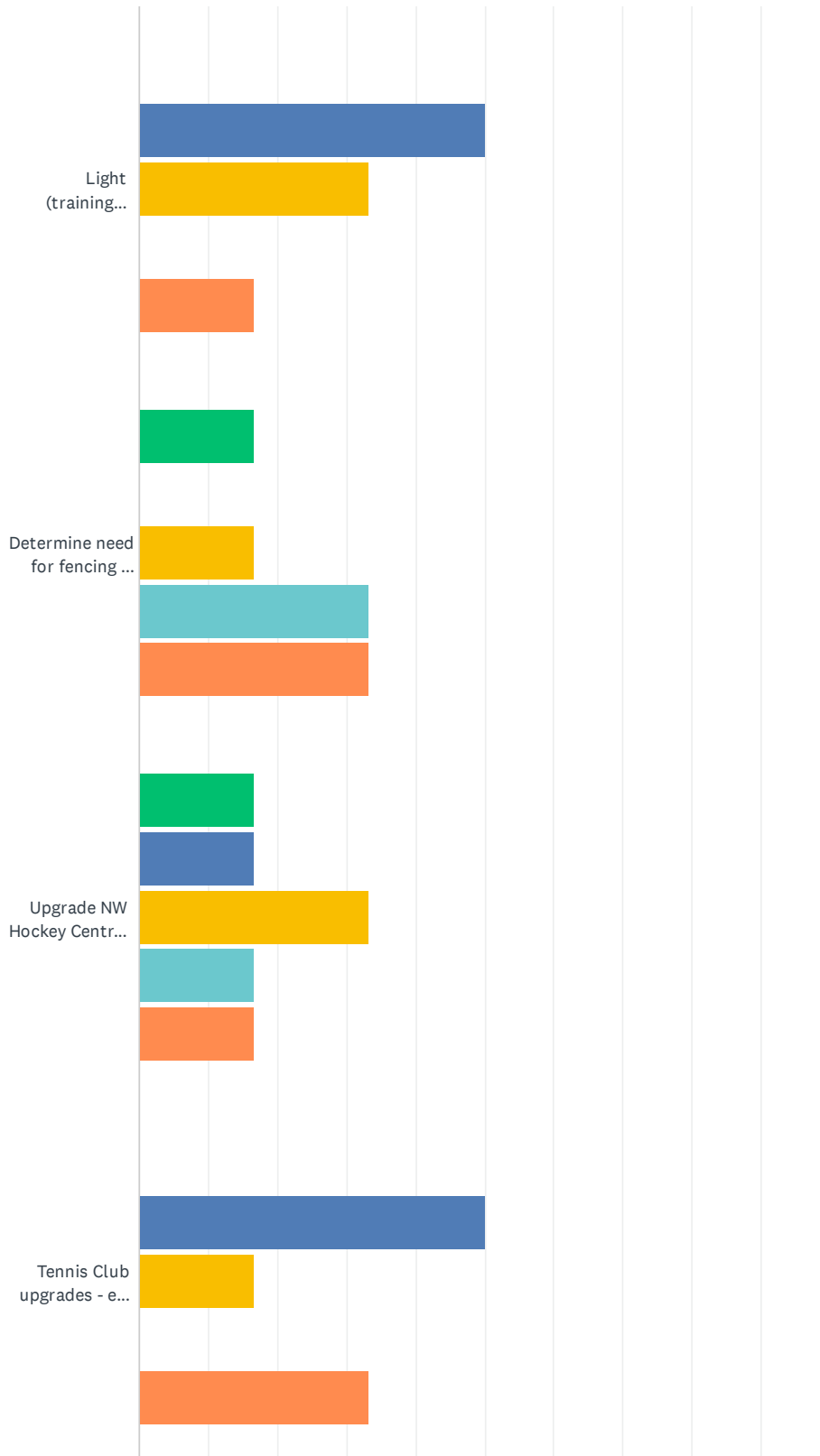
	STRONGLY AGREE	AGREE	NEITHER AGREE OR DISAGREE	DISAGREE	STRONGLY DISAGREE	TOTAL
Maximise Carrying Capacity	62.50% 5	37.50% 3	0.00% 0	0.00% 0	0.00% 0	8
Multi-use Facilities	62.50% 5	25.00% 2	12.50% 1	0.00% 0	0.00% 0	8
Strategic Investment	87.50% 7	12.50% 1	0.00% 0	0.00% 0	0.00% 0	8

#	COMMENTS WELCOME:	DATE
1	We have a strong interest in developing our club that has operated for over 73 years and meeting our growth challenges, but we are very committed to obtaining the best outcome for our community. We feel strongly about being great citizens of our beautiful city and providing a safe place for all ages to participate in our great sport. We have proven that we can fill our current stadium to capacity and feel with a larger facilities we could also host different sports and events to add value to our community	11/29/2021 7:59 AM
2	The plan does not appear to adequately address the Devonport Oval / Byard Park District. The Mersey Valley Devonport Cycling Club has had a preliminary meeting with other users of the Devonport Oval & Byard Park. The users are in the process of preparing a detailed submission of how to better use the space at these locations. The strategic investment guiding principle does not seem to have been considered in relation to the Devonport Oval. The Devonport Oval used to be one of the Premier Sporting Facilities in Tasmania. The Oval previously hosted International cricket, NWFU Grand Finals, Cathy Freeman running at a Christmas Carnival and even a civic reception for Prince Charles. All of these events shone a spot light on Devonport and positive social and economic outcomes for the Devonport community. A generous description of the Devonport Oval in its current condition would be to say it is a tired facility. All major sporting facilities need regular renewal. It has been a long time since there has been significant investment in the Devonport Oval. Until the Oval is upgraded the facility and Devonport will be overlooked for major events. The council has invested in many other projects in recent times, including the pool redevelopment, the bluff, the council chambers / parana arts centre. The Devonport Oval should be considered not just as a sporting centre for participation, but as a focal point for the Devonport Community.	11/28/2021 10:51 PM

DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

Q6 Please rate the priority of projects recommended at Meercroft Park.

Answered: 6 Skipped: 2



DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

■ High priority
 ■ Medium pri...
 ■ Low priority
 ■ Not a priority
■ Unsure

	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Light (training standard) at least one field	0.00% 0	50.00% 3	33.33% 2	0.00% 0	16.67% 1	6
Determine need for fencing on road boundaries	16.67% 1	0.00% 0	16.67% 1	33.33% 2	33.33% 2	6
Upgrade NW Hockey Centre - replace turf, upgrade changerooms, player dugouts, , more spectator seating, player dugouts etc	16.67% 1	16.67% 1	33.33% 2	16.67% 1	16.67% 1	6
Tennis Club upgrades - eg playground, paths, court resurfacing	0.00% 0	50.00% 3	16.67% 1	0.00% 0	33.33% 2	6

#	COMMENTS WELCOME	DATE
1	Preventative maintenance is required in the hockey dug outs and officials area due to reduce the effects of rust	11/29/2021 1:41 PM
2	The infrastructure at Meercroft Park is significantly better than the infrastructure at most other sporting grounds in Devonport.	11/28/2021 10:55 PM

DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

Q7 Are there any other projects that are a priority at Meercroft Park? If so, please describe the project(s) and the reason(s) why it is a priority.

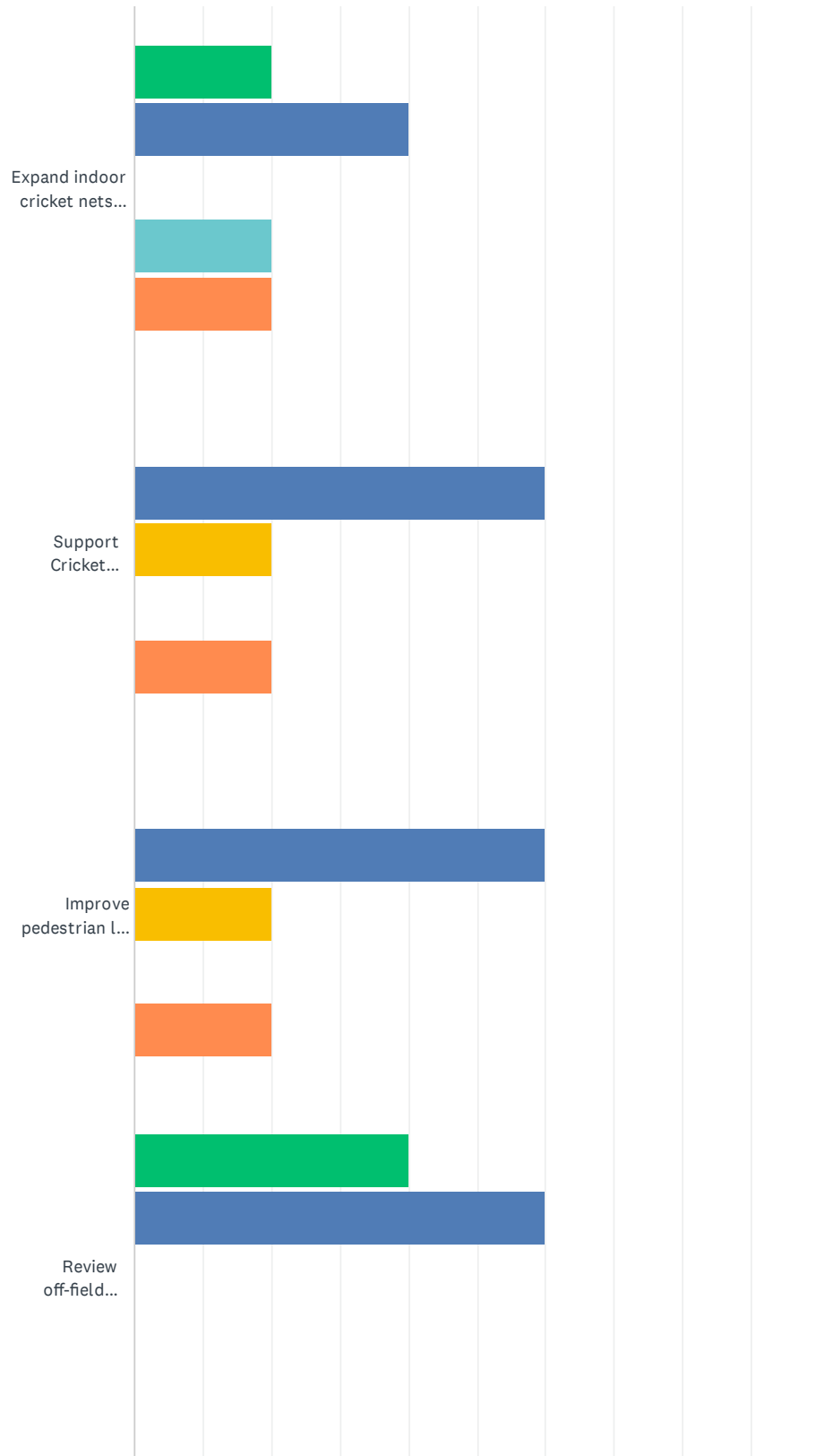
Answered: 1 Skipped: 7

#	RESPONSES	DATE
1	no	11/28/2021 10:55 PM

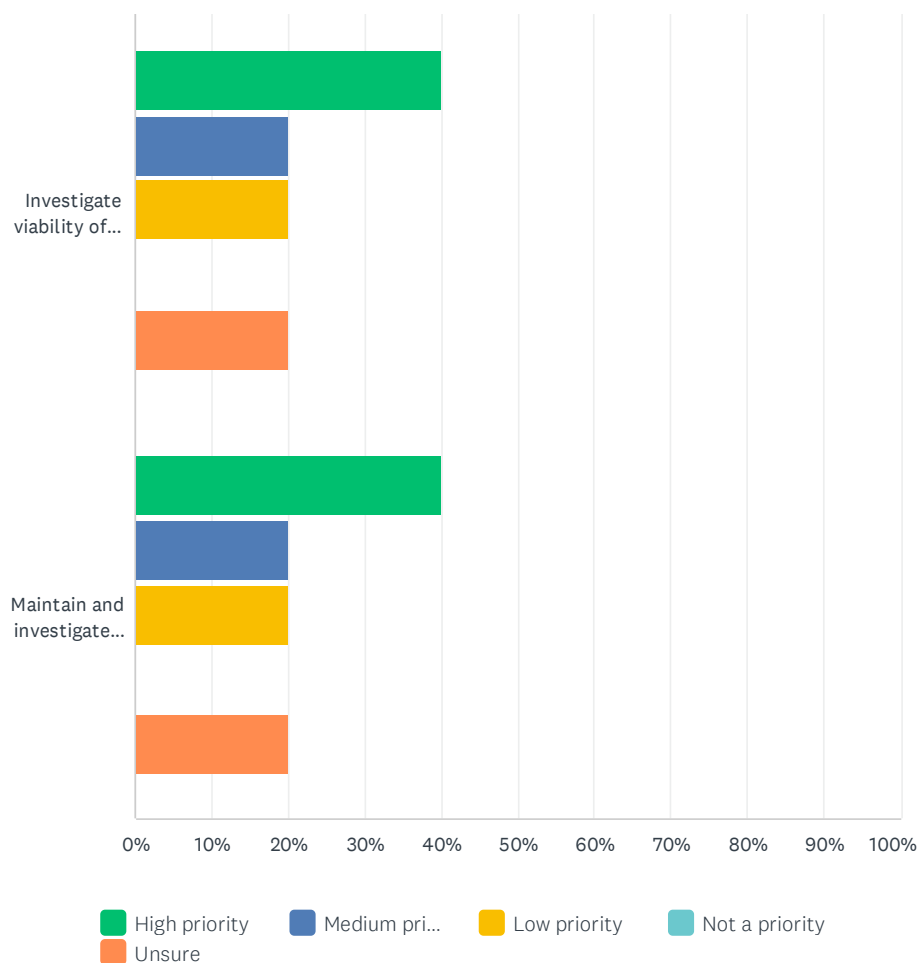
DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

Q8 Please rate the priority of projects recommended at Devonport Oval.

Answered: 5 Skipped: 3



DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY



	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Expand indoor cricket nets and integrate emerging sports such as indoor cricket	20.00% 1	40.00% 2	0.00% 0	20.00% 1	20.00% 1	5
Support Cricket Tasmania to develop a high-performance indoor training centre	0.00% 0	60.00% 3	20.00% 1	0.00% 0	20.00% 1	5
Improve pedestrian link to Byard Park	0.00% 0	60.00% 3	20.00% 1	0.00% 0	20.00% 1	5
Review off-field amenities such as viewing areas, public toilets, entry points, car parking	40.00% 2	60.00% 3	0.00% 0	0.00% 0	0.00% 0	5
Investigate viability of constructing shared club rooms and function centre for all user groups	40.00% 2	20.00% 1	20.00% 1	0.00% 0	20.00% 1	5
Maintain and investigate possible improvements to cycling track eg safety fencing, track resurfacing	40.00% 2	20.00% 1	20.00% 1	0.00% 0	20.00% 1	5

#	COMMENTS WELCOME:	DATE
1	The Devonport Oval area has allowed to become run down. The playing surface is barely fit for purpose. 40 years ago the playing surface was regarded as one of the best in the world. Low priority and neglect have resulted in a major deterioration. The grandstands, the concrete, public toilets all need renewal. The cycling track and fence are being patched each year to cover underlying issues. Expert advice is required as to how to fix the drainage issue with the ground and the cycling track. There is a real risk that the cycling track will at some stage in the future be deemed unsafe and the oval will be deemed unfit for football after heavy rains. Devonport would look silly if that situation was allowed to happen.	11/28/2021 11:04 PM

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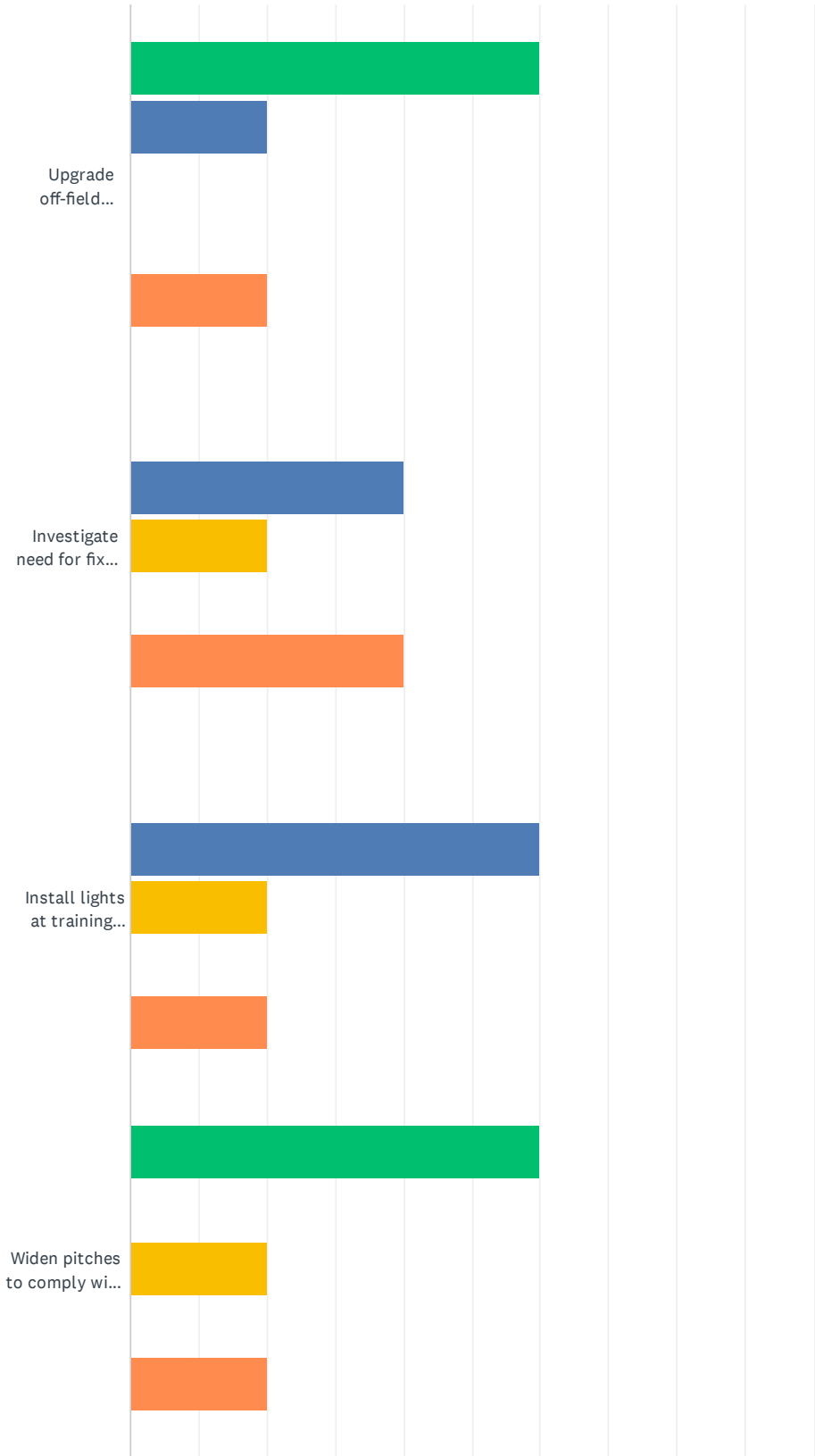
Q9 Are there any other projects that are a priority at Devonport Oval? If so, please describe the project(s) and the reason(s) why it is a priority.

Answered: 1 Skipped: 7

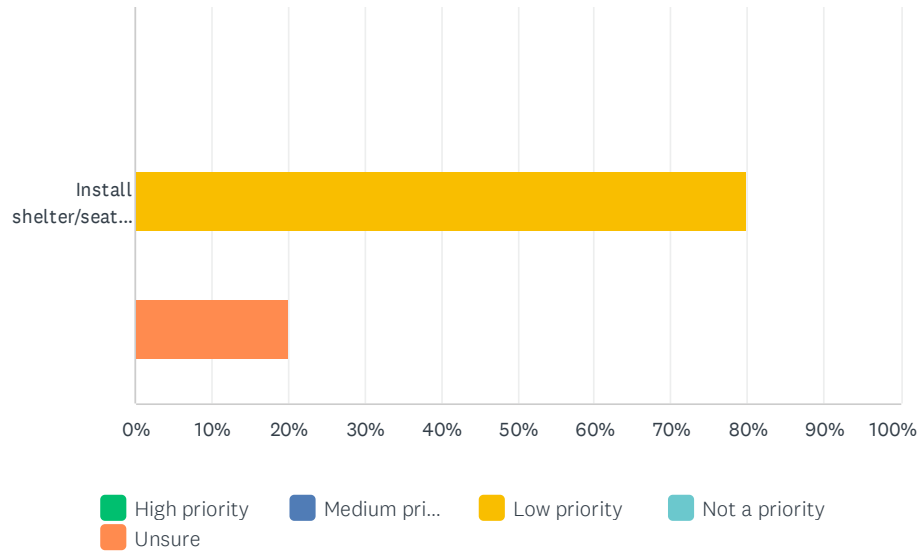
#	RESPONSES	DATE
1	The possibility of relocating over sports to the area such as Basketball.	11/28/2021 11:04 PM

Q10 Please rate the priority of projects recommended at Byard Park.

Answered: 5 Skipped: 3



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	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Upgrade off-field amenities - gender neutral change rooms, all abilities access, clubroom expansion	60.00% 3	20.00% 1	0.00% 0	0.00% 0	20.00% 1	5
Investigate need for fixed or portable fencing on Gunn and George St boundaries	0.00% 0	40.00% 2	20.00% 1	0.00% 0	40.00% 2	5
Install lights at training standard (140-150 lux) on one oval	0.00% 0	60.00% 3	20.00% 1	0.00% 0	20.00% 1	5
Widen pitches to comply with Cricket Australia's new junior format guidelines (2.4-2.8 m wide)	60.00% 3	0.00% 0	20.00% 1	0.00% 0	20.00% 1	5
Install shelter/seating around ground	0.00% 0	0.00% 0	80.00% 4	0.00% 0	20.00% 1	5

#	COMMENTS WELCOME	DATE
1	New change rooms and seating would make this a lot more inviting	11/18/2021 11:19 AM

Q11 Are there any other projects that are a priority at Byard Park? If so, please describe the project(s) and the reason(s) why it is a priority.

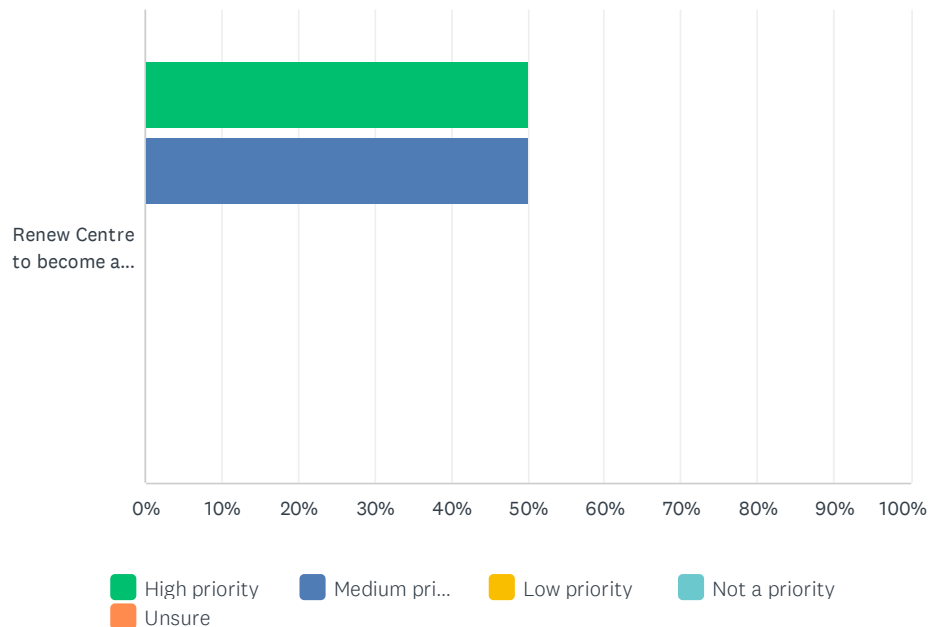
Answered: 0 Skipped: 8

#	RESPONSES	DATE
	There are no responses.	

DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

Q12 Please rate the priority of this project recommended at Devonport Recreation Centre.

Answered: 6 Skipped: 2



	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Renew Centre to become a contemporary integrated indoor sport, recreation and community space	50.00% 3	50.00% 3	0.00% 0	0.00% 0	0.00% 0	6

#	COMMENTS WELCOME:	DATE
1	Extremely high importance as we have out grown our dated facility	11/29/2021 8:13 AM
2	Consider whether multi purpose centre could be relocated to Devonport Oval. Land at Forbes Street could be sold / redeveloped to help fund project.	11/28/2021 11:06 PM
3	We would also like to have access to this space for the purpose of hosting intra-state and inter-state tournaments	11/10/2021 5:31 PM

Q13 Are there any other projects that are a priority at the Devonport Recreation Centre? If so, please describe the project(s) and the reason(s) why it is a priority.

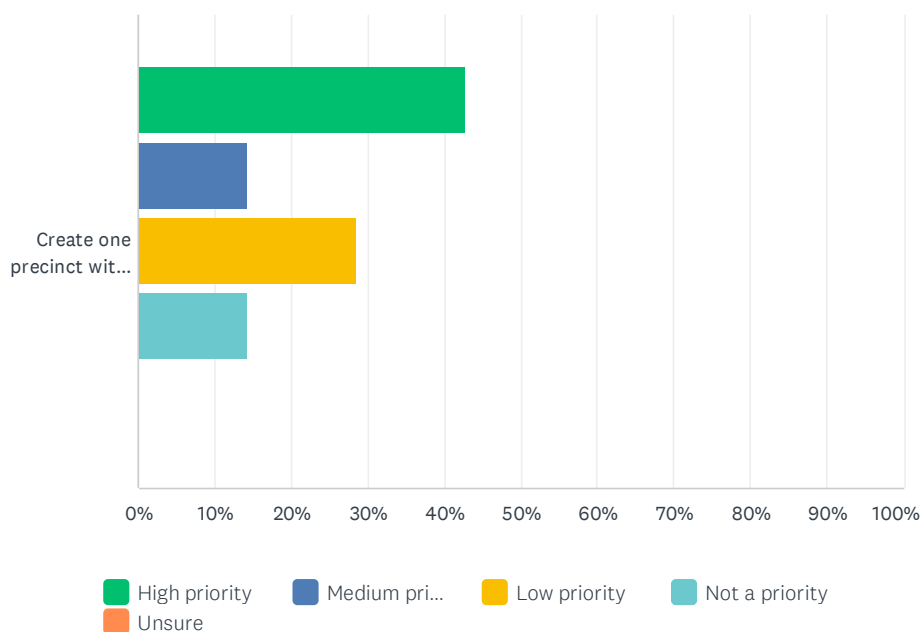
Answered: 0 Skipped: 8

#	RESPONSES	DATE
	There are no responses.	

DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

Q14 Please rate the priority of the recommended project at EDR&FC and Girdlestone Park.

Answered: 7 Skipped: 1



	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Create one precinct with additional indoor and outdoor multi-use spaces delivering integrated sports & community activities	42.86% 3	14.29% 1	28.57% 2	14.29% 1	0.00% 0	7

#	COMMENTS WELCOME:	DATE
1	Specific items that were identified by the committee and members of EDFC 1. New oval fencing incorporating gates for entry onto the oval for Little Athletics. Also, upgrade existing boundary seating around the oval. 2. Re-location of canteen to a position close to where the hamburger stand is. Demolish hamburger stand and combine into one building to house both. 3. Upgrade coaches and interchange boxes 4. Stand alone gym 5. Lift installed or add upstairs toilets. 6. Upgrade Umpire's changerooms to accommodate full facilities for female umpires. 7. Re-keying 8. Extra storage 9. Remove cricket nets 10. Upgrade car parking spaces at the northern end of the ground or 11. Refurbish existing toilets 12. Large grandstand in need of a facelift 13. General repairs and painting 14. Removal of old scoreboard 15. Modifications to ground entry, specifically the ticket box. 16. Efficient access to the recreation centre 17. Bus stop at the precinct to allow participants from outside East Devonport a cheap and safe way to get the facilities.	11/29/2021 1:45 PM
2	In essence most sports have alternative locations they prefer.	11/28/2021 11:07 PM
3	East Devonport is under appreciated. This could be made into a 1 stop sporting hub. With the available land already there, as well as the up grade of existing facilities. East Devonport with the right plans and design could be the top sporting precinct in tasmania. You would also be able to incorporate more community groups by the addition of more multi purpose use facilities. With the input of current tenants of the facilities on what they would like to see to be included.	11/18/2021 11:28 AM
4	We would welcome the construction of an additional stadium to help with the ability for our club to host competitions in a facility that meets are governing bodies guidelines. An additional space so that we can run additional skating programs such as recreational skating for our gender diverse community. A space for us to have social and meeting space	11/10/2021 5:31 PM

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would be invaluable. We would like to see the inclusion of gender neutral facilities in the re-development of the EDR&FC. An addition of an outdoor skating facility at the site would also be an asset as part of the family friendly and recreation spaces.

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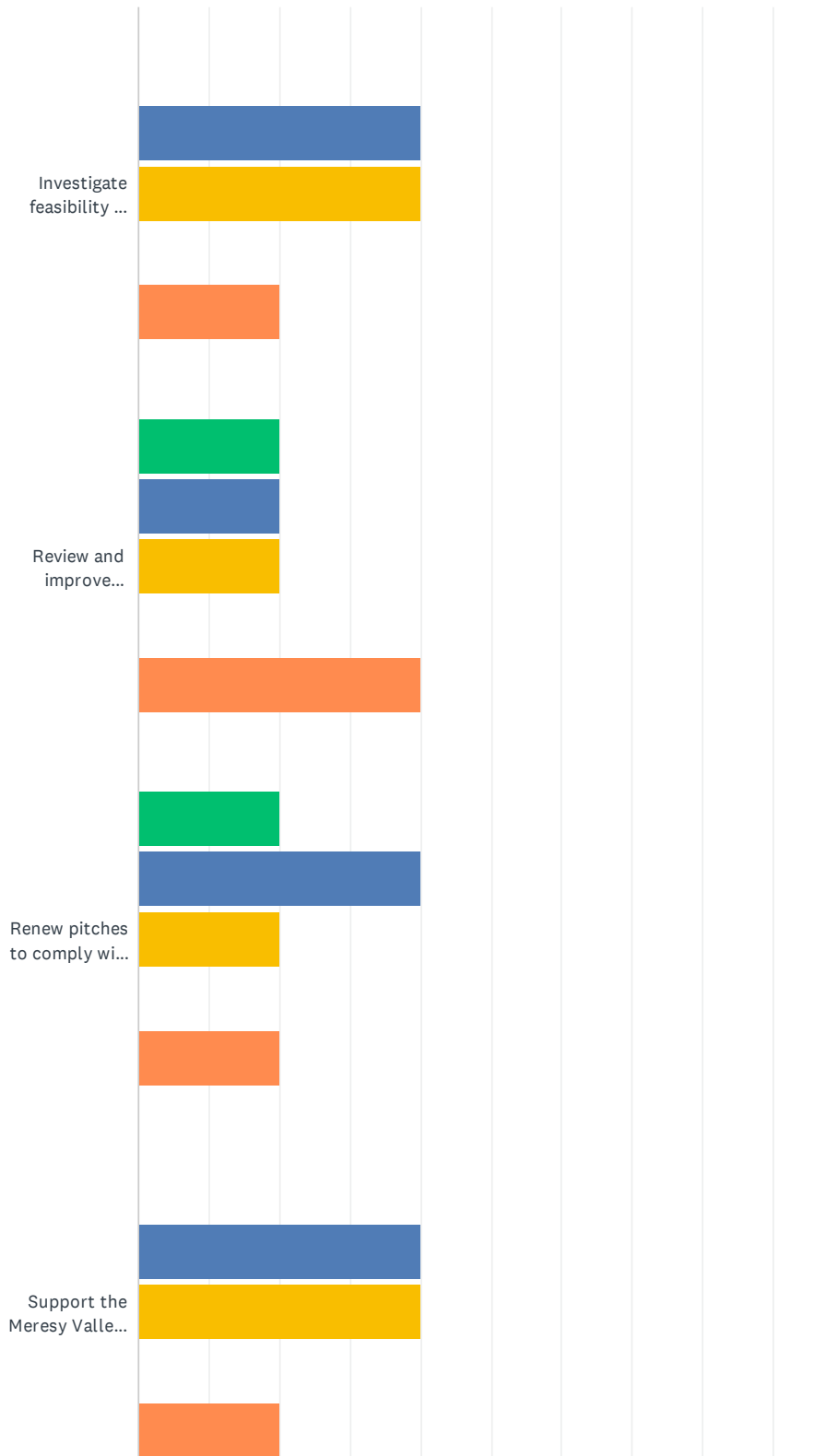
Q15 Are there other projects that are a priority at East Devonport Recreation & Function Centre and Girdlestone Park? If so, please describe the project(s) and the reason(s) why it is a priority.

Answered: 2 Skipped: 6

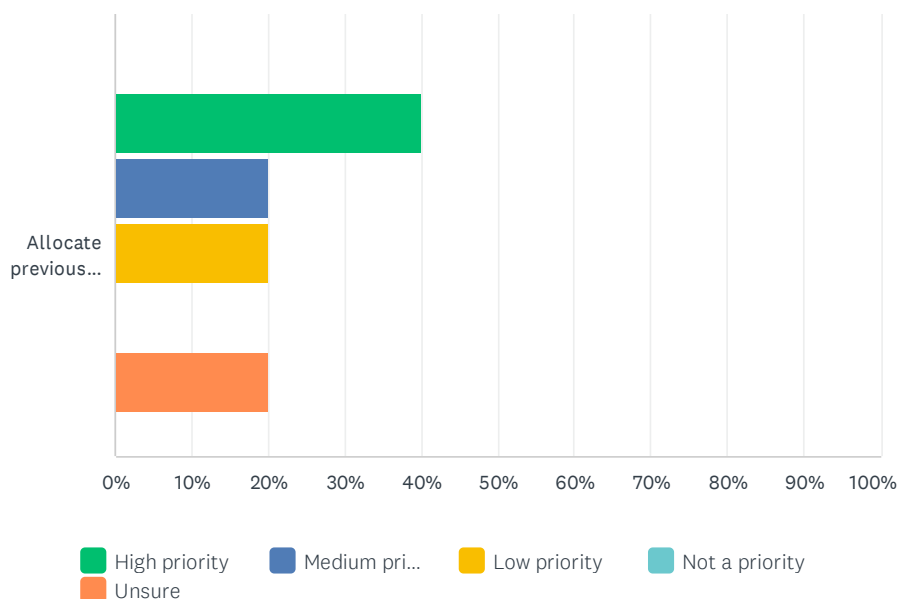
#	RESPONSES	DATE
1	1. Construct a second oval with an athletic track around the circumference – similar to that at Penguin. This could be used as a training ground for football in winter if the main oval is closed due to wet weather and would provide a major boost for the Little Athletics' summer program. 2. Create a defined entry point onto the oval from the new changerooms for the visitors. 3. Construct a tiered standing area in front of the main building to improve spectator viewing. 4. Install solar panels to help reduce club running costs 5. Install a new scoreboard can display messages, scores at other venues, sponsors etc.	11/29/2021 1:45 PM
2	Yes the moving of the Covid clinic to another site so that the community groups who use the EDRC are able to return.	11/18/2021 11:28 AM

Q16 Please rate the priority of recommended projects at Maidstone Park.

Answered: 5 Skipped: 3



DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY



	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Investigate feasibility of a new multi-use stadium at the Devonport Netball Centre	0.00% 0	40.00% 2	40.00% 2	0.00% 0	20.00% 1	5
Review and improve off-field amenities such as public toilets, playground, major recreational paths, entry points, carparking	20.00% 1	20.00% 1	20.00% 1	0.00% 0	40.00% 2	5
Renew pitches to comply with Cricket Australia's new junior format guidelines (2.4-2.8m wide)	20.00% 1	40.00% 2	20.00% 1	0.00% 0	20.00% 1	5
Support the Mersey Valley Pony Club with seeking funds for arena and facility upgrades	0.00% 0	40.00% 2	40.00% 2	0.00% 0	20.00% 1	5
Allocate previous baseball diamond and BMX Track to future community recreation use	40.00% 2	20.00% 1	20.00% 1	0.00% 0	20.00% 1	5

#	COMMENTS WELCOME	DATE
1	If there is no plans to maintain or upgrade the baseball diamond or BMX track, I think it would be ideal to allocate and help a community group establish a home base at these sites. As the President of the Devon Dart League. I would put my hand up for a parcel of that land to enable us to erect a dwelling that would allow us to have a permanent home base to play out of as well as offering another function venue for people to be able to use for small gatherings and events. It would also allow us to be able to work on a junior development program and to try and grow our sport.	11/18/2021 11:34 AM

DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

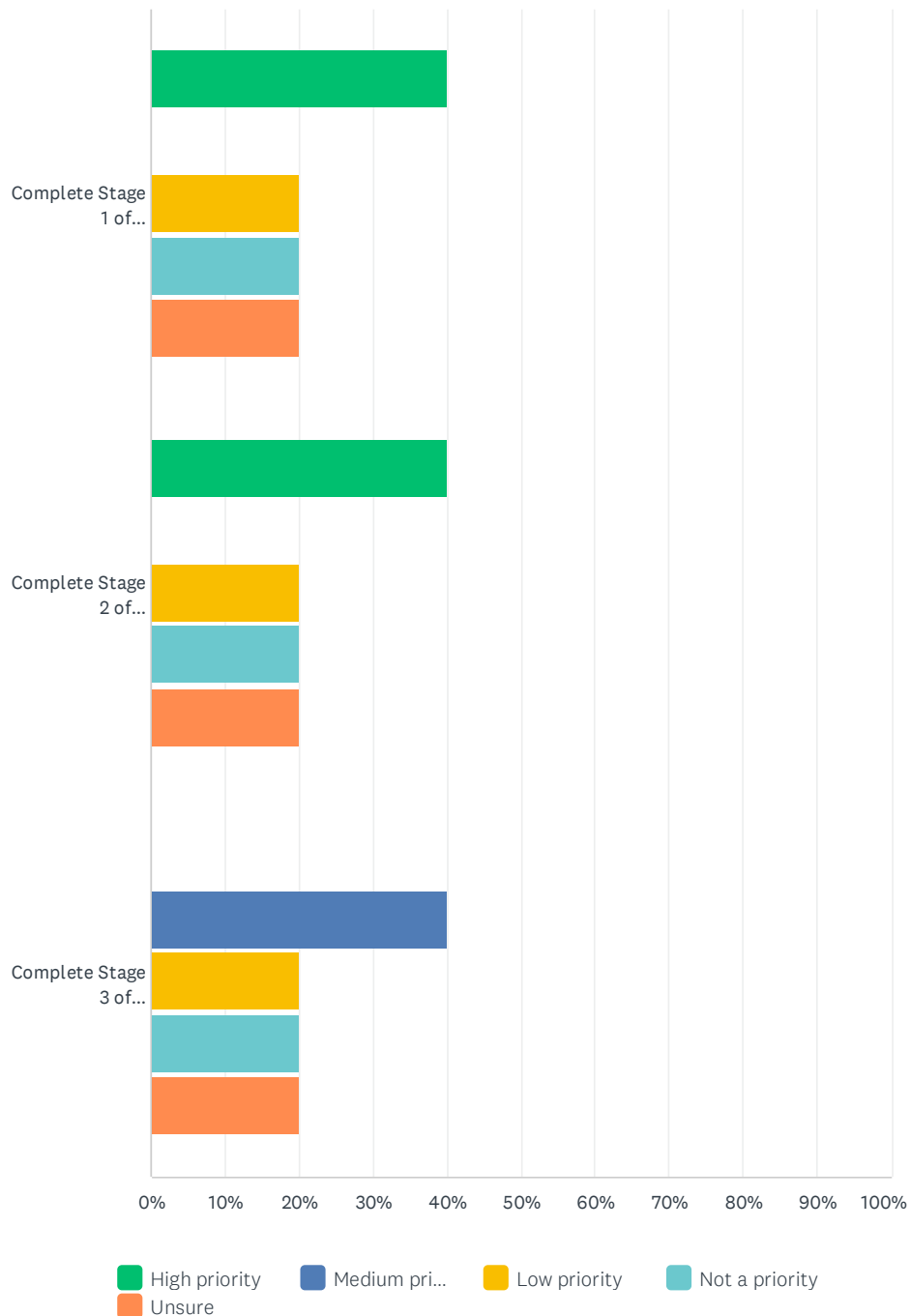
Q17 Are there any other projects that are a priority at Maidstone Park? If so, please describe the project(s) and the reason(s) why it is a priority.

Answered: 1 Skipped: 7

#	RESPONSES	DATE
1	As above. Let clubs or community groups have parcels of land to build clubrooms and allow them to grow.	11/18/2021 11:34 AM

Q18 Please rate the priority of recommended projects at the Valley Road Football Centre.

Answered: 5 Skipped: 3



DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Complete Stage 1 of Development Plan - upgrade clubrooms, extend main pitch, pitch lighting (500 lux), new building/grandstand	40.00% 2	0.00% 0	20.00% 1	20.00% 1	20.00% 1	5
Complete Stage 2 of Development Plan - New turf pitch, new change rooms, car parking and fencing	40.00% 2	0.00% 0	20.00% 1	20.00% 1	20.00% 1	5
Complete Stage 3 of Development plan - New grandstands on west and east sides, third pitch	0.00% 0	40.00% 2	20.00% 1	20.00% 1	20.00% 1	5

#	COMMENTS WELCOME:	DATE
1	Spending significant funding to attract a team to use the facility as a training base for the women's world cup is a very short term focus. Money better spent at fix playing surface and infrastructure needs at the Devonport Oval.	11/28/2021 11:09 PM

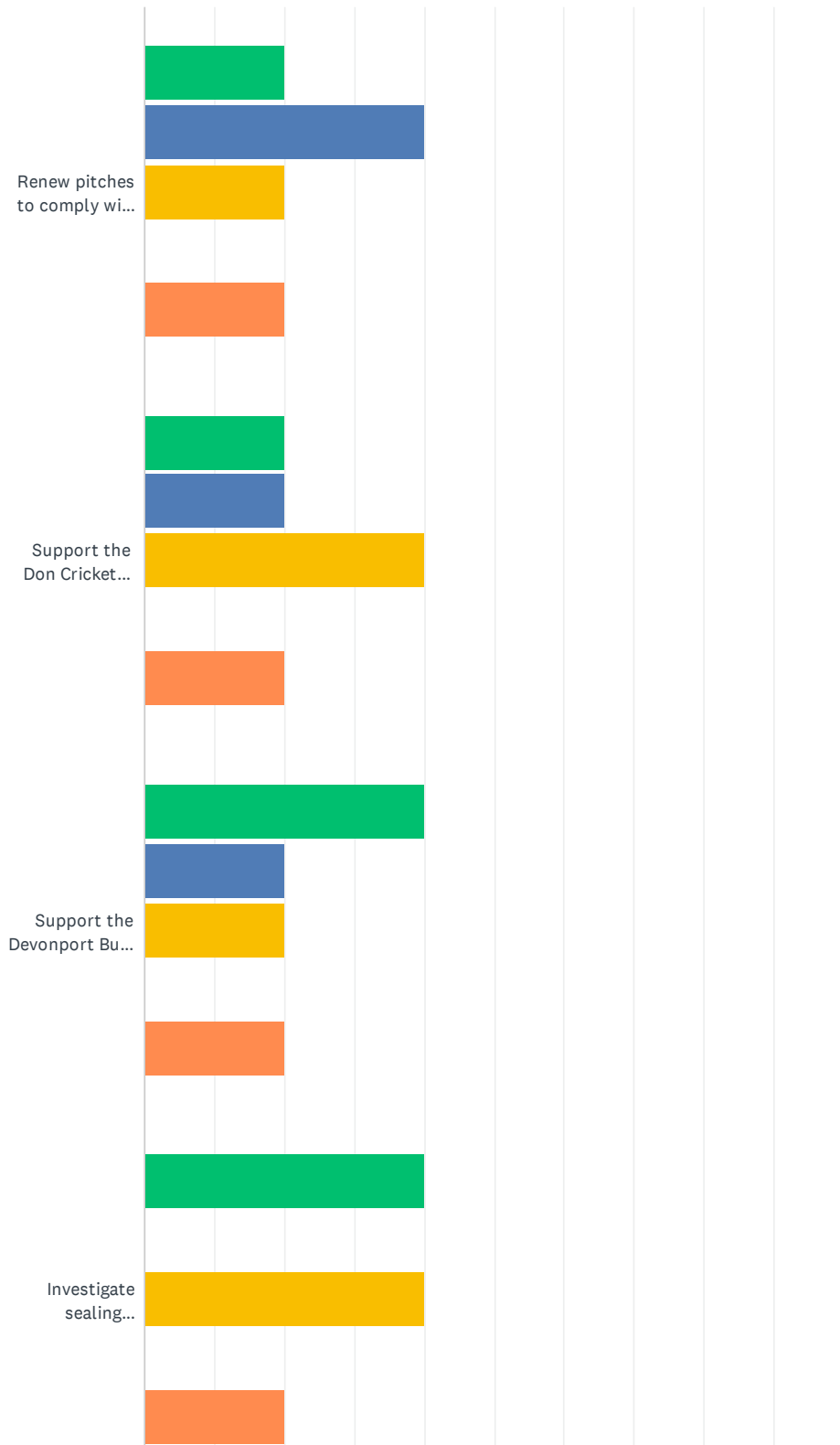
Q19 Are there any other projects that are a priority at the Valley Road Football Centre? If so, please describe the project(s) and the reason(s) why it is a priority.

Answered: 0 Skipped: 8

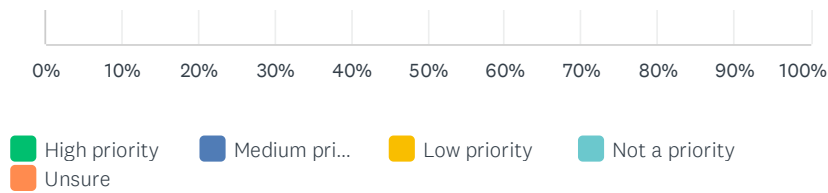
#	RESPONSES	DATE
	There are no responses.	

Q20 Please rate the priority of recommended projects at the Don Recreation Ground.

Answered: 5 Skipped: 3



DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY



	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Renew pitches to comply with Cricket Australia's new junior format guidelines (2.4-2.8m wide)	20.00% 1	40.00% 2	20.00% 1	0.00% 0	20.00% 1	5
Support the Don Cricket Club to seek funds for upgrades, such as storage for playing equipment, kitchen upgrade, roof replacement, replace training nets	20.00% 1	20.00% 1	40.00% 2	0.00% 0	20.00% 1	5
Support the Devonport Bulls Rugby Club with seeking funds to improve Rugby facilities, such as lighting	40.00% 2	20.00% 1	20.00% 1	0.00% 0	20.00% 1	5
Investigate sealing overflow carpark	40.00% 2	0.00% 0	40.00% 2	0.00% 0	20.00% 1	5

#	COMMENTS WELCOME:	DATE
1	The Devonport Bulls Rugby club has trained under the same lights for 20+ years. They were upgraded by the players in 2015 but this was not a full upgrade, just new light fixtures and a couple of new light poles. The Devonport Bulls are currently applying for grants to improve the lighting at the club with the goal of installing lights, that have the capacity to light up the whole ground to Improve the safety of the members during the season. This would also give us an opportunity to play night games. With the rapid growth of their junior programs and games played on Friday afternoons in winter, this would allow our juniors to play games later or in the case of 7s rugby allow for the club to host larger tournaments.	10/29/2021 9:27 AM

Q21 Are there any other projects that are a priority at the Don Recreation Ground? If so, please describe the project(s) and the reason(s) why it is a priority.

Answered: 0 Skipped: 8

#	RESPONSES	DATE
	There are no responses.	

DRAFT Sports Infrastructure Master Plan 2035 - CLUB SURVEY

Q22 Are there any further comments your Club would like to make about the draft Devonport Sports Infrastructure Master Plan 2035?

Answered: 1 Skipped: 7

#	RESPONSES	DATE
1	Thank you for all the time and effort that has gone into this plan. We are very grateful and excited to be part of this vibrant community	11/29/2021 8:15 AM

Maidstone Park Management Controlling Authority

Sent: Sunday, 31 October 2021 11:34 AM

Subject: Re: FW: Community Input Invited on the Draft Devonport Sports Infrastructure Master Plan 2035

Hi David Karen Fab; and Annette

Are we M.P.M.C.A. part of representation on this draft plan prior to this I as President have had no input.

I agree with the items for M/Park

In my opinion what is Highly Lacking in the Maidstone Park Plan is the Upgrade of the Main Change Rooms as they are too small for today's use.

And Future Changes with Females Playing Football and Cricket Thought are needed to lift the Change Room up to accommodate the Ladies as well.

Regards Ted

DEVONPORT FOOTBALL CLUB INC.



aflddevonportmagpies@gmail.com

#oneclub est1881

29 November 2021

Ms Carol Bryant,
Executive Officer
Devonport City Council

cbryant@devonport.tas.gov.au

Dear Carol

The Devonport Football Club wishes to advise they are preparing a response for consideration as part of the Draft Sports Master Plan consultation period.

In considering our response it was apparent that the needs of the DFC would be best considered in consultation with the other Devonport Oval & Byard user groups.

To that end we have held a meeting with representatives of the existing users of the Oval and Byard Park to gain feedback on several issues. In addition, we have also sought feedback from potential new tenants, including the Devonport Basketball Club.

We are currently preparing a joint presentation from the User Groups for Council consideration and would request the opportunity to present to Council at the next available opportunity.

We look forward to the opportunity to discuss further.

Yours sincerely

A handwritten signature in blue ink, appearing to be 'Brendan Clark'.

Brendan Clark
Vice President DFC
Chair of the Oval Byard User Group Committee

DEVONPORT FOOTBALL CLUB INC.



aflddevonportmagpies@gmail.com

#oneclub est1881

6 December 2021

Ms Carol Bryant,
Executive Officer
Devonport City Council
cbryant@devonport.tas.gov.au

Dear Carol

Further to our recent discussions we wish to provide this feedback as part of the Draft Sports Master Plan consultation process.

As you are aware the DFC has been actively involved in working with the existing Devonport Oval & Byard Park user groups in preparing a joint submission to council for the future of the precinct. This feedback is consistent with that proposal but provides some further detail on issues specific to the Devonport Football Club and AFL participation.

Please do not hesitate to contact us if you have any questions.

We look forward to the opportunity to continue to work with Council as they finalise their plans for these important sporting facilities.

Yours sincerely

Brendon Clark
Vice President DFC
Chair of the Oval Byard User Group Committee

Feedback DCC Sports Master Plan DFC & AFL Specific Feedback

1. Participation & Growth Prospects

Current Participation

- Based on DCC data AFL is the 6th ranked participation sport in Devonport compared to #2 nationally – highlighting a potential data reliability issue.
- DCC Report noted AFL did not include juniors, while comparison numbers for basketball and soccer appear to have included junior competitions, potentially even school competitions.
- Estimate another 130-150 junior players in Auskick & mini league programs not included in report.

Past Growth Rates

- AFL is a high growth sport on all measures.
- 19% over the 3 years 2016 -2019 as per DCC report, equal with cricket as the fastest growing major sport per DCC report.
- Independent sources of National & State data is arguably more representative of trends and growth opportunities / challenges for the respective sports.
- AFL Tas Future Pathways Report released in September 2021 is one source of relevant data
This report found:
 - AFL growth in the North-West at 39% over the 5 year period
 - Participation growth is ahead of population growth in the NW
 - Devonport participation rate of 2.03% of population vs 3.33% for NW, identifies scope to increase Devonport relative to other regions.
- Lower than average participation rate in Devonport could reflect substandard facilities in Devonport in comparison to other NW and Tasmanian towns and cities.

Future Growth Rate

- Tasmania is an AFL heartland state.
- Current growth achieved despite structural issues in Tasmanian AFL system over many years.
- Renewed AFL focus in Tasmania, partly attributable to pending announcement re AFL Team, is expected to drive above current trend increases in the participation rates over the long term.
- Growth expected to continue (regardless of AFL Tasmanian team outcome) due to several factors:
 - Renewed focus on school and Auskick programs
 - Further growth in female participation as facilities improve
 - Improved safety awareness and protocols e.g. concussion management, reducing perceived participation risk
 - Success of local DFC team and strength of junior programmes at DFC
 - DFC One Club positioning and increasing level of community engagement
 - Current low participation in Devonport relative to NW rates

2. General Feedback on DCC Sports Master Plan

The DFC supports the joint submission prepared by the existing Devonport Oval / Byard Park User Groups to build a premier multi-sport precinct at the existing sites.

Site Master Plan

- It is the strong view of the DFC & the existing user groups that the site master plan should aim to merge the existing Byard Park & Devonport Oval into one precinct.
- Key features/benefits would include:
 - Partial closure of James Street to allow for Byard and Oval to be merged into one precinct.
 - Rationalization of general amenities, greater cost / benefit of upgrades to shared facilities.
 - Utilise existing excess land to include a 3rd major co-tenant.
 - Gain broader community support by improving utilisation for a wider range of events & community groups.
 - Would allow for rationalization of existing DCC sites / assets.

Multi-Purpose Buildings

- The DFC supports the proposal for a new :
 - Shared Function & Community Centre
 - Multi-sport indoor centre & indoor stadium
- Feasibility on multi-purpose building needs to be completed alongside site master plan development. The proposed facilities will have a significant impact on site master plan design.
- New building's would incorporate both participation and supporting facilities.
- Multi-tenant utilization would enable shared operating and ownership model to be developed.
- Shared operating model improves financial viability by sharing operating costs across a wider group of users and reducing the financial burden away from Council.
- Shared meeting, administration & utility rooms for various clubs to utilize
- Potentially incorporating a Devonport Sporting Museum / Hall of Fame where clubs could display historically significant sports memorabilia. Would increase user groups involvement and generate broader community support.
- Potential to include commercial tenants in complementary sport, health and recreation sectors to improve utilization and financial viability e.g. Allied health, OT's, health and well-being businesses etc.
- Shared high performance facilities that could be utilized by both elite programs & the community groups on a user pay basis.

3. Specific DFC / AFL Needs

In addition to supporting the User Group proposal the DFC has identified the following AFL specific needs – all of which they believe should be considered **high / short term priorities**.

1. Oval Drainage and Surface

- Current Oval surface drainage issue is a major safety risk
- Surface is not fit for purpose and well below standard of NWFL ovals and TSL grounds
- Constantly waterlogged with large areas of mud in concentrated areas across the oval
- Not just centre square issues with eastern wing a particularly poor area.
- Turf movements under foot with players being caught in turf at risk of serious injury.
- Serious risk of injury to participants is a breach of duty of care by both DFC and DCC
- Adversely impacts participation. Winter sport is already challenging without being expected to play in mud and contend with the hygiene issues, including odour coming from ground for most of the season. Significant deterrent to new participants.
- Surface reduces standard of AFL at the ground and impacts on skill development
- Also a cricket issue with oval condition at end of AFL season currently delaying start of cricket season and reducing utilisation

2. Byard Park Redevelopment

Increasing participation requires Byard Park to be utilized as both a training and competition venue for both junior and senior AFL games .

i. Development of 2 Full Size Ovals

- Development of 2 full size Ovals necessary to cope with future growth needs. One dedicated for all year access for both cricket and AFL.
- Both adaptable to either sport to enable hosting of tournaments, carnivals, and multiple game events.

ii. Lights for Winter Utilisation

- Lights suitable for winter utilization on at least one oval.
- Lights at Byard would have an immediate impact on facility utilisation during April to September.
- Assist in preserving the Devonport Oval surface during winter

iii. Existing Byard Facility & Infrastructure

- Needs complete upgrade with needs to be determined as part of Site Master Plan.
- Fencing of Ovals considered necessary for risk management purposes

3. Devonport Oval General Infrastructure and Facility Renewal

- Majority of existing facility is badly in need of renewal.
- Short term priorities need to be assessed in context of Site Master Plan
- Key areas of need include:
 - Entrance & ticket booths
 - Public Amenities
 - Universal access to spectator and competition areas
 - Renewal plan for grandstands – both short term renewal and longer term replacement options should be considered.

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Q1 What are your contact details (optional)

Answered: 4 Skipped: 0

ANSWER CHOICES	RESPONSES
Name	100.00% 4
Email	100.00% 4
Phone/mobile	100.00% 4
Organisation	100.00% 4

#	NAME	DATE
1	Matthew Bulkeley	12/8/2021 2:01 PM
2	Anthony Osborn	11/11/2021 9:02 AM
3	Leon Barnett	10/29/2021 3:32 PM
4	Chris McCoy	10/29/2021 9:10 AM
#	EMAIL	DATE
1	ceo@footballtasmania.com.au	12/8/2021 2:01 PM
2	anthony.osborn@afl.com.au	11/11/2021 9:02 AM
3	leonb@westnet.com.au	10/29/2021 3:32 PM
4	chris.mccoy@basketballtas.com.au	10/29/2021 9:10 AM
#	PHONE/MOBILE	DATE
1	0409 669 517	12/8/2021 2:01 PM
2	0447 317 922	11/11/2021 9:02 AM
3	+61488546040	10/29/2021 3:32 PM
4	+61414671904	10/29/2021 9:10 AM
#	ORGANISATION	DATE
1	Football Tasmania	12/8/2021 2:01 PM
2	AFL Tasmania	11/11/2021 9:02 AM
3	Devonport Squash Club/President	10/29/2021 3:32 PM
4	Basketball Tasmania	10/29/2021 9:10 AM

DRAFT Sports Infrastructure Master Plan 2035 - SSO SURVEY

Q2 Given the first consultation phase was conducted over 12 months ago in September 2020, are there any significant changes to the growth or direction of your Sport or Organisation that may impact the Master Plan (positive or negative)?

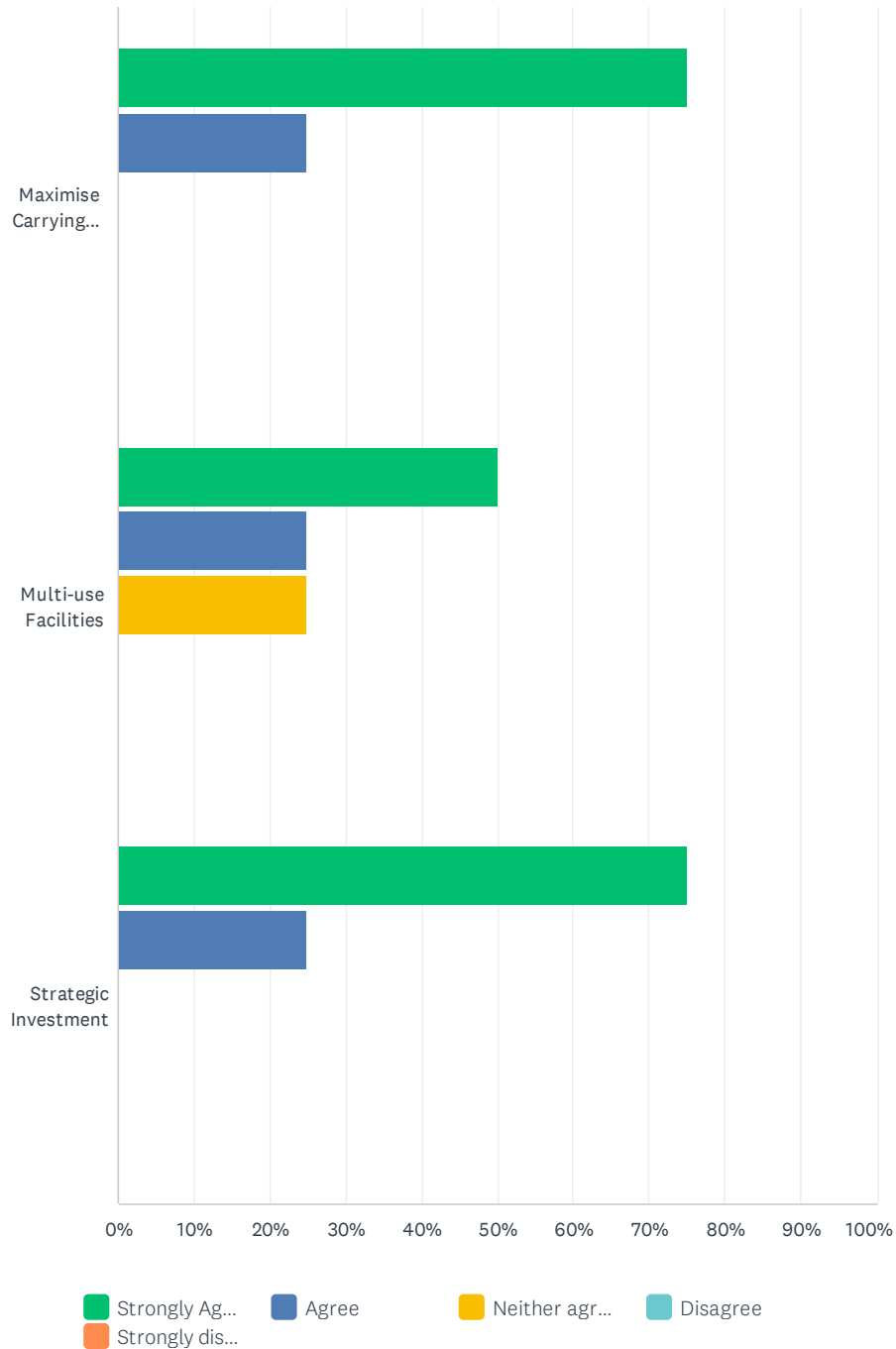
Answered: 4 Skipped: 0

#	RESPONSES	DATE
1	The 2021 season saw an increase of almost 5% in the participant numbers at DJSA. The FIFA World Cup 2022 will be held in December next year and the Women's World Cup will follow in July 2023. We would expect significant growth off the back of these events – especially if we are able to secure Valley Rd as a Base Camp for the Women's World Cup. Football Tasmania continue to strive for further growth including a focus on our annual player recruitment campaigns. We are also working on other competition and football opportunities for youth aged players to ensure we are providing options for people of all abilities and commitment levels. In terms of futsal, we have seen very large growth across the state in 2021 of more than 23%. We are committed to providing futsal competitions in Devonport and surrounds and so would welcome upgrades to and more access to indoor facilities.	12/8/2021 2:02 PM
2	No. Football participation in Tasmania has bounced back strongly following a COVID-interrupted 2020 year though.	11/24/2021 1:24 PM
3	Squash in Devonport is well established, and the courts are considered very highly with the National body (Squash Australia), and the Professional Squash Association. To help the further growth to the sport the centre would benefit with an increase in courts by two preferably all glass back, with most having a mobile side wall to enable double squash to be played, more spectator viewing and ability to live stream.	10/29/2021 3:46 PM
4	The growth of basketball has accelerated further over the last 12 months and we expect this to continue at a high percentage with the commencement of the Tasmanian Jack Jumpers in the National Basketball League.	10/29/2021 9:11 AM

DRAFT Sports Infrastructure Master Plan 2035 - SSO SURVEY

Q3 Do you agree with each Guiding Principle?

Answered: 4 Skipped: 0



DRAFT Sports Infrastructure Master Plan 2035 - SSO SURVEY

	STRONGLY AGREE	AGREE	NEITHER AGREE OR DISAGREE	DISAGREE	STRONGLY DISAGREE	TOTAL
Maximise Carrying Capacity	75.00% 3	25.00% 1	0.00% 0	0.00% 0	0.00% 0	4
Multi-use Facilities	50.00% 2	25.00% 1	25.00% 1	0.00% 0	0.00% 0	4
Strategic Investment	75.00% 3	25.00% 1	0.00% 0	0.00% 0	0.00% 0	4

#	COMMENTS WELCOME:	DATE
1	We would agree with these principles however note that the practicalities around shared used facilities can be challenging, especially for Councils.	12/8/2021 2:02 PM

Q4 Please rate the priority of projects recommended at Meercroft Park.

Answered: 3 Skipped: 1



DRAFT Sports Infrastructure Master Plan 2035 - SSO SURVEY

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

■ High priority
 ■ Medium pri...
 ■ Low priority
 ■ Not a priority
■ Unsure

	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Light (training standard) at least one field	33.33% 1	0.00% 0	0.00% 0	33.33% 1	33.33% 1	3
Determine need for fencing on road boundaries	33.33% 1	0.00% 0	0.00% 0	33.33% 1	33.33% 1	3
Upgrade NW Hockey Centre - replace turf, upgrade changerooms, player dugouts, , more spectator seating, player dugouts etc	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2
Tennis Club upgrades - eg playground, paths, court resurfacing	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2

#	COMMENTS WELCOME	DATE
1	The new amenities building at Meercroft is excellent and we thank DCC for their project management of this. Ensuring the facility is as safe as possible through fencing is important. The benefits of some lighting would be significant.	12/8/2021 2:02 PM
2	Not applicable for Australian Football.	11/24/2021 1:48 PM

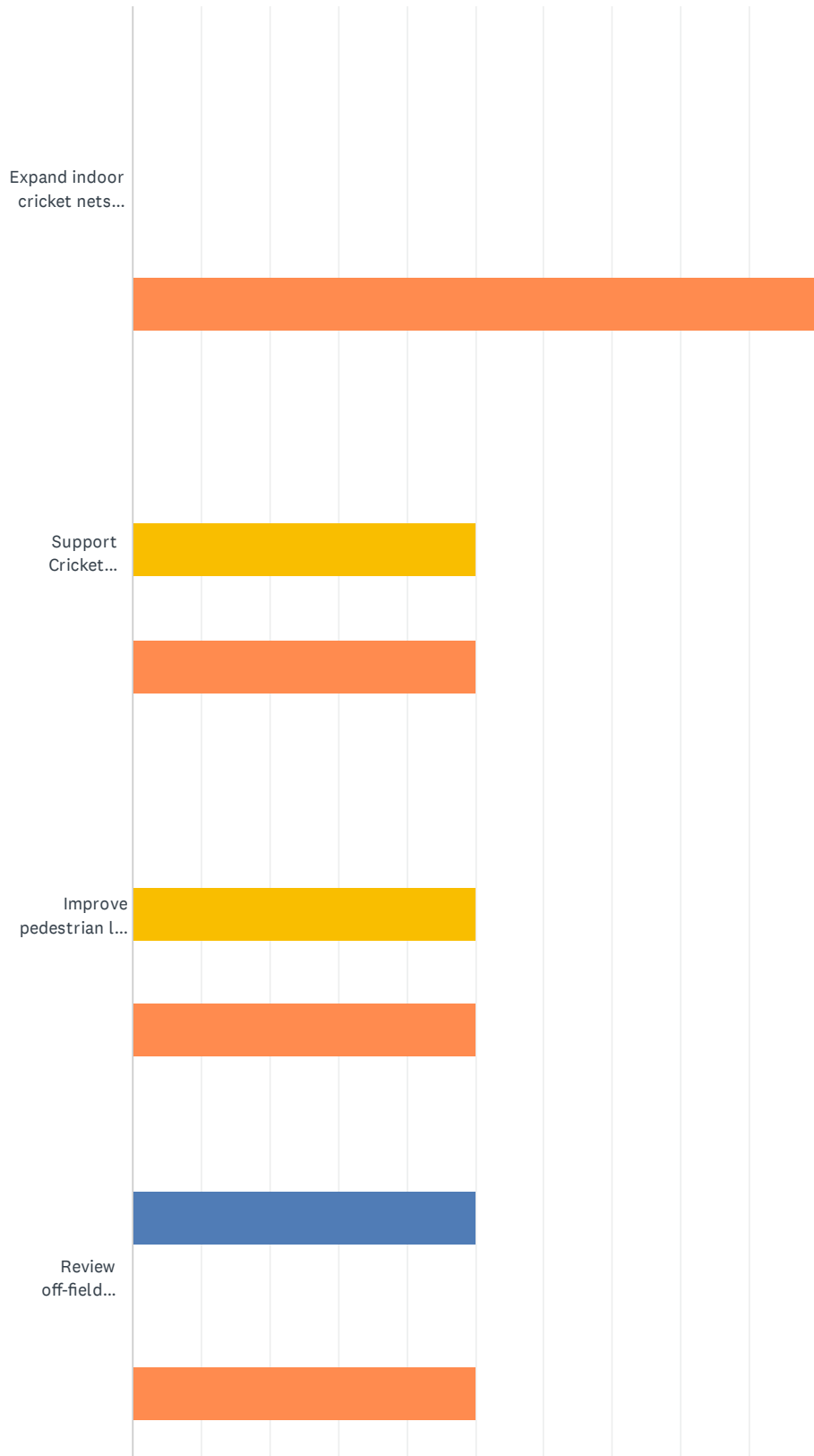
Q5 Are there any other projects that are a priority at Meercroft Park? If so, please describe the project(s) and the reason(s) why it is a priority.

Answered: 0 Skipped: 4

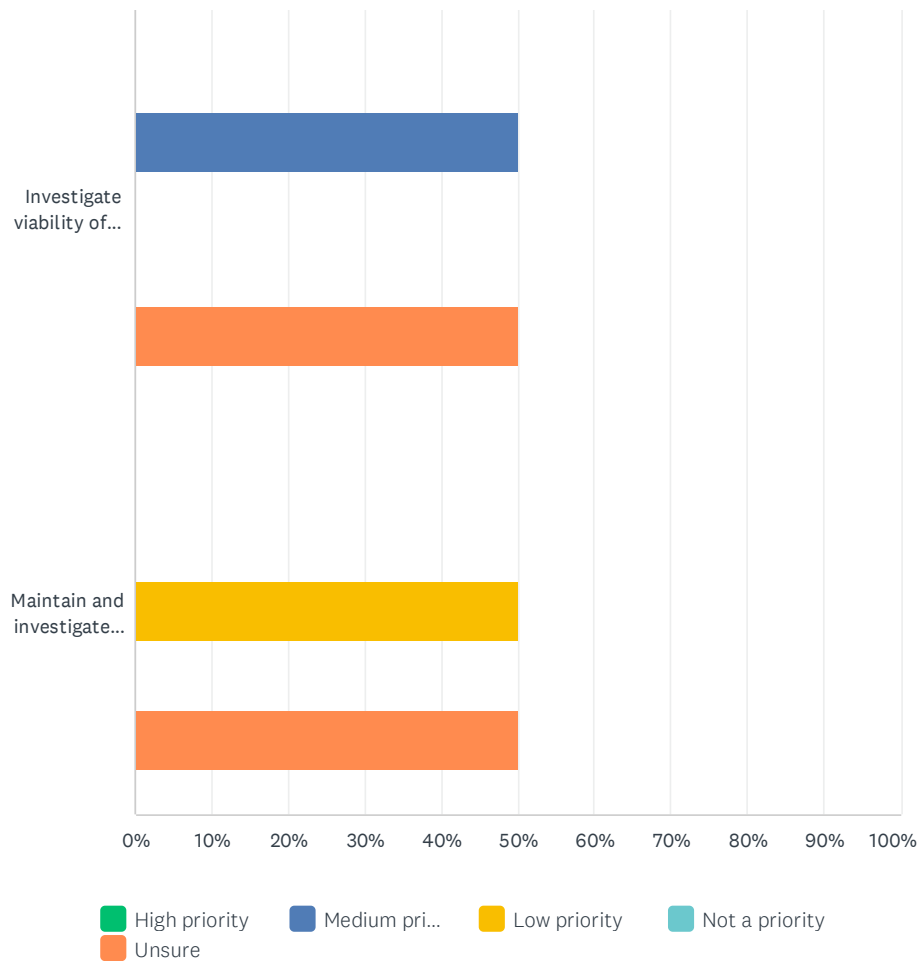
#	RESPONSES	DATE
	There are no responses.	

Q6 Please rate the priority of projects recommended at Devonport Oval.

Answered: 2 Skipped: 2



DRAFT Sports Infrastructure Master Plan 2035 - SSO SURVEY



	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Expand indoor cricket nets and integrate emerging sports such as indoor cricket	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Support Cricket Tasmania to develop a high-performance indoor training centre	0.00% 0	0.00% 0	50.00% 1	0.00% 0	50.00% 1	2
Improve pedestrian link to Byard Park	0.00% 0	0.00% 0	50.00% 1	0.00% 0	50.00% 1	2
Review off-field amenities such as viewing areas, public toilets, entry points, car parking	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2
Investigate viability of constructing shared club rooms and function centre for all user groups	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2
Maintain and investigate possible improvements to cycling track eg safety fencing, track resurfacing	0.00% 0	0.00% 0	50.00% 1	0.00% 0	50.00% 1	2

#	COMMENTS WELCOME:	DATE
1	A review of off-field amenities, primarily public toilets and viewing areas would be welcomed.	11/24/2021 1:49 PM

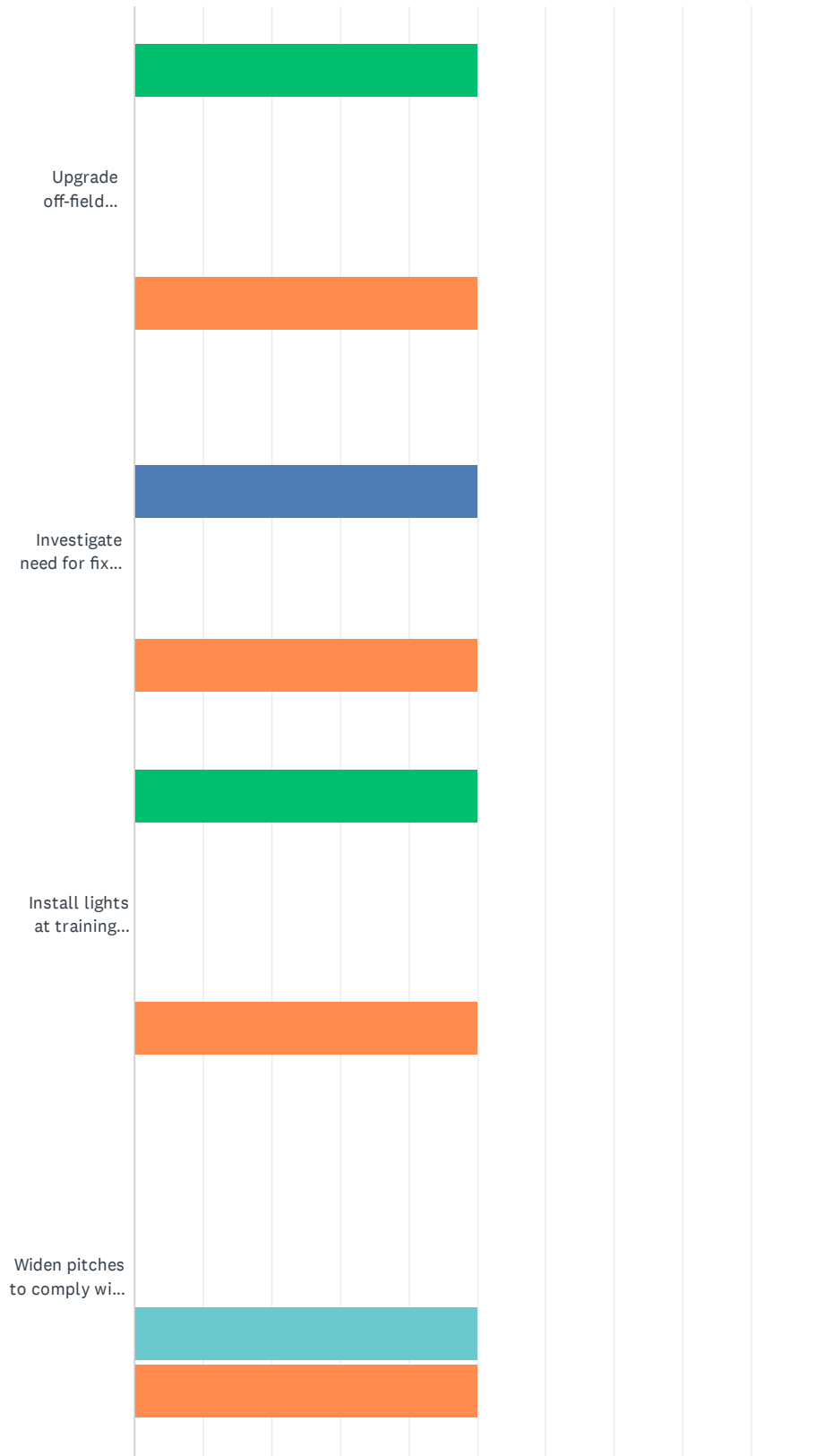
Q7 Are there any other projects that are a priority at Devonport Oval? If so, please describe the project(s) and the reason(s) why it is a priority.

Answered: 0 Skipped: 4

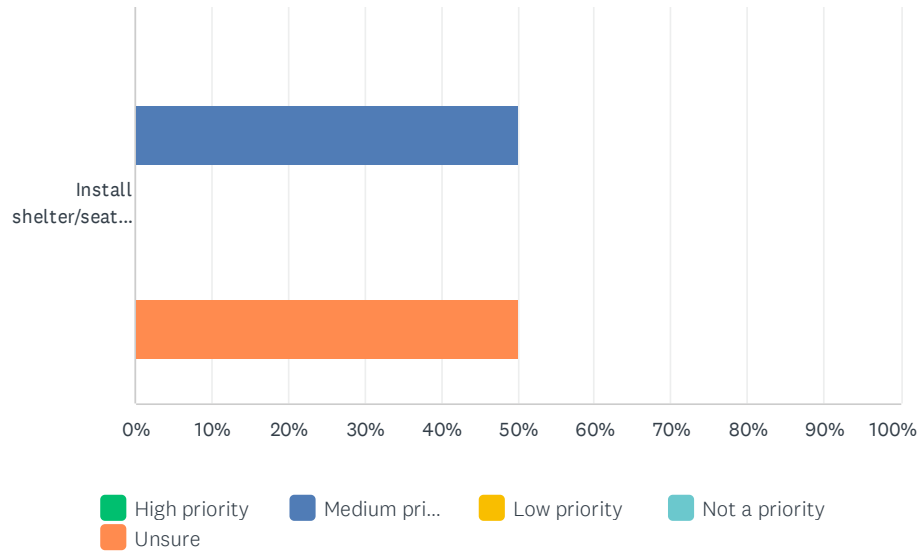
#	RESPONSES	DATE
	There are no responses.	

Q8 Please rate the priority of projects recommended at Byard Park.

Answered: 2 Skipped: 2



DRAFT Sports Infrastructure Master Plan 2035 - SSO SURVEY



	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Upgrade off-field amenities - gender neutral change rooms, all abilities access, clubroom expansion	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	2
Investigate need for fixed or portable fencing on Gunn and George St boundaries	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2
Install lights at training standard (140-150 lux) on one oval	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	2
Widen pitches to comply with Cricket Australia's new junior format guidelines (2.4-2.8 m wide)	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2
Install shelter/seating around ground	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2

Q9 Are there any other projects that are a priority at Byard Park? If so, please describe the project(s) and the reason(s) why it is a priority.

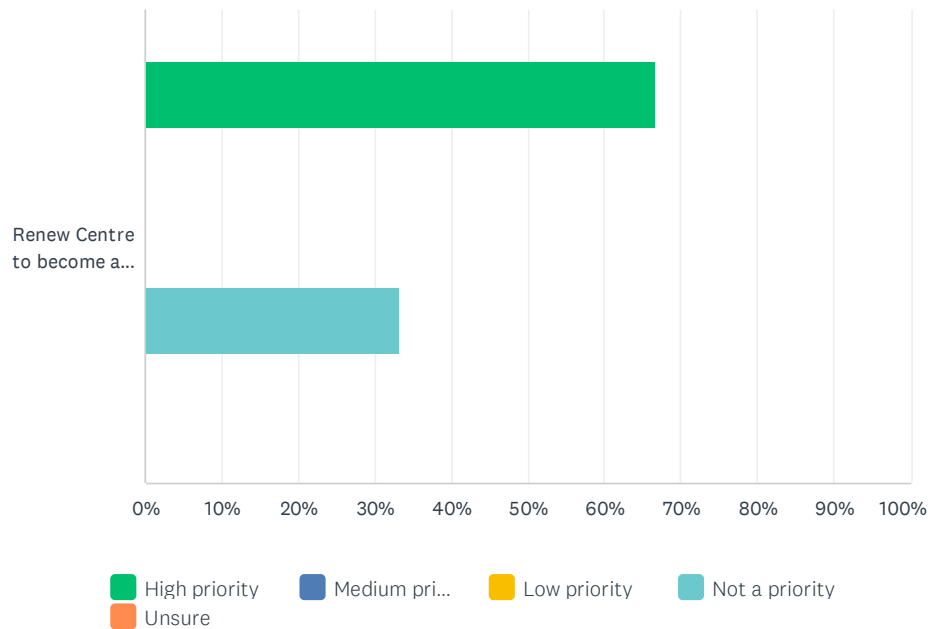
Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

DRAFT Sports Infrastructure Master Plan 2035 - SSO SURVEY

Q10 Please rate the priority of this project recommended at Devonport Recreation Centre.

Answered: 3 Skipped: 1



	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Renew Centre to become a contemporary integrated indoor sport, recreation and community space	66.67% 2	0.00% 0	0.00% 0	33.33% 1	0.00% 0	3

#	COMMENTS WELCOME:	DATE
1	To continue the growth of the Squash Centre and to continue the ability to host major National and International events much needed Double Squash Courts , all Glass Back and the need to increase spectator viewing areas is important to maintain our standing with the sports National Body and the Professional Squash Association.	10/29/2021 3:58 PM
2	Basketball Tasmania strongly supports a new facility at the Devonport Recreation Centre site. Basketball has a strong presence at the current facility however a new facility will drive activity to new levels and open up further opportunities with benefits flowing to the city with tourism spend.	10/29/2021 9:15 AM

Q11 Are there any other projects that are a priority at the Devonport Recreation Centre? If so, please describe the project(s) and the reason(s) why it is a priority.

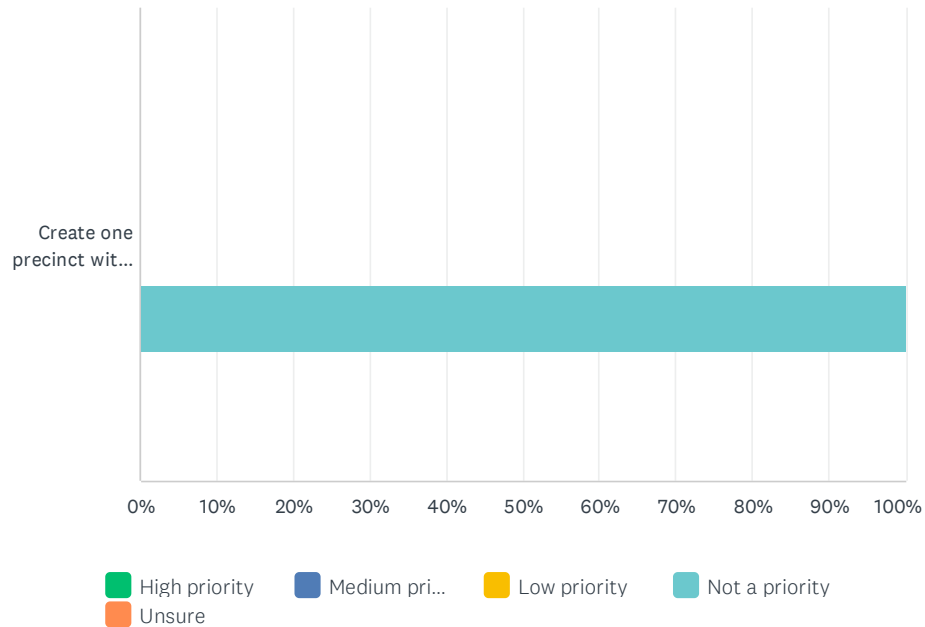
Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

DRAFT Sports Infrastructure Master Plan 2035 - SSO SURVEY

Q12 Please rate the priority of the recommended project at EDR&FC and Girdlestone Park.

Answered: 2 Skipped: 2



	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Create one precinct with additional indoor and outdoor multi-use spaces delivering integrated sports & community activities	0.00% 0	0.00% 0	0.00% 0	100.00% 2	0.00% 0	2

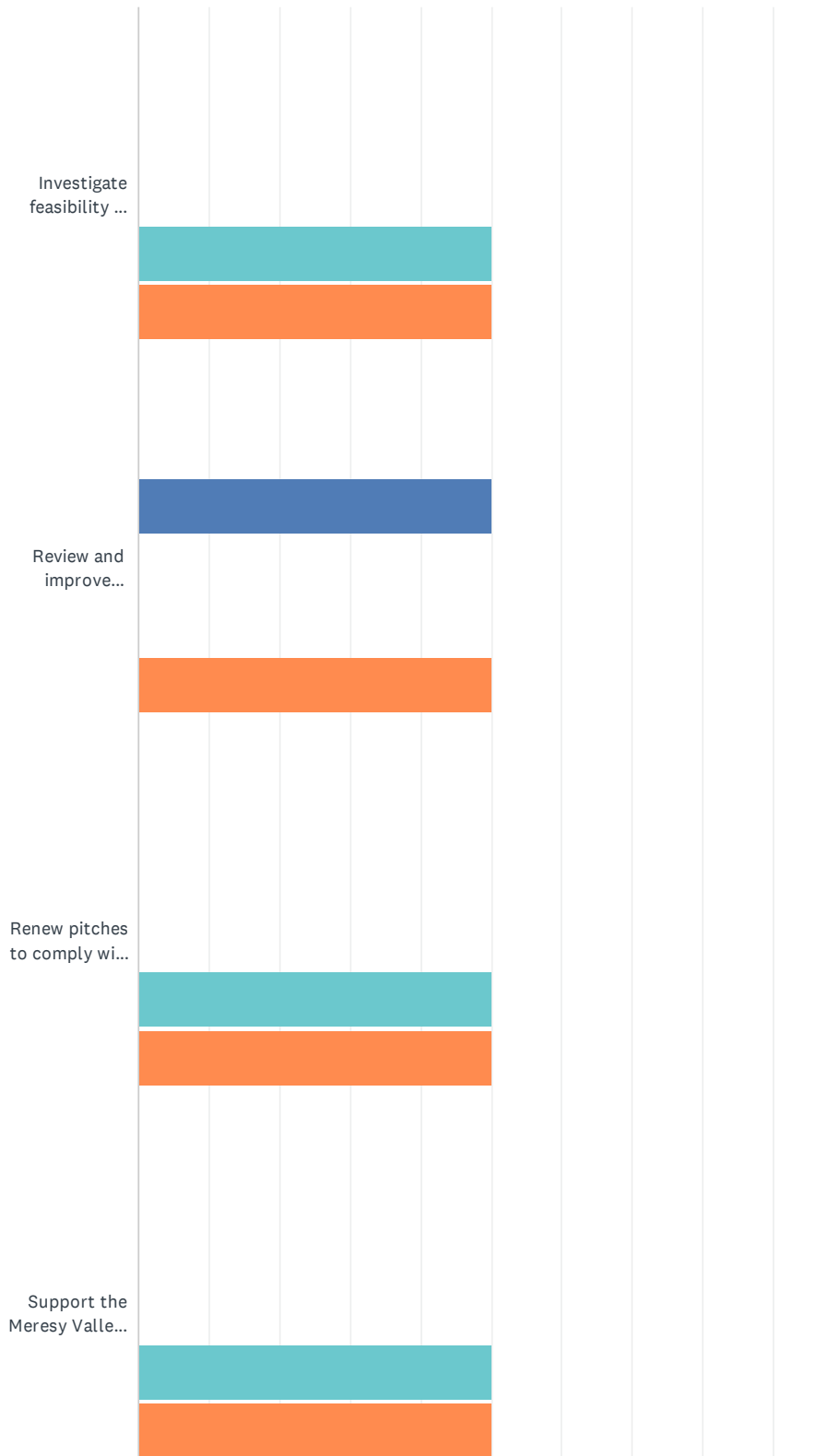
Q13 Are there other projects that are a priority at East Devonport Recreation & Function Centre and Girdlestone Park? If so, please describe the project(s) and the reason(s) why it is a priority.

Answered: 0 Skipped: 4

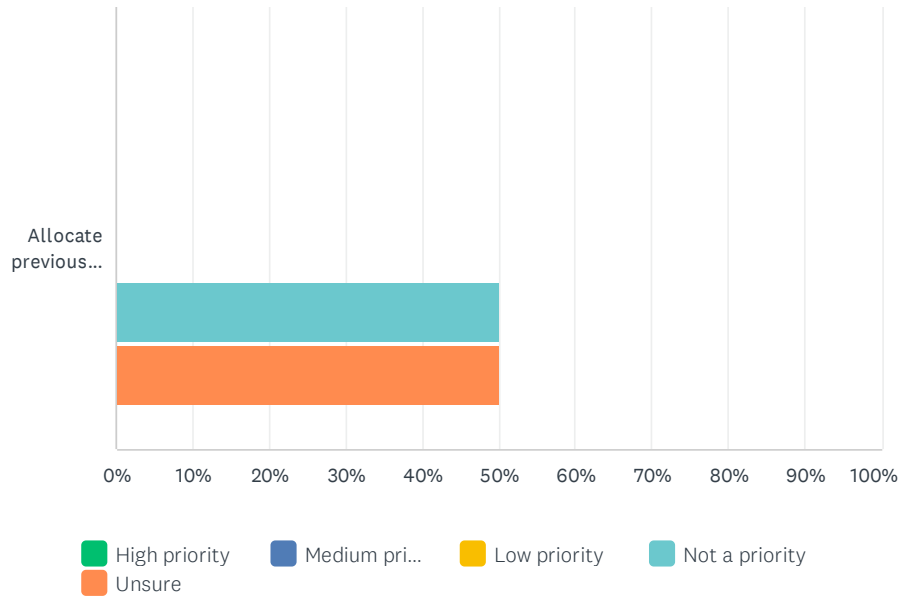
#	RESPONSES	DATE
	There are no responses.	

Q14 Please rate the priority of recommended projects at Maidstone Park.

Answered: 2 Skipped: 2



DRAFT Sports Infrastructure Master Plan 2035 - SSO SURVEY



	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Investigate feasibility of a new multi-use stadium at the Devonport Netball Centre	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2
Review and improve off-field amenities such as public toilets, playground, major recreational paths, entry points, carparking	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2
Renew pitches to comply with Cricket Australia's new junior format guidelines (2.4-2.8m wide)	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2
Support the Meresy Valley Pony Club with seeking funds for arena and facility upgrades	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2
Allocate previous baseball diamond and BMX Track to future community recreation use	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2

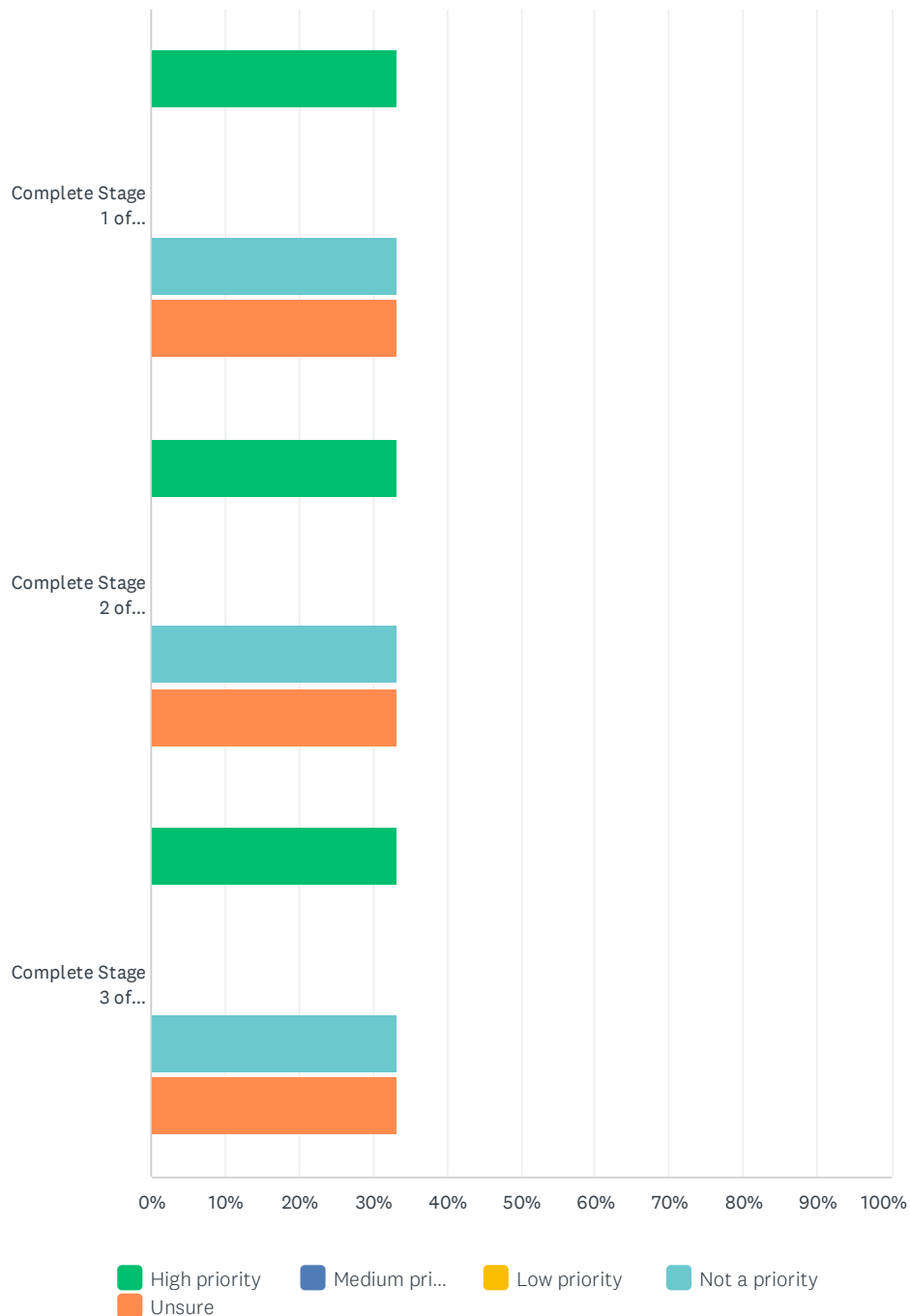
Q15 Are there any other projects that are a priority at Maidstone Park? If so, please describe the project(s) and the reason(s) why it is a priority.

Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

Q16 Please rate the priority of recommended projects at the Valley Road Football Centre.

Answered: 3 Skipped: 1



DRAFT Sports Infrastructure Master Plan 2035 - SSO SURVEY

	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Complete Stage 1 of Development Plan - upgrade clubrooms, extend main pitch, pitch lighting (500 lux), new building/grandstand	33.33% 1	0.00% 0	0.00% 0	33.33% 1	33.33% 1	3
Complete Stage 2 of Development Plan - New turf pitch, new change rooms, car parking and fencing	33.33% 1	0.00% 0	0.00% 0	33.33% 1	33.33% 1	3
Complete Stage 3 of Development plan - New grandstands on west and east sides, third pitch	33.33% 1	0.00% 0	0.00% 0	33.33% 1	33.33% 1	3

#	COMMENTS WELCOME:	DATE
1	The proposed upgrades at Valley Rd will position the facility extremely well for selection as a Base Camp for the FIFA Women's World Cup. This is an opportunity that will not only turbo charge football, but bring other substantial benefits to the city and the region. Unlike some other sports, football does not have a premier regional facility on the north-west coast. These improvements will deliver this for football and ensure that A League (men's and women's), National Youth team matches and camps and latter stage FFA matches can be played at Valley Rd. FT is committed to working with the club and DCC to secure further state and federal government funding for this work, as well as working proactively with Football Australia and FIFA in respect to the WWC opportunity.	12/8/2021 2:03 PM

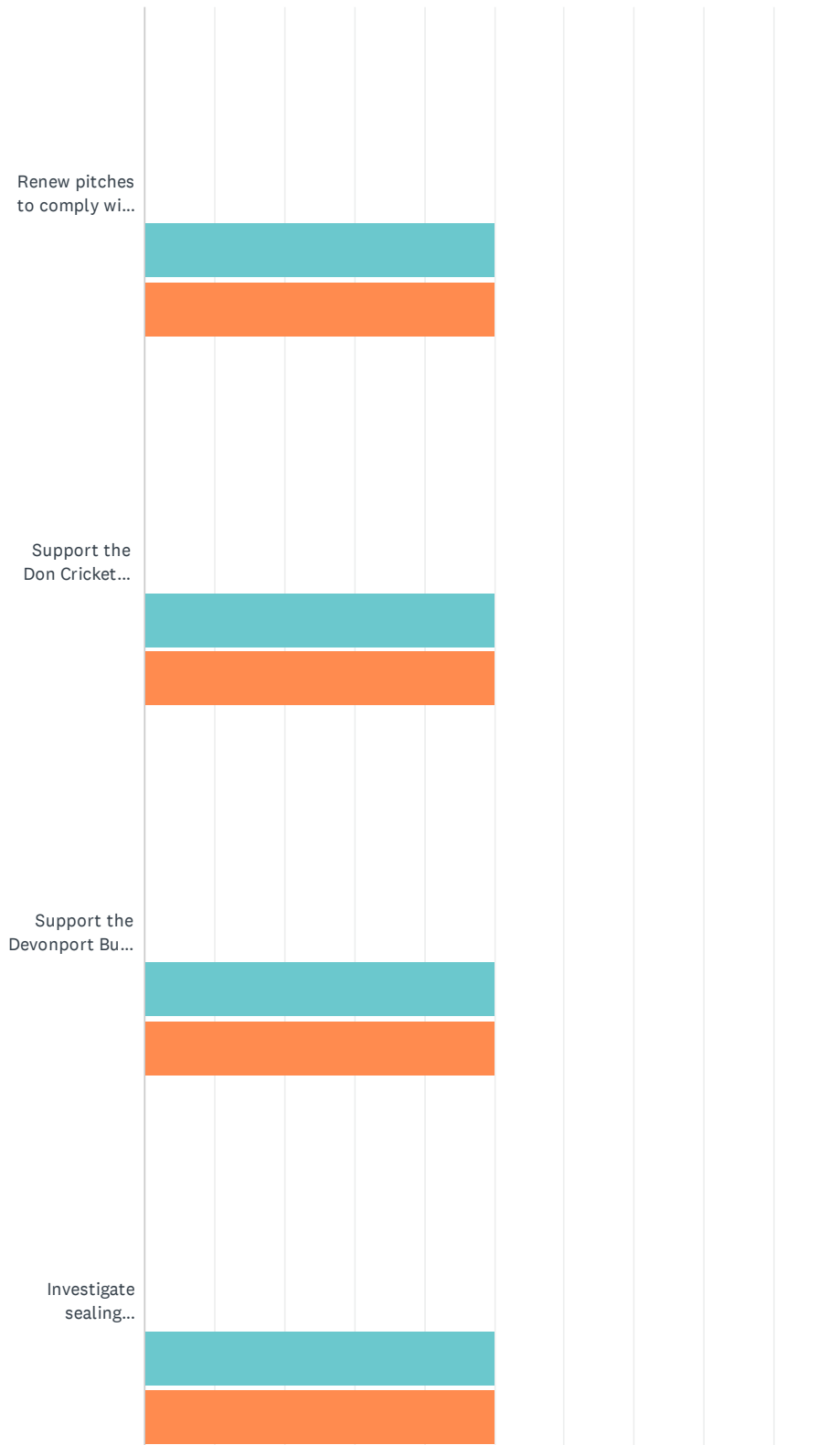
Q17 Are there any other projects that are a priority at the Valley Road Football Centre?If so, please describe the project(s) and the reason(s) why it is a priority.

Answered: 0 Skipped: 4

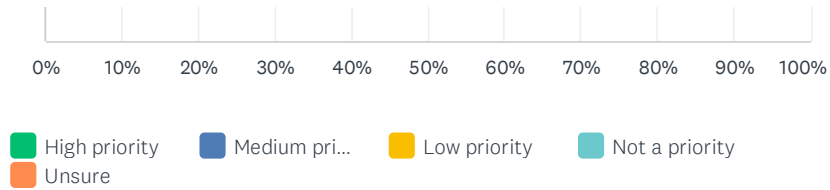
#	RESPONSES	DATE
	There are no responses.	

Q18 Please rate the priority of recommended projects at the Don Recreation Ground.

Answered: 2 Skipped: 2



DRAFT Sports Infrastructure Master Plan 2035 - SSO SURVEY



	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	NOT A PRIORITY	UNSURE	TOTAL
Renew pitches to comply with Cricket Australia's new junior format guidelines (2.4-2.8m wide)	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2
Support the Don Cricket Club to seek funds for upgrades, such as storage for playing equipment, kitchen upgrade, roof replacement, replace training nets	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2
Support the Devonport Bulls Rugby Club with seeking funds to improve Rugby facilities, such as lighting	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2
Investigate sealing overflow carpark	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2

Q19 Are there any other projects that are a priority at the Don Recreation Ground? If so, please describe the project(s) and the reason(s) why it is a priority.

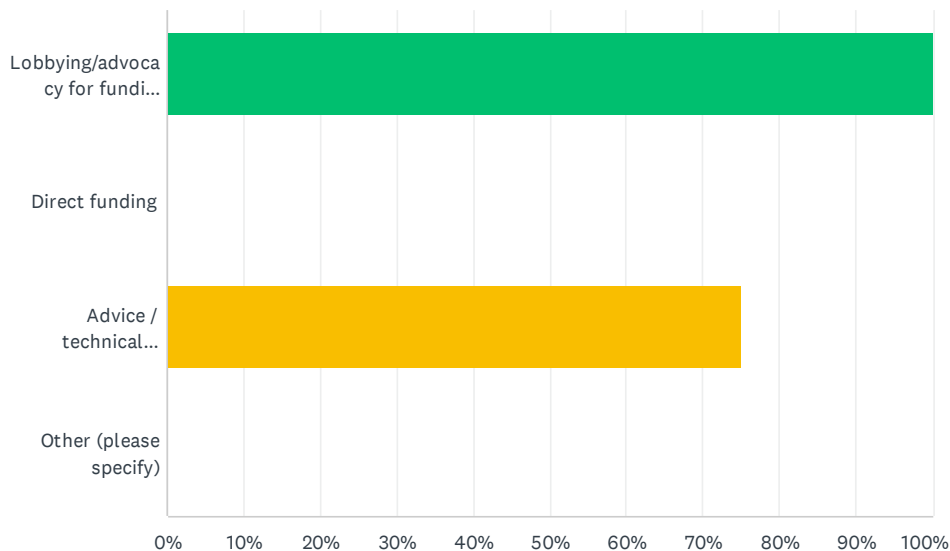
Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

DRAFT Sports Infrastructure Master Plan 2035 - SSO SURVEY

Q20 What, if any, resources can your organisation provide to the Devonport City Council and/or affiliated clubs in Devonport to assist in delivering priority projects related to your sport/organisation? (Mark as many that apply)

Answered: 4 Skipped: 0




ANSWER CHOICES	RESPONSES	
Lobbying/advocacy for funding etc	100.00%	4
Direct funding	0.00%	0
Advice / technical support on project design	75.00%	3
Other (please specify)	0.00%	0
Total Respondents: 4		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q21 Are there any further comments you would like to make about the draft Devonport Sports Infrastructure Master Plan 2035?

Answered: 2 Skipped: 2

#	RESPONSES	DATE
1	An excellent piece of work and we welcome the chance to provide input.	12/8/2021 2:03 PM
2	Squash in Devonport has grown over the years, and yearly runs State, National and International Events. With the adding of two more courts, and making all the courts Glass Backs, would continue to increase the Centre's profile.	10/29/2021 4:06 PM

	<h2 style="text-align: center;">STREET TRADING POLICY</h2>		
POLICY TYPE	POLICY ADOPTED (DATE)	MINUTE NUMBER	POLICY DOCUMENT NUMBER (TRIM):
Council	22 July 2019	153/19	
DOCUMENT CONTROLLER	RESPONSIBLE MANAGER	STRATEGIC PLAN 2009-2030 (STRATEGY REFERENCE)	DATE OF NEXT REVIEW
Risk & Compliance Coordinator	Development Services Manager	4.4 Support a collaborative approach to community safety	July 2023
PURPOSE	<p>The purpose of the Policy is to <u>define Council's approach for implementation of Street Trading By-law No. 1 of 2020:</u></p> <ul style="list-style-type: none"> Provide and manage a safe environment throughout the municipality for all footpath users. This is achieved through the provision and maintenance of continuous accessible paths of travel for all people on all footpaths; Facilitate the appropriate use of footpaths and public areas for the purposes of outdoor dining areas and other footpath activities in the Devonport municipal area; Encourage outdoor dining in Devonport; Facilitate improvement in street vitality, amenity and economic viability of Devonport's business zones; Provide opportunities for shop owners and residents to benefit from pedestrian circulation; and Set a high standard for public safety. 		
SCOPE	<p>This Policy applies to the use of footpaths within Devonport for commercial purposes by any individual, organisation or business unless a duly approved variation is permitted by Council. The Policy should be read in conjunction with Council's Street Trading By-Law and Guidelines for Applicants – Street Trading. <u>street trading in the Devonport municipal area.</u></p> <p>Definition: <u>Street Trading – means selling or offering for sale goods, wares, merchandise or services on a highway or other public place and includes displaying goods, wares or merchandise for the purpose of offering them for sale, inviting offers for sale, soliciting orders or carrying out any other transaction therein, and includes Alfresco Dining but does not include the sale of food by an itinerant vendor under the authority of a temporary food license under the Food Act 2003.</u></p>		
POLICY	<p>1. Application of Policy <u>This Policy should be read in conjunction with Council's Street Trading By-Law No1 of 2020 and Guidelines for Applicants – Street Trading. Street Trading Licenses are required for all premises that are lawfully operating and propose to use Council's footpath or public areas to either establish an outdoor dining area or carry out footpath trading activities.</u> <u>This Policy applies to all,</u></p> <p style="text-align: center;">÷</p> <ul style="list-style-type: none"> Commercial premises; and Food premises within the marked areas of Appendix 1 		

that are lawfully operating and propose to use Council's footpaths or public areas to either:

- establish an outdoor dining area; or
- carry out footpath trading activities within the areas marked in Appendix 1.

~~Any trade displays or street trading activity must make a positive contribution to the character and amenity of the area marked in Appendix 1.~~

Planning for all footpath use and activities is based on the establishment of Footpath Zones. Footpath zones are defined in the Guidelines for Applicants – Street Trading.

Commercial use must not encroach on public use of the footpath or impede access to public seating, other public infrastructure or major pedestrian crossing points. Sight lines for road users must be neither compromised nor restricted and the requirements of the vision and mobility impaired must be ~~taken into account~~considered.

1.1. Public Liability Insurance

An applicant must have current public and products liability insurance for the sum of \$20 million and this must be in a form satisfactory to Council for all activities associated with this policy and Council's By-Law. The Certificate of Currency is to provide a clear statement that acknowledges the insurer is aware of the extension to the business to include on-street trading.

Failure to comply with this requirement will facilitate the immediate removal of Trade Goods, On-street (Alfresco) Dining Furniture and A-Frame Signs.

A licence will not be issued unless the Applicant indemnifies Council against any action, proceeding, judgement, claim, demand, cost, expense, loss or damage for which Council becomes or may become liable in relation to the death or injury to any person or the damage to any property caused by a display authorised by a licence.

1.2. Guidelines

Applications for Street Trading must comply with the requirements of the 'Guidelines for Applicants' and be in the approved form: Street Trading License Registration/Renewal | Devonport City Council.

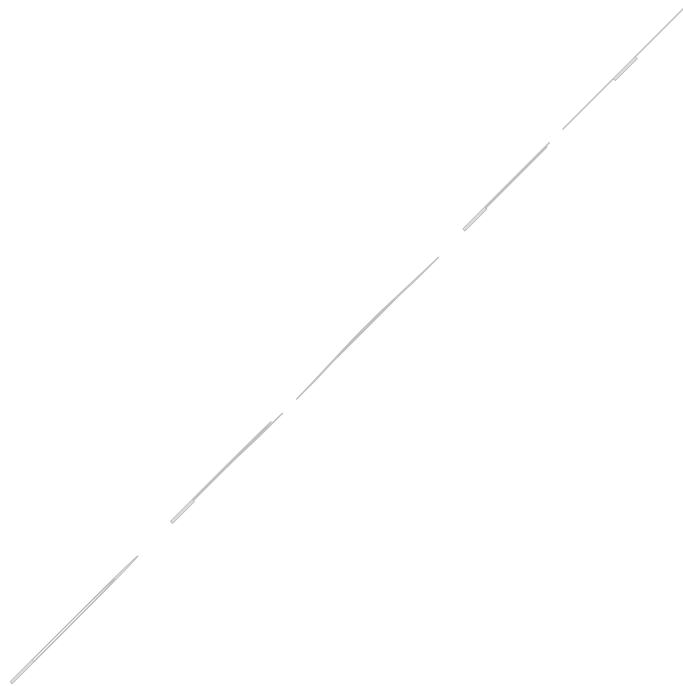
1.3. Street Trading Licence Application Requirements

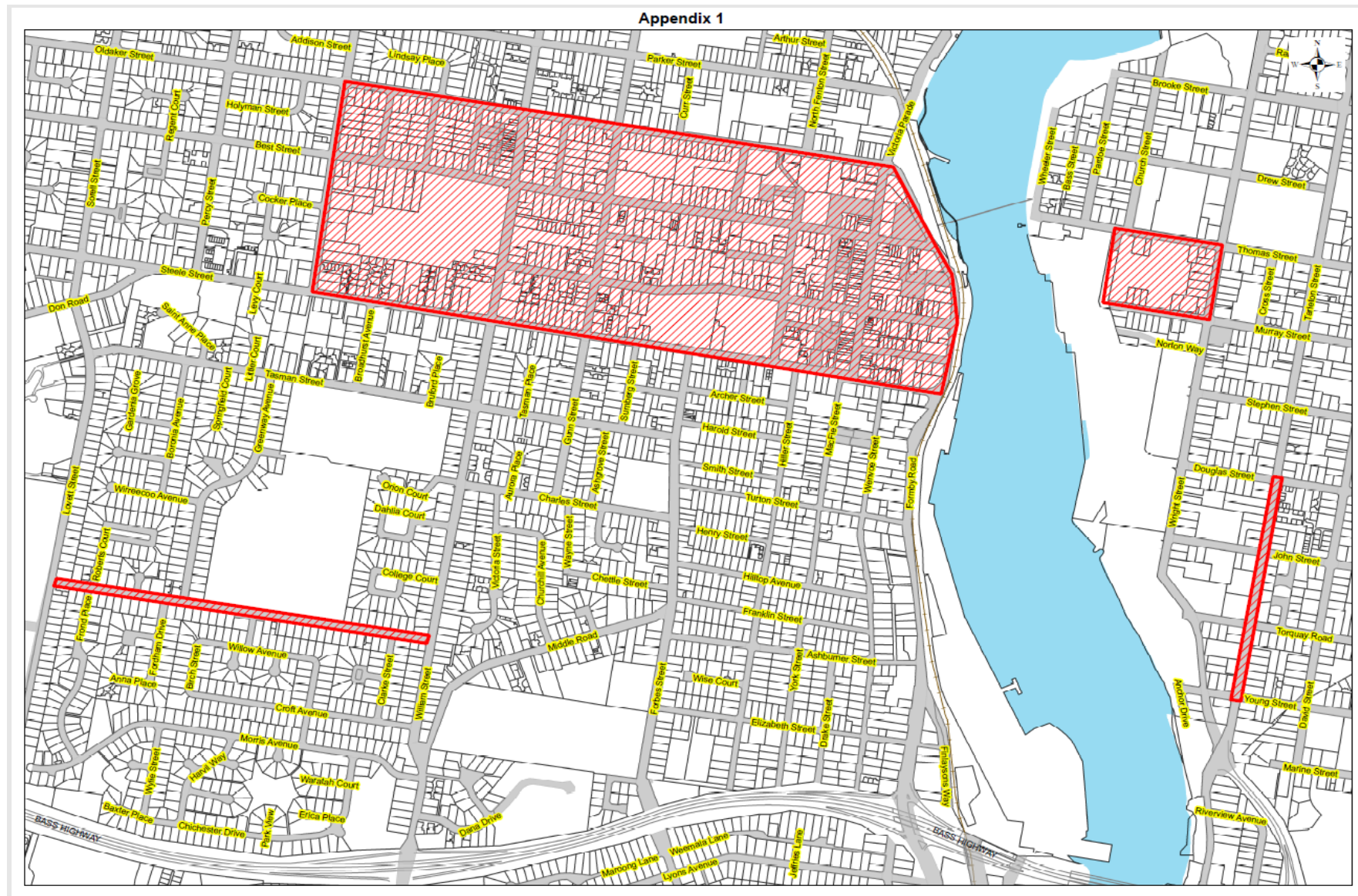
Applicants are required to complete and submit to Council an application form to conduct activities covered by the By-Law, this Policy and Guidelines. Application forms are available from ~~the Council Offices and Council's~~ Website. Street Trading & Outdoor Dining | Devonport City Council

Unless otherwise specified on the licence, an annual licence will expire on a common expiry date, except in those instances where it is withdrawn by Council prior to the expiry date. The Common Expiry date for all Street Trading Licences is ~~June August 31~~of each year. A lesser fee of 50% of the prescribed fees may be charged where the expiry date is less than 6 months.

	<p>If an application is refused, the licence fee will be refunded. Refunds will not be given where a licence or permit is cancelled as a form of enforcement action.</p> <p>Licences are not transferable. A new licence must be obtained if the proprietor of the business changes.</p> <p>A licence expires if the licensee ceases to maintain public liability insurance or to meet any of the conditions of the licence and this Policy.</p> <p>If a licence is revoked for any non-compliance issue, and the applicant wishes to re-apply, the full fee will apply.</p> <p>2. Operators Responsibilities</p> <p>The management of a street trading licence is the responsibility of the licence holder. To ensure appropriate management, licence holders are to:</p> <ul style="list-style-type: none"> • Operate in accordance with the conditions of the licence, endorsed plans and the requirements of the Street Trading By-Law and Guidelines. • Monitor the trading zone – i.e. observe patrons at all times and respond to behaviour that may interfere with the use, enjoyment and personal comfort of others using the footpath area. • Maintain access for all users in and around the footpath at all times, repositioning furniture when moved outside of the trading zone by patrons. • Ensure the cleanliness of the footpath area and that equipment is kept clean and litter is removed and placed in bins kept inside the premises. Businesses must not sweep or deposit any litter (including cigarette butts), food scraps or any other rubbish left by patrons into the gutter. Businesses found using these practices may incur a fine. • Remove all approved furniture (other than approved semi-permanent items) from the footpath area each evening when the premises are closed or licence conditions restrict permitted hours. • Display the current licence clearly on the shopfront window. Failure to display the current licence is a breach of licence conditions. <p>3. Council Responsibilities</p> <p>3.1. <u>Maintenance Management of Footpath Land</u></p> <p>The Council will continue to manage the use of the land at all times and reserve the right to reclaim access to and remove all street trading at any time for any purpose deemed suitable by the Council.</p> <p>3.2. Compensation and Loss of Trade</p> <p>Where service authorities and others are required to carry out works within the road reserve which require permanent and/or temporary removal and/or alteration to street trading arrangements, no compensation is payable for any removal of fittings, fixtures etc associated with the Street Trading Licence or for loss of trade due to these works.</p>
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	<p>The responsibility to reinstate fittings, fixtures etc will remain the responsibility of the licence holder and not the person, authority, contractor etc executing the works.</p> <p>Any problems, inconvenience or loss of trade which may result from activities or works carried out by Council staff, contractors, sub-contractors or agents, at or adjacent to a licence holders' trading area, will not be considered grounds for payment of compensation.</p> <p>3.3. Access to Underground Services Services such as sewers and electricity should not be obstructed by semi-permanent structures including fixed screens, umbrellas or planters.</p> <p>Removable tables and chairs are permitted over underground services.</p> <p>3.4. Monitoring Compliance with Approved Licence The following procedure will be followed in dealing with breaches of the Street Trading By-Law, or non-compliance with the provisions of this Policy:</p> <ul style="list-style-type: none"> • A verbal warning will be issued by an authorised Council Officer, indicating the nature of the breach. The date, time and nature of the warning and reasons given should be documented. • A written warning will be issued setting out the reasons for the warning being issued and the actions required to ensure compliance. • The licence will be revoked, or proceedings for the cancellation of the licence will be initiated, in accordance with the Street Trading By-Law <u>and/or infringement notices will be issued</u>. <p>Reasonable opportunities will be provided between each step in the process to permit the person to either comply or otherwise explain the reason for non-compliance.</p>		
LEGISLATION AND RELATED DOCUMENTS	<p>Local Government Act 1993 Street Trading By-Law No.1 of 20120 Guidelines for Applicants – Street Trading <u>Devonport City Council Strategic Plan 2009-2030</u></p>		
ATTACHMENT/S (IF APPLICABLE)	Street Trading Map		
TRAINING REQUIREMENTS (IF APPLICABLE)	Is training required as result of this Policy	YES	NO
	Training required by:	Councillors	Staff
			Department







LONG-TERM STRATEGIC ASSET MANAGEMENT PLAN

2021-2031



Next Date of Review: January 2025
Document Controller: Infrastructure and Works Manager
Document Reviewer: Executive Manager City Growth
Date Adopted by Council: Insert Date
Resolution Number: Insert resolution number





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1 Executive Summary

On behalf of our community, The Devonport City Council owns and operates a large portfolio of assets that underpin our unique character as a City, and our quality of life.

While asset management practice often deals with the physical infrastructure characteristics (age, condition, value etc.) of our asset portfolio, it is the affordable delivery of the services these assets underpin that is critical to successful asset management practice over time.

The Long-Term Strategic Asset Management Plan (the Strategy) provides a link between the strategic objectives of Council, asset management practices within the organisation, and the financial resources attributed to asset management activities within our Financial Management Strategy.

The Strategy includes an overview of current management practices within our organisation, an assessment of our current maturity against established benchmarks, and an improvement plan identifying prioritised actions to be undertaken to further enhance asset management practices within the Devonport City Council. The Strategy also includes an overview of the condition of our assets from a renewal funding perspective, at a whole-of-portfolio level.

Council's asset register contains more than 31,000 items, with a replacement value of \$674.6m.

For planning and management purposes, these assets are grouped into a series of asset classes, being:

- Transport Assets \$315.3m – Public roads, footpaths, bridges.
- Stormwater Assets \$157.1m – Pipes, open drains, pits, and manholes.
- Building Assets \$141.6m – Community facilities, operational facilities, and structures.
- Parks & Open Space Assets \$41.8m – Parks, playgrounds, sports fields.
- Plant & Fleet Assets \$8.1m – Vehicles, construction plant, and equipment.
- Office & Equipment Assets \$7.4m – Specialist equipment and furniture.
- Heritage Assets \$3m – Historically significant objects, artworks and cultural assets.

The Strategy summarises the activities and expenditures proposed for the next 10-years at a whole-of-portfolio level. The 10-year expenditure forecasts contained in the Plan identify:

- Asset renewal activity totalling \$86.6m
- New and upgraded asset investment of \$42.2m
- Depreciation expense of \$106.3m

Over the life of the Strategy, analysis of asset renewal and lifecycle funding requirements as allocated in the Financial Management Strategy, demonstrate acceptable and sustainable outcomes. Beyond the detailed 5-year capital works planning period, the Strategy identifies additional capacity to increase renewal or new asset investment activity. However, additional asset investment analysis will be required to ensure these future investment decisions maintain appropriate levels of affordability for the community over the whole asset lifecycle.

2 Purpose & Objectives

To ensure the long-term financial sustainability of Council, it is essential to balance the community's expectations for services with their capacity to fund the renewal and investment in assets that underpins these services.

Maintenance of service levels for assets requires appropriate investment over the whole of the asset life cycle. To assist in achieving this balance, the purpose and objectives of asset management practice within Council were established in earlier versions of this Strategy. These remain relevant within the current operating context, and have been carried forward in this version of the Strategy.

The Purpose of this Strategy is:

To develop and maintain asset management governance, skills, process, systems and data in order to provide the level of service the community need at present and in the future, in the most cost-effective and fit for purpose manner.

The objectives of the Strategy are to:

Objective 1:

Ensure that the Council's services are provided in a financially optimal way, delivering the appropriate level of service to residents, visitors, and the environment.

Objective 2:

Safeguard the long-term value of Council's assets by implementing appropriate asset management strategies and allocation of necessary financial resources over the long-term.

Objective 3:

Ensure integration between long-term financial and asset management planning to inform service delivery and asset investment decision making.

Objective 4:

Ensure legislative requirements, standards, technical levels of service, and customer satisfaction measures are defined and inform asset management planning.

Objective 5:

Ensure the appropriate resources and operational capabilities are maintained, and responsibility for asset management activities are effectively allocated.

Objective 6:

Maintain oversight of financial and asset management activities via appropriate governance arrangements and routine reporting to Council on improvement actions over time.

The Improvement Plan, included as an appendix to this Strategy, outlines the actions proposed to be progressed by Council over the near term, as they relate to the stated objective identified above, and the broader strategic objectives of Council as discussed in the follow section of this Strategy.

3 Organisational Planning

Asset management practice within the Devonport City Council is not a discreet activity, unrelated to the day-to-day business of the organisation. In the context of asset ownership being one of the primary vehicles of service delivery to our community, asset management is intrinsically linked across the spectrum of long-term strategic planning to daily operational activities. A clear understanding of the respective roles and function of stakeholders across the organisation is required to support effective asset management practice. The Table below provides an overview of these roles.

Key Stakeholder	Role in Asset Management Plan
Devonport City Councillors (elected members)	Represent needs of community/shareholders, Allocate resources to meet planning objectives in providing services while managing risks, Ensure service sustainable.
Executive Team	Ensure that Asset Management Plans are developed and provide the resources to do so. Ensure that the high-level priorities of asset management are undertaken. Support the review and implementation of the actions contained within the Asset Management Plan. Ensure that information about long-term financial requirements to sustain the assets for service delivery are advised to the Councillors for strategic and financial planning purposes.
Council Staff	Maintain the asset register and ensure the data it contains is accurate both financially and physically. Manage the design and construction of new assets. Manage operational and maintenance tasks across the asset portfolio in accordance with established management plans and service level agreements.
Contractors / Service Providers	Maintain the assets to meet service delivery requirements.
User Groups	Users of Council's asset portfolio Identification of maintenance and renewal needs across asset classes Provide feedback to Council on adequacy and satisfaction levels in relation to asset function or condition

TABLE 1: Key Stakeholder Roles & Responsibilities

3.1 Strategic Context

The Devonport City Council has an established and robust planning framework which aligns short to mid-term objectives to deliver the priorities outlined in Council's *Strategic Plan 2009-*

2030. As outlined in the 2021/22 Annual Plan, the activities of Council can be grouped into three primary areas, being: Business as Usual; Annual Plan Actions; and our Capital Works Program.

Figure 1 below illustrates this structure.

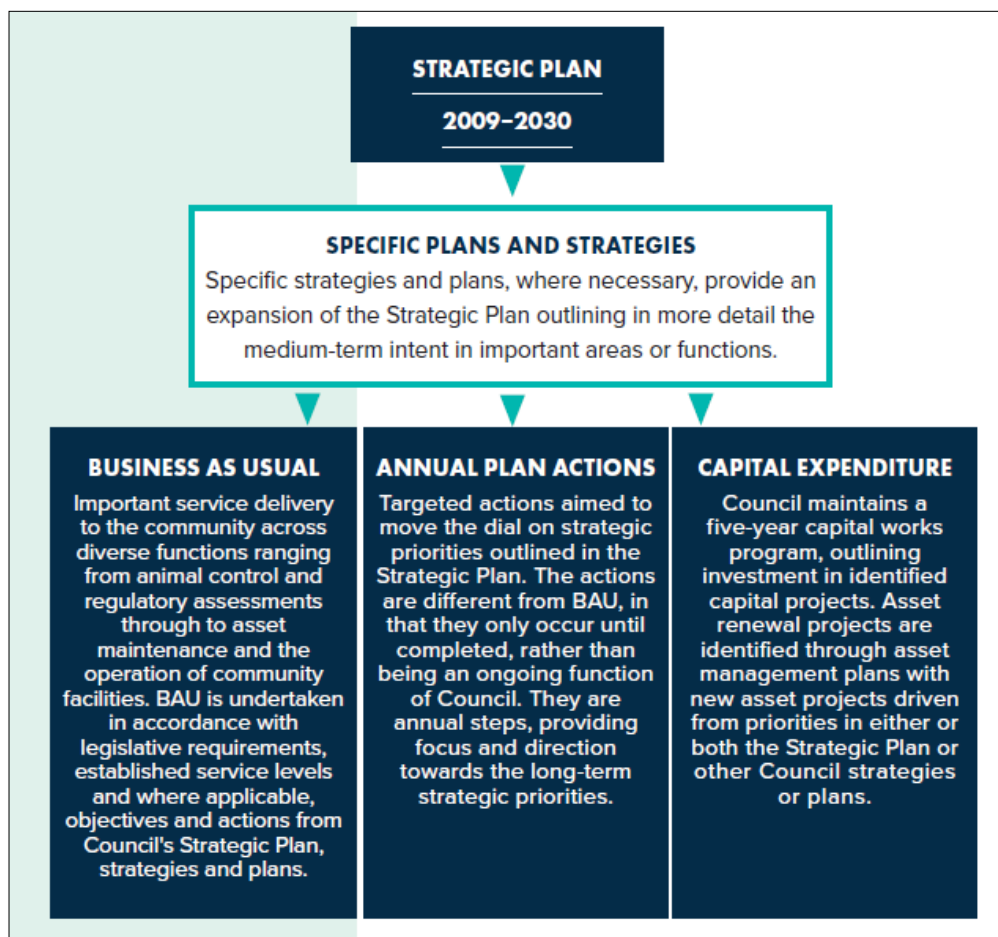


FIGURE 1: Devonport City Council Planning Framework

At a strategic level, the activity Council plans to undertake related to asset management practice covers all three primary areas of activity:

- Business as Usual activities – the operation and maintenance of Council infrastructure
- Annual Plan Actions – specific initiatives to be progressed at a point in time
- Capital Expenditure – asset renewal activities, and new asset investment

Table 1 identifies the specific Outcomes and Actions identified in our Strategic Plan that relate to asset management practice within the Council.

3.2 Alignment with Strategic Plan

In addition to the Purpose and Objectives specific to this Strategy, Table 1 below identifies the Goals, Outcomes, and Actions from Council's Strategic Plan, that are of direct relevance to this Strategy.

Goal	Outcome	Relevant Actions aligned to Strategic Asset Management Planning
1. Living Lightly on our Environment	1.1. Devonport is an energy efficient City	1.1.1 Lead and actively promote the adoption of practices that support the sustainable use of energy.
	1.5 Water is actively conserved and well managed	1.5.1 Promote sustainable water usage and quality management
2. Building a unique City	2.3 The infrastructure priorities to support the development of our unique City are planned and appropriately funded and maintained	2.3.1 Develop and maintain long term Strategic Asset Management plans and Capital Improvement Program
		2.3.2 Provide and maintain roads, bridges, footpaths, bike paths and car parks to appropriate standards
		2.3.3 Provide and maintain stormwater infrastructure to appropriate standards
		2.3.4 Provide and maintain Council buildings, facilities, and amenities to appropriate standards
		2.3.5 Provide and maintain parks, gardens, and open spaces to appropriate standards
	2.4 Promote the development of the CBD in a manner which achieves the LIVING CITY Principles Plan	2.4.1 Implement initiatives from the LIVING CITY Master Plan
3. Growing a vibrant community	3.3 Access into, out of, and around the City is well planned and managed	3.3.1 Improve the City's physical access and connectivity
4. Building a quality of life	4.1 Sport and recreation facilities and programs are well planned with strong participation	4.1.1 Provide and manage accessible sport, recreation and leisure facilities and programs
	4.2 A vibrant culture is created through the provision of cultural activities, events and facilities	4.2.2 Cultural facilities and programs are well planned and promoted to increase accessibility and sustainability
	4.3 Heritage is valued	4.3.1 Develop and implement initiatives to preserve and maintain heritage buildings, items and places of interest
5. Practicing excellence in governance	5.5 Council's services are financially sustainable	5.5.1 Provide financial services to support Council's operations and meet reporting and accountability requirements
		5.5.2 Ensure comprehensive financial planning and reporting to guarantee sustainability and meet or exceed financial targets

TABLE 2: Strategic Plan activities related to Asset Management Practice at DCC.

In addition to this longer-term planning horizon, and for the first year of this Strategy, the Annual Plan Actions adopted by Council for the 2021/22 planning year are identified in Table 2 below. Specific actions are captured in each subsequent Annual Plan on a prioritised basis. The Improvement Plan included in this Strategy will be a primary source of annual action planning across the life of the Strategy.

Goal	Action	Strategic Plan Reference
2. Building a unique City	Extend Council's forward Capital Works Program from 5 years to 10 years	2.3.1
	Review and update Council's 2015–2020 Bike Riding Strategy and the 2016–2021 Pedestrian Strategy and incorporate into a single Active Transport Strategy	2.3.2
	Develop a Public Open Space Strategy	2.3.5
	Review and update Council's 2017–2022 Signage Strategy	2.3.4
	Review and update Council's Road Network Strategy	2.3.2
4. Building a quality of life	Undertake precinct planning and feasibility studies for identified areas in the Sports Infrastructure Master Plan	4.1.1
	Undertake a feasibility study into the likely usage and return of a Black Box Theatre at the paranapple arts centre	4.2.2

TABLE 3: 2021/22 Annual Plan Actions aligned with this Strategy

A detailed summary of the forward Capital Works Program is included in a later section of this report, covering the three primary areas of Council's operations.

3.3 Strategic Challenges & Risks

The Table below captures the strategic challenges and risks faced by long-term asset management within our Council and community. The table also identifies the key issues under each thematic area that must be considered as a part of asset renewal and investment planning into the future.

Strategic Challenge	Relevant Asset Management Consideration
Population growth & demographics	<p>Following a period of decline during the early 2000's, Devonport's estimated resident population has now returned to a growth trajectory.</p> <p>Demographically, Devonport (and Tasmania) is an aging population.</p> <p>Challenge: AM Planning will need to provide the infrastructure to support population growth, while also providing for infrastructure that meets the needs of an ageing population.</p>
Climate Change	As a community with both coastal and riverine environments

		<p>within our municipality, the impacts of increased severity in weather events caused by accelerated climate change will directly impact asset planning and renewal requirements.</p> <p>Challenge: To recognise and incorporate additional capacity and resilience in our asset portfolio to manage the effect of a changing climate and severe weather events, including during routine renewal activities and during the recovery from emergency response incidents.</p>
Responding to Community needs		<p>The Local Government sector has historically been known for the traditional "Roads, Rates, and Rubbish" mantra. As communities and their Councils have evolved, the responsibility for the social, cultural, economic and environment wellbeing of our communities has grown.</p> <p>As the "closest level of Government to the community" other tiers of Government have also grown their utilisation of the sector to delivery services (either partially or wholly).</p> <p>Challenge: To clearly identify the core service delivery obligations and responsibilities of Council, while also accommodating community demand for service growth, while also managing financial sustainability in the long-term.</p>
Equitable funding of service provision		<p>Council's primary source of revenue is derived from residential ratepayers within the municipality. As additional and diverse services (and assets) are provided to our community, ensuring an appropriate revenue base to fund these services is necessary.</p> <p>Challenge: Ensure Council is providing effective value for money in service (and asset) provision, but is also striking an appropriate balance between rate-based funding, and fee-for-service provision that aligns with the beneficiaries of those services.</p>
Customer expectation & satisfaction		<p>Asset Management Plans include defined Technical Levels of Service to Community need. However, community needs and wants change over time, and so must our service levels and the assets that support these activities.</p> <p>Challenge: Establish a more robust methodology to monitor community needs and satisfaction levels to inform asset management planning and as an indicator of performance.</p>
Being a City supporting a broader region		<p>The City of Devonport (and its ratepayers) support a much larger regional population. This position within the region underpins the economy of our city, but also poses some strategic challenges to service delivery.</p> <p>Challenge: Acknowledge the advantages of being the city at the centre of our region, but also establish mechanisms to balance the cost of providing regionally used assets and services.</p>
Managing the cumulative impact of asset growth		<p>As our city grows, and the infrastructure to support this growth is also developed, the cumulative impact of gifted, donated and grant-funded assets could have a detrimental impact on the Council's financial sustainability. Careful consideration of new asset creation, taking into account whole-of-life asset costs is critical – even for wholly grant-funding projects.</p>

	<p>Challenge: To ensure lifecycle costs are closely considered when reviewing new asset creation opportunities, and to establish a consistent mechanism to do inform these decision-making processes.</p>
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TABLE 4: Strategic Challenges

3.4 Risk Management

Council's *Risk Management Framework (2021)* articulates the approach for designing, implementing, monitoring, reviewing and continually improving risk management throughout the organisation. Providing direct guidance to asset management practice within the organisation, The Framework outlines Council's risk appetite, being:

Council has a low appetite for risks which may:

- *Have a negative impact on Council's long-term sustainability;*
- *Compromise the safety and wellbeing of staff, Councillors, contractors and members of the community.*

Council has a medium appetite for risks that:

- *Maintain and improve levels of service to the community;*
- *Improve efficiency, reduce costs and/or generate additional sources of income.*

Utilising the Framework, and guided by Council's risk appetite, future asset renewal planning activities will incorporate consideration of the strategic challenges and risks identified above. This is in addition to risk management actions identified in class-level Asset Management Plans.

In addition to the typical "new" and "renewal" project identification, the current 5-year capital works program also identifies "safety" projects. In future versions of the program and additional "risk" category is proposed to be included. Identifying projects across these two additional classes will enable Council to clearly identify asset management activities prioritised by the risk Framework considerations.

3.5 Legislative Context

Council operates within a broad framework of Acts, Regulations, and Orders.

The principal legislation that prescribes the powers, functions, and obligations of Council is the *Local Government Act 1993 (Tas)*. The requirements for a strategic asset management plan, an asset management policy and an asset management strategy are prescribed in Sections 70B, 70C and 70D of this Act.

The minimum content of these documents is detailed in the *Local Government (Content of Plans and Strategies) Order 2014*. This order sets out the specific matters to be addressed by Council, and this Strategy has been developed in accordance with these requirements.

Along with our Asset Management Policy (2021), this Long-term Strategic Asset Management Plan (incorporating our Asset Management Strategy) satisfies these legislative requirements.

4 Current Context

This section of the Strategy outlines the relevant details of Council's current asset portfolio.

4.1 Asset inventory

Council's asset portfolio is grouped into 8 functional classes. Table 3 below summarises these classes:

Asset Class	Description	Services Provided
Open Space and Recreation	Parks, playgrounds, cemeteries, sports fields	Provides recreational, leisure and sporting opportunities for the community
Buildings and facilities	Buildings housing public facilities, clubs and commercial operations	Supports the delivery of a variety of services by the public and private sectors
Transport	Public road, footpaths and bridges	Provides access for various modes of transport into and around the Devonport
Stormwater	Underground pipes, open drains, pits, manholes and detention basins	Collection of stormwater from private systems and public land, transfer and discharge to rivers and Bass Strait
Plant and Fleet	Trucks, construction equipment, mowers, light vehicles	Facilitates the delivery of services on the above asset classes as well as other services.
Office and equipment	IT equipment, furniture, minor equipment	Facilitates the delivery of services on the above asset classes as well as other services.
Heritage and Culture	Public art, historically significant	Preserve and promotes Devonport's art and cultural heritage
Land	Land under roads and general land	Provide a space for other assets to exist and function

TABLE 5: Asset Classes and Service Alignment.

It is noted that the for the purposes of asset renewal and depreciation, both the Heritage & Culture and Land asset classes are managed differently to the other classes. This recognises the unique characteristic and purpose of these classes and accords with adopted financial management practice. The balance of this Strategy focusses on the 6 primary infrastructure and facility asset classes.

4.2 Asset value

The chart below provides a proportional overview of each functional asset class.

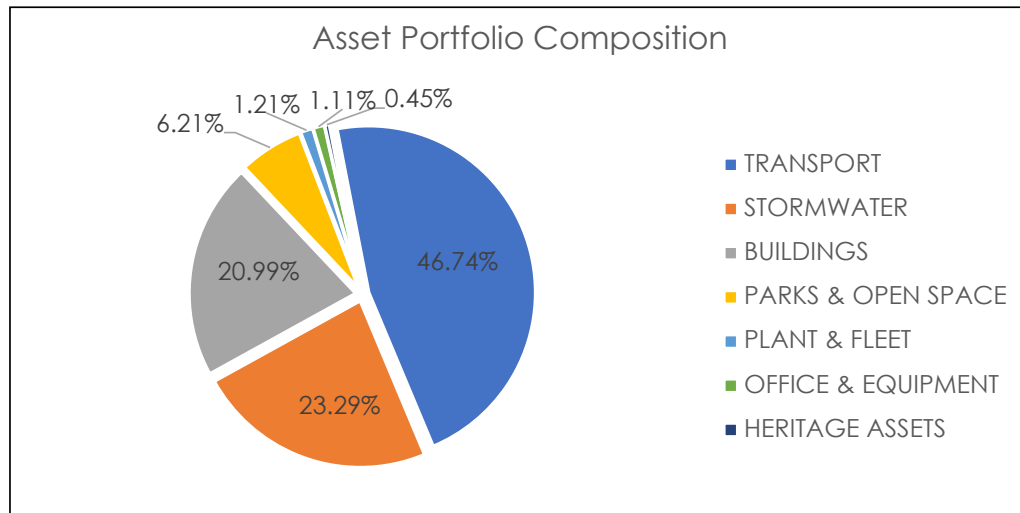


CHART 1: Asset Portfolio Composition by Percentage of Total Value

Table 5 below summarises the detailed financial attributes of each of the major asset classes.

Asset Class	Number Of Assets	Replacement Cost	Accumulated Depreciation	Written Down Value	Annual Depreciation
Transport	8,716	\$315,378,937	\$178,546,472	\$136,832,465	\$3,974,290
Stormwater	19,404	\$157,143,974	\$70,443,203	\$86,700,771	\$1,509,951
Buildings	518	\$141,610,163	\$50,733,984	\$90,876,178	\$2,732,904
Parks & open space	2,141	\$41,888,865	\$17,828,191	\$24,060,674	\$710,649
Plant & fleet	290	\$8,155,612	\$4,861,178	\$3,294,434	\$691,730
Office & equipment	548	\$7,459,932	\$3,958,402	\$3,501,530	\$439,415
Heritage assets	12	\$3,047,875	\$10,560	\$3,037,315	\$8,132
TOTAL:	31,629	\$674,685,358	\$326,381,990	\$348,303,368	\$10,067,071

TABLE 6: Financial Detail by Asset Class (Post-revaluation 2021/22)

4.3 Asset condition

At a whole-of-portfolio level, the asset consumption ratio (ACR) is the best available proxy for condition of an asset class. The ACR provides an indication of the "new" condition remaining in the asset classes. In general, the asset class condition is acceptable, and being adequately maintained via current asset renewal and maintenance activities.

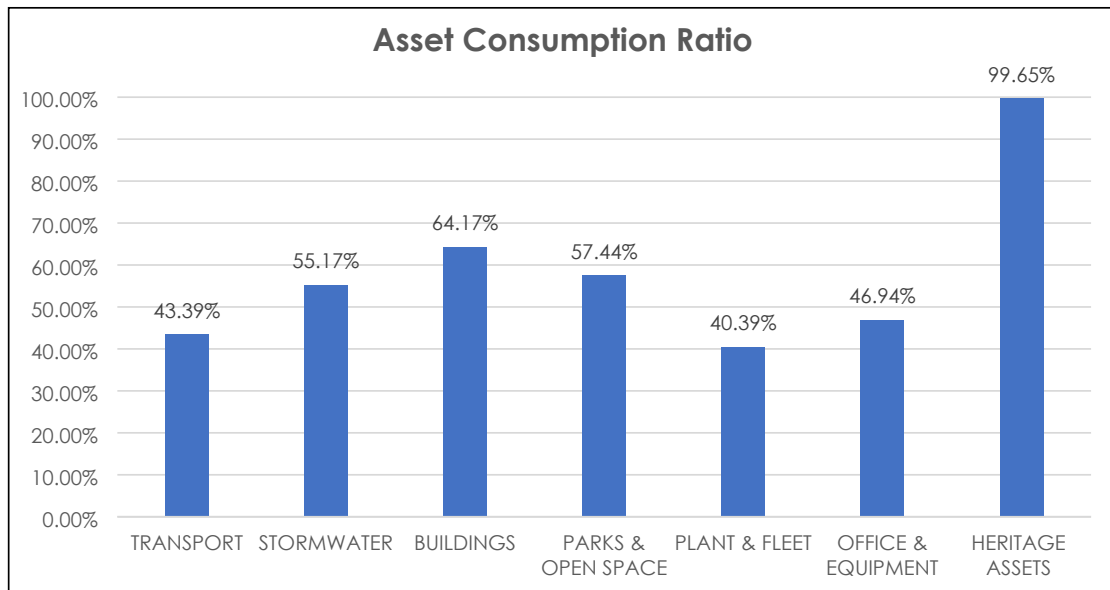


TABLE 7: Consumption Ratio by Asset Class

In addition to the consumption ratio data outlined above, asset class condition and age profile data (where currently available at a detailed level), and asset consumption ratios for sub-classification and components within each class is included in the appendix to this Strategy.

As at the time of this Strategy development, Devonport City Council has commenced a process to transition to condition-based renewal planning across the major asset classes. While the near-term Capex program is currently directly influenced by asset condition in prioritising expenditure, a transition to condition-based planning will deliver enhanced mid to long-term modelling of asset renewal requirements.

Following the completion of this process, and update of the asset-class plans, it is likely that this will necessitate the significant revision of this Strategy.

5 Asset Renewal & Investment Planning

The following section of this Strategy outlines Council's planned renewal and new asset activities over the forward 10 years. This information is integrated with Council's Long-term Financial Plan, and identifies the financial resources attributed to these activities over the equivalent planning period.

During each annual planning cycle, a 5-year rolling Capital Works Program is developed, and forms part of Council's consideration in formulating its annual budget each year. The projections included in the information below represent the current 5-year program, and also incorporate forecast requirements for the years beyond the current 5-year program.

The data demonstrates that Council is meeting its stated performance measures with regard to sustainable asset renewal funding, and has access to sufficient financial resources to undertake the program as planned. In the out years of the plan, additional capacity exists to consider accelerated asset renewal, upgrade or new asset investment. However, as identified in the Improvement Plan included in this Strategy, Council should implement enhanced asset lifecycle cost analysis to closely scrutinise any major new asset investment considerations. It is also noted that assumed grant-funding included in the plan is not guaranteed to be realised.

The 10-year forward Capital Works program is summarised in the table below:

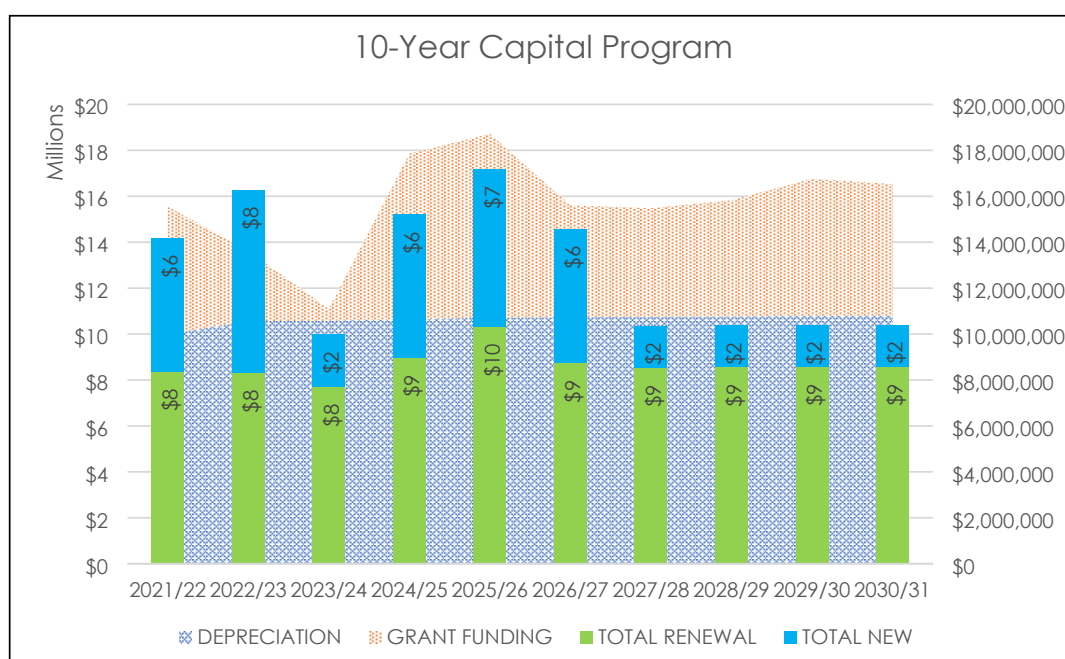


TABLE 8: 10-year Capital Program.

5.1 Asset Sustainability Ratio

The asset sustainability ratio, compares the rate of capital spending through renewing, restoring and replacing existing assets in each year, with the annualised depreciation expense.

In the commentary included in the Financial Management Strategy, Council has set a target range between 60-100% which (at the lower end) is below that recommended by

the Auditor-General. Asset Management Planning indicate that there is no requirement to renew stormwater assets at this stage, however the asset class carries an annual depreciation expense of approximately \$1,500,000. This has a significant impact on the calculation of this ratio. The other influence is the increased expenditure on new assets in recent years with the Mersey Bluff redevelopment, the Aquatic Centre and the new buildings as part of the LIVING CITY project. This expenditure results in additional depreciation expense but does not necessarily translate into an increased renewal requirement in the near term, given the relatively new condition of these high-value assets.

As discussed earlier in the Strategy, the current work to transition to condition-based renewal planning across the major asset classes will require Council to revisit asset renewal sustainability benchmarks and funding.

The table below summarises the current sustainability ratio.

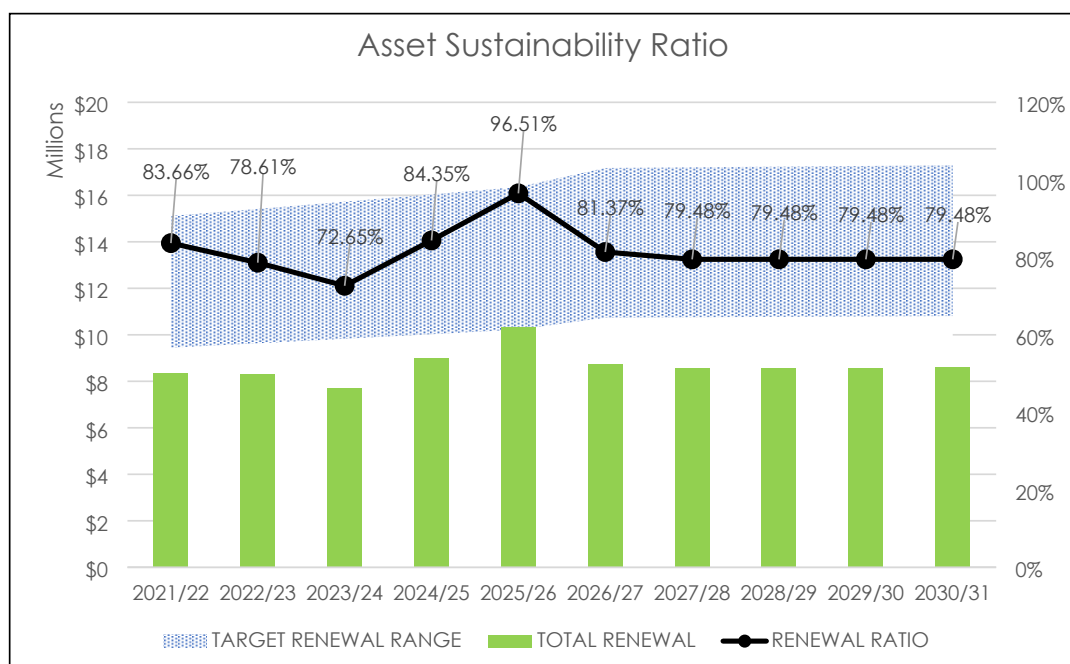


TABLE 9: Asset Sustainability Ratio

5.2 Asset Lifecycle Cost

Life cycle costs (or whole of life costs) are the average costs that are required to sustain current service levels over the whole asset life. Life cycle costs include operating and maintenance expenditure and asset consumption cost (depreciation expense). The life cycle cost for the major asset classes covered in Year 1 of this Strategy are shown as follows:

Asset Class	O & M Expenditure (\$/Yr)	Depreciation Expense	Lifecycle Cost (\$/Yr)
Transport	\$4,159,802	\$3,974,290	\$8,134,092
Stormwater	\$797,749	\$1,509,951	\$2,307,700
Buildings	\$2,100,000	\$2,732,904	\$4,832,904
Parks & open space	\$3,983,008	\$710,649	\$4,693,657
Plant & fleet	\$825,000	\$691,730	\$1,516,730

5.3 Asset Lifecycle Expenditure

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes operating, maintenance and capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The life cycle expenditure for the major asset classes in Year 1 of this Strategy are shown as follows:

Asset Class	O & M Expenditure (\$/Yr)	Renewal Expenditure	Lifecycle Expenditure (\$/Yr)
Transport	\$4,159,802	\$4,013,250	\$8,173,052
Stormwater	\$797,749	\$698,750	\$1,496,499
Buildings	\$2,100,000	\$633,000	\$3,816,507
Parks & open space	\$3,983,008	\$1,803,000	\$5,786,008
Plant & fleet	\$825,000	\$598,600	\$1,423,600

5.4 Lifecycle Indicator

Comparing the life cycle costs and life cycle expenditure derived via the process outlined above identifies any difference between present outlays and the average cost of providing the service over the long term.

If life cycle expenditure is less than the life cycle cost across an extended duration, it is most likely that financial outlays will need to be increased (asset reinvestment) or cuts in services made in the future (reduction in assets). Changes in this ratio can be influenced by spikes in renewal expenditure in any one year, for example when significant assets are redeveloped or large one-off investments made.

Knowing the extent and timing of any required increase in outlays and the service consequences if funding is not available will assist Council in providing service to the community in a financially sustainable manner.

The life cycle indicator for the major asset classes (where detailed renewal planning is available) is outlined in the table below for the forward 5-year planning horizon. It is noted that forecast O&M expenditure has been projected forward from current levels, however actual future operational expenditure will be influenced by external cost drivers (such as utility costs):

Asset Class	2021/22 Indicator	2022/23 Indicator	2023/24 Indicator	2024/25 Indicator	2025/26 Indicator
Transport	100%	105%	102%	101%	88%
Stormwater	65%	77%	67%	37%	37%
Buildings	65%	68%	60%	110%	100%
Parks & open space	123%	98%	100%	89%	160%
Plant & fleet	94%	92%	92%	92%	64%

Some trends of note from the above table include:

- The sustained low ratio in the stormwater class is due to the long-lived assets in this class currently requiring lower levels of renewal investment compared to the annual depreciation expense (as also discussed in Council's Financial Management Strategy).
- The peak in the Building & POS classes in the later years of the plan, are driven by the spikes in renewal activities forecast in this asset class in response to the Sports Infrastructure Masterplan expenditure.

In general terms, the current level of funding indicates acceptable capacity to support existing service levels, with some variations across each year of the program primarily driven by the timing of asset renewal activities. However, as some long-life/high-value assets continue to age, some re-balancing of renewal funding across asset classes may be required, or additional funding may be necessary to adequately maintain service levels.

As Council transition to condition-based renewal programming, asset funding indicators will need to be reassessed and incorporated into future version of this plan.

6 Asset Management Practice

The Devonport City Council's asset management practice has been developing for many years, and as with many Local Government organisations has been historically focussed on infrastructure assets, and the technical and financial management of these major classes.

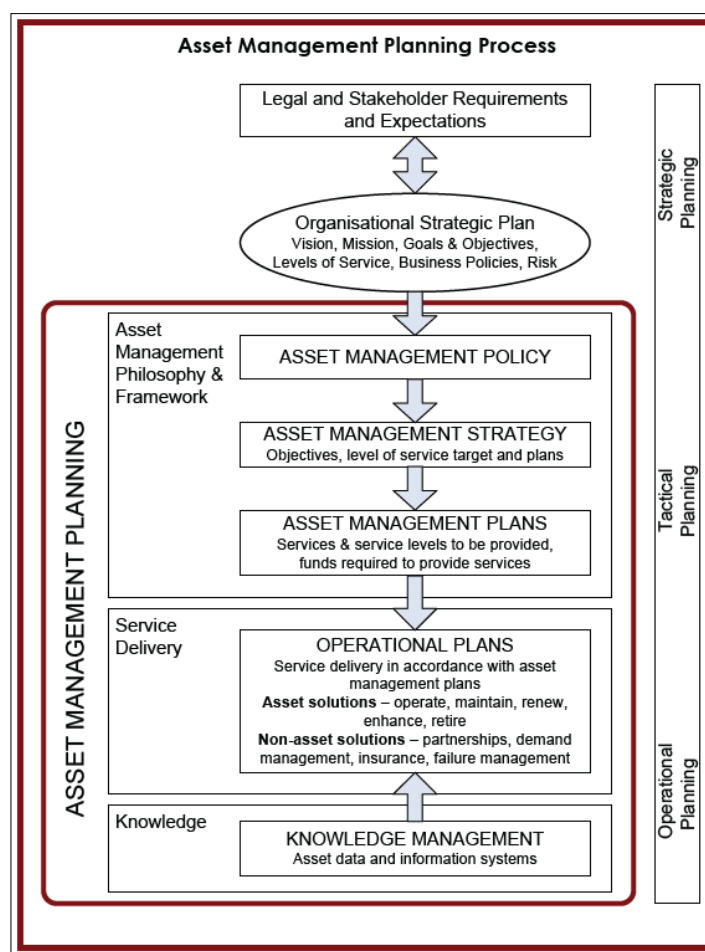
The organisation is now progressing to a more competent, foundational level of practice and a more structured approach to improvement actions is now required to deliver consistent practices across all of Council's asset management activities.

This plan outlines the current asset management systems in place, Asset Management Strategy over the next 10-year planning horizon and the Asset Management Improvement Plan, as aligned with our organisation's strategic objectives.

The IPWEA's NAMS.Plus system, tools, and templates will continue to be used as a foundation resource for the asset management system.

Council will continue to primarily use in-house resources and develop the skills of staff to implement the asset management improvement actions identified in this plan.

At a high-level, the diagram below outlines the Asset Management Planning Processes adopted by the Devonport City Council.





The key elements of our asset management planning framework, at individual asset class levels are:

- Levels of service – specifies the services and levels of service to be provided
- Risk Management
- Future demand – how this will impact on future service delivery and how this is to be met
- Lifecycle management – how to manage its existing and future assets to provide defined levels of service
- Financial summary – what funds are required to provide the defined services
- Asset management practices – how we manage provision of the services
- Monitoring – how the plan will be monitored to ensure objectives are met

6.1 Maturity assessment

In preparation for the development of this Strategy, Council completed an assessment of its asset management maturity using the NAMS.PLUS assessment tool. This is a self-assessment that examines 11 elements of asset management practice, with weighted scoring of the attributes to determine an overall evaluation. This process maps the current maturity level, also identifies areas for improvement.

Council's current asset management maturity is approaching the "core maturity" classification in the majority of categories. The "Evaluation" category has been identified as an area of relative weakness, and will be included as an area of focus for improvement over the life of this Strategy.

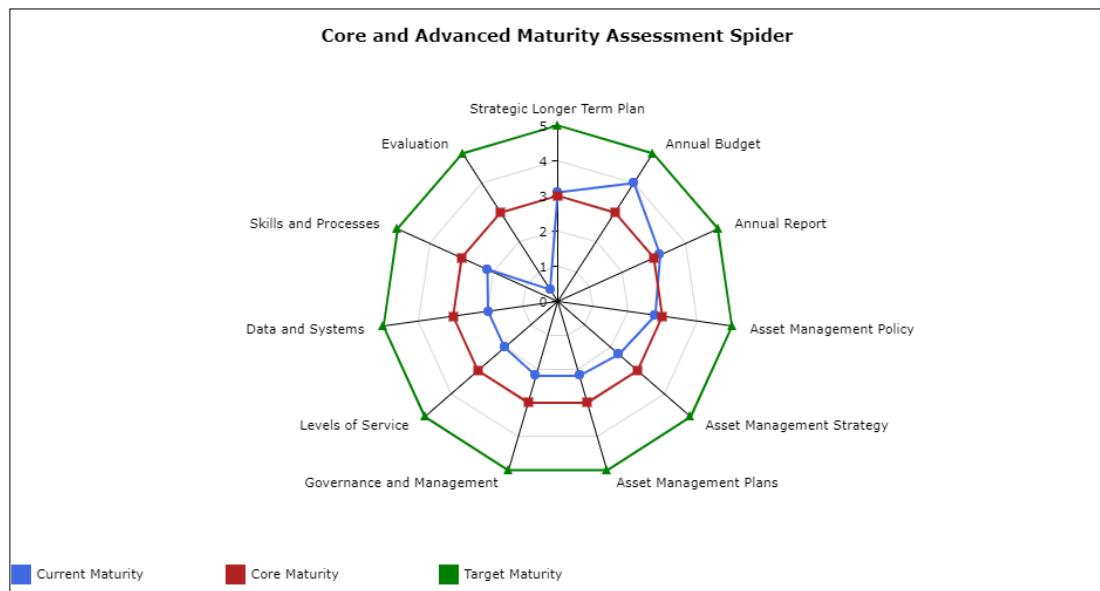


CHART 2: Asset Management Maturity Assessment.

6.2 Continuous Improvement, Monitoring, and Review

The Improvement Action Plan included as an appendix to this Strategy outlines the prioritised actions to enhance asset management practices within the organisation over the near term.

6.3 Strategy Status Updates

Council will be provided with annual updates of progress on the Strategy Action Plan. The Action Plan consists of discrete, measurable activities, allowing progress to be clearly demonstrated over the life of the Strategy.

6.4 Strategy Review

A review of this Strategy is required four years from the date of adoption. The review will be led by the Infrastructure and Works Manager and supported by Council's Asset Management Team.

As discussed in earlier sections of this report, the works currently underway to develop condition-based renewal plans for the major asset classes, and the change in operational and maintenance cost allocations following Project Transform, it is anticipated that an update of this Strategy will be necessary prior to the typical review cycle of four years.

These changes will provide Council with a revised suite of data to interrogate asset management performance and funding requirements across the organisation and would also inform updated to Council's Long-term Financial Plan.

7 Appendices:

7.1 Legislative Context

In addition to the principle legislative requirements outlined in the Strategy, the table below sets out other Acts with impact on asset management practice:

Legislation	Overview (per the long title where available)
Archives Act 1983 (Tas)	An Act to provide for the custody of State and other records
Building Act 2016 (Tas)	An Act to regulate the construction, maintenance and demolition of buildings and other building and plumbing matters
Burial and Cremation Act 2002 (Tas)	An Act to make provision for the establishment and management of crematoria and cemeteries, to provide for, and regulate, the handling and storage of human remains, to amend certain Acts and to repeal the Cremation Act 1934
Disability Discrimination Act 1992 (Cth)	Acts to prevent discrimination on the ground of disability
Dog Control Act 2000 (Tas)	An Act to provide for the control and management of dogs
Environmental Management and Pollution Control Act 1994 (Tas)	An Act to provide for the management of the environment and the control of pollution in the State
Food Act 2003 (Tas)	An Act to ensure the provision of food that is safe and fit for human consumption and to promote good nutrition and for related matters
Heavy Vehicle National Law (Tasmania) Act 2013	An Act to apply as a law of this State a national law relating to the regulation of the use of heavy vehicles, and to repeal certain Acts, and for related and consequential purposes
Land Use Planning and Approvals Act 1993 (Tas)	An Act to make provision for land use planning and approvals
Local Government (Building and Miscellaneous Provisions) Act 1993 (Tas)	An Act to provide for matters relating to building and for miscellaneous matters relating to local government
Local Government (Highways) Act 1982 (Tas)	An Act to consolidate with amendments certain enactments concerning the functions of the corporations of municipalities with respect to highways and certain other ways and places open to the public
Monetary Penalties Enforcement Act 2005 (Tas)	An Act to provide for the appointment of the Director of the Monetary Penalties Enforcement Service and the collection and enforcement of payment of monetary penalties
Personal Information Protection Act 2004 (Tas)	An Act to regulate the collection, maintenance, use, correction and disclosure of personal information relating to individuals

Public Health Act 1997 (Tas)	An Act to protect and promote the health of communities in the State and reduce the incidence of preventable illness
Resource Management and Planning Appeal Tribunal Act 1993 (Tas)	An Act to establish the Resource Management and Planning Appeal Tribunal and to provide for related matters
Right to Information Act 2009 (Tas)	An Act to give members of the public the right to obtain information contained in the records of the Government and public authorities and for related purposes
Roads and Jetties Act 1935 (Tas)	An Act to consolidate and amend certain enactments relating to roads and jetties and to make provision for the establishment and maintenance of aerodromes
Strata Titles Act 1998 (Tas)	An Act to provide for the development of land by strata and community title schemes and for related purposes
Traffic Act 1925 (Tas)	An Act to consolidate and amend the law relating to vehicular and other traffic
Urban Drainage Act 2013 (Tas)	An Act to provide for the management of urban drainage and stormwater systems and infrastructure
Water and Sewerage Corporation Act 2012 (Tas)	An Act to provide for the establishment of the Tasmanian Water and Sewerage Corporation, for the transfer to that Corporation of the assets and liabilities of the four corporations established under the Water and Sewerage Corporations Act 2008 (Tas)
Water Management Act 1999 (Tas)	An Act to provide for the management of Tasmania's water resources and for other purposes
Weed Management Act 1999 (Tas)	An Act to provide for the control and eradication of declared weeds and to promote a strategic and sustainable approach to weed management

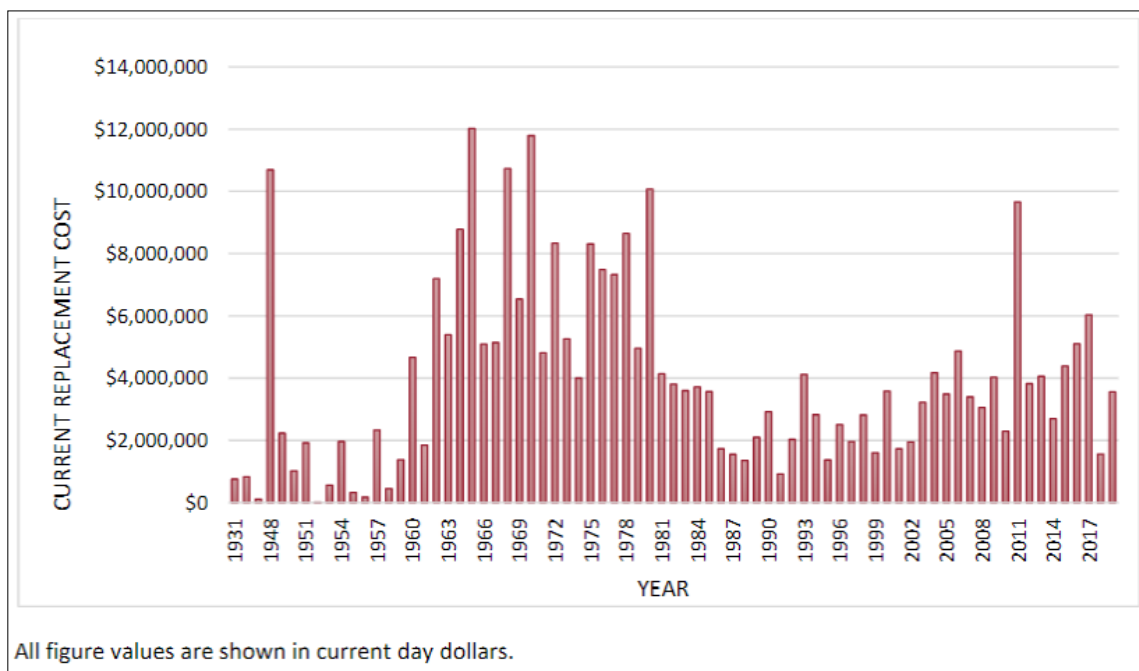
7.2 Detailed 5-year Capital Works Program

	2021/22	2022/23	2023/24	2024/25	2025/26
PUBLIC OPEN SPACE & RECREATION					
Safety Projects	\$275,000	\$966,000	\$258,000	\$300,000	\$1,006,000
Renewal Projects	\$278,000	\$391,000	\$580,000	\$66,000	\$3,580,000
Prioritisation Projects	\$560,000	\$515,000	\$460,000	\$250,000	\$250,000
Total	\$1,113,000	\$1,872,000	\$1,298,000	\$616,000	\$4,836,000
TRANSPORT					
Safety Projects	\$954,000	\$577,000	\$199,000	\$97,000	\$76,000
Renewal Projects	\$3,240,000	\$3,921,000	\$4,776,000	\$4,633,000	\$4,931,000
Prioritisation Projects	\$1,380,000	\$2,079,000	\$87,000	\$579,000	\$1,000,000
Total	\$5,574,000	\$6,577,000	\$5,062,000	\$5,309,000	\$6,007,000
STORMWATER					
Safety Projects	\$620,000	\$1,993,000	\$1,498,000	\$1,498,000	\$574,000
Renewal Projects	\$405,000	\$428,000	\$516,000	\$150,000	\$150,000
Prioritisation Projects	\$25,000	\$366,000	\$30,000	\$30,000	\$30,000
Total	\$1,050,000	\$2,787,000	\$2,044,000	\$1,678,000	\$754,000
BUILDINGS					
Safety Projects	\$65,000	\$54,000			
Renewal Projects	\$373,000	\$780,000	\$454,000	\$7,600,000	\$5,420,000
Prioritisation Projects	\$667,000	\$1,743,000		\$20,000	
Total	\$1,105,000	\$2,577,000	\$454,000	\$7,620,000	\$5,420,000
PLANT & FLEET					
Fleet Management	\$216,000	\$170,000	\$170,000	\$170,000	\$170,000
Hire Plant Management	\$274,000	\$385,000	\$385,000	\$385,000	
Non-Hire Plant Mngmt	\$108,600	\$50,000	\$50,000	\$50,000	
Total	\$598,600	\$605,000	\$605,000	\$605,000	\$170,000
OFFICE & EQUIPMENT					
Safety Projects		\$10,000	\$10,000	\$10,000	\$10,000
Renewal Projects	\$677,000	\$472,000	\$744,000	\$196,000	\$196,000
Prioritisation Projects	\$380,000	\$102,000	\$30,000	\$20,000	\$120,000
Total	\$1,057,000	\$584,000	\$784,000	\$226,000	\$326,000
LIVING CITY					
Total Funding					
Prioritisation Projects	\$3,680,000	\$1,300,000	\$0	\$0	\$0
Total	\$3,680,000	\$1,300,000	\$0	\$0	\$0
Total New	\$5,823,000	\$7,968,250	\$2,296,500	\$6,237,000	\$6,850,000
Total Renewal	\$8,354,600	\$8,303,750	\$7,690,500	\$8,982,000	\$10,343,000
Grand Total	\$14,177,600	\$16,272,000	\$9,987,000	\$15,219,000	\$17,193,000

7.3 Asset Class Component Detail & Condition (Consumption)

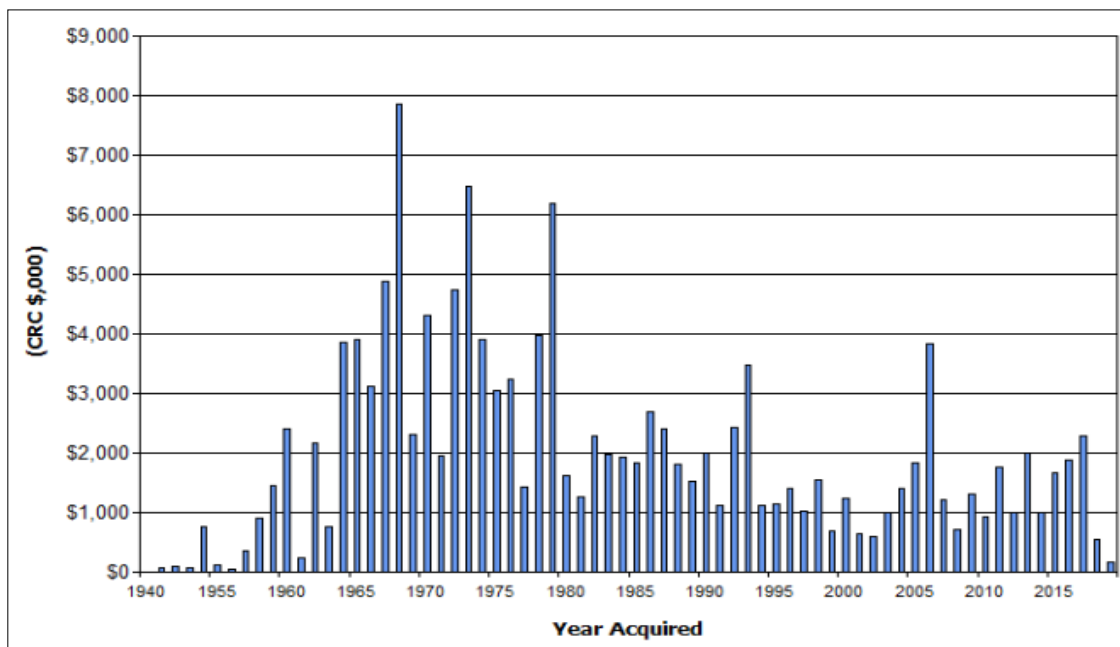
TRANSPORT	NUMBER	REPLACEMENT COST	ACCUMULATED DEPRECIATION	WRITTEN DOWN VALUE	ASSET CONSUMPTION RATIO
Bollards	44	\$340,361.79	\$177,468.79	\$162,893.00	47.86%
Bridges/Pontoons	17	\$4,103,875.41	\$2,359,562.32	\$1,744,313.09	42.50%
Electrical Equipment	14	\$172,411.76	\$19,831.70	\$152,580.06	88.50%
Fences/Handrails	30	\$1,104,922.94	\$612,369.71	\$492,553.23	44.58%
Footpaths	1944	\$78,481,431.55	\$51,620,405.82	\$26,861,025.73	34.23%
Formations	114	\$21,134,534.20	\$0.00	\$21,134,534.20	100.00%
Kerb & Channel	1999	\$47,185,014.29	\$28,650,834.81	\$18,534,179.48	39.28%
Other Structures	5	\$113,487.98	\$24,502.27	\$88,985.71	78.41%
Parking Assets	175	\$877,285.28	\$580,967.82	\$296,317.46	33.78%
Pavement Assets	1558	\$122,004,307.00	\$74,616,893.48	\$47,387,413.52	38.84%
Poles & Lights	493	\$3,117,418.73	\$1,613,765.05	\$1,503,653.68	48.23%
Retaining Walls	89	\$5,583,971.37	\$1,295,355.42	\$4,288,615.95	76.80%
Specialised Signage	18	\$1,016,530.62	\$661,286.74	\$355,243.88	34.95%
Traffic Control	546	\$7,353,350.88	\$3,925,697.62	\$3,427,653.26	46.61%
Wearing Surface	1670	\$22,790,033.25	\$12,387,530.41	\$10,402,502.84	45.64%
TOTAL:	8716	\$315,378,937.05	\$178,546,471.96	\$136,832,465.09	43.39%

Transport Asset Class Age Profile:



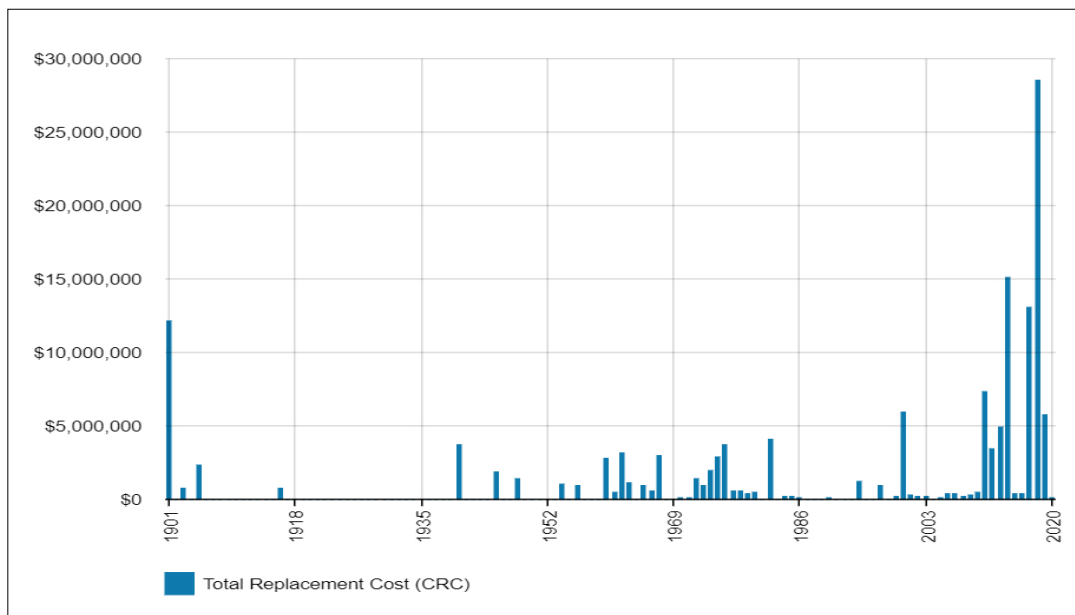
STORMWATER ASSETS	NUMBER	REPLACEMENT COST	ACCUMULATED DEPRECIATION	WRITTEN DOWN VALUE	ASSET CONSUMPTION RATIO
Headwalls	560	\$2,002,666.10	\$482,602.16	\$1,520,063.94	75.90%
Manholes	3848	\$17,197,152.21	\$7,376,922.53	\$9,820,229.68	57.10%
Open Drains	373	\$4,519,231.26	\$1,332,957.71	\$3,186,273.55	70.50%
Pipes	9773	\$112,619,702.52	\$53,405,313.67	\$59,214,388.85	52.58%
Pits	4061	\$14,839,957.60	\$6,180,605.52	\$8,659,352.08	58.35%
SQID's	21	\$389,506.06	\$77,162.56	\$312,343.50	80.19%
Subsoil Drains	728	\$4,985,130.39	\$1,476,429.58	\$3,508,700.81	70.38%
TOTAL:	19404	\$157,143,973.78	\$70,443,202.94	\$86,700,770.84	55.17%

Stormwater Class Age Profile:



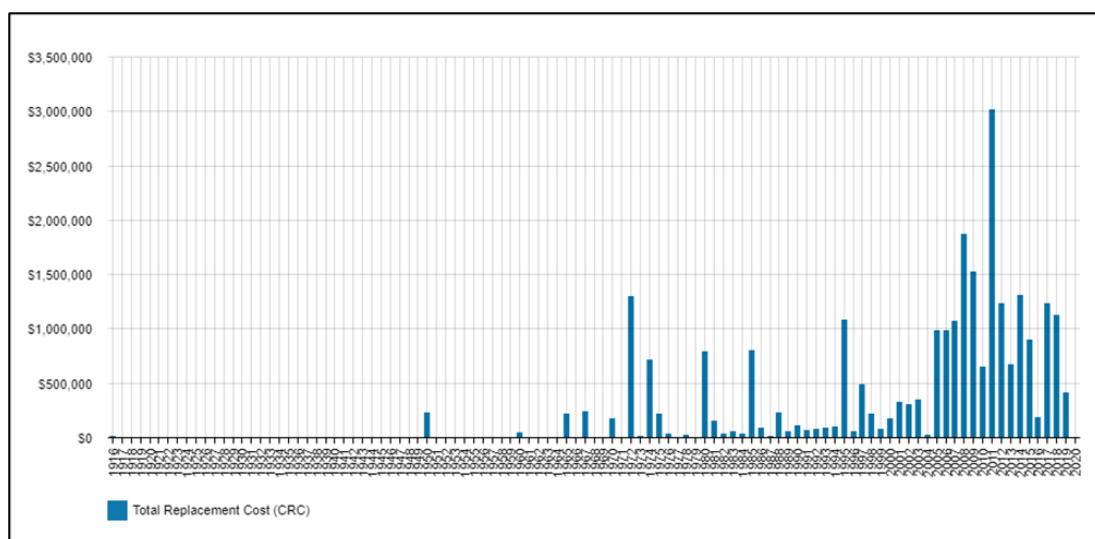
BUILDINGS	NUMBER	REPLACEMENT COST	ACCUMULATED DEPRECIATION	WRITTEN DOWN VALUE	ASSET CONSUMPTION RATIO
Buildings	128	\$54,980,874.04	\$26,315,013.29	\$28,665,860.75	52.14%
Buildings Fixtures	33	\$2,628,492.22	\$616,240.62	\$2,012,251.60	76.56%
Bus Shelters	30	\$5,294.40	\$4,235.76	\$1,058.64	20.00%
External Finishes	48	\$10,280,919.94	\$1,451,729.48	\$8,829,190.46	85.88%
Fences & Handrails	23	\$538,935.33	\$421,714.60	\$117,220.73	21.75%
Internal Finishes	45	\$11,413,814.89	\$4,072,350.82	\$7,341,464.07	64.32%
Other Structures	39	\$2,444,817.04	\$716,156.90	\$1,728,660.14	70.71%
Picnic Shelters	18	\$663,515.66	\$324,476.44	\$339,039.22	51.10%
Public Toilets	21	\$2,583,952.29	\$958,535.21	\$1,625,417.08	62.90%
Residual Structures	18	\$32,585,735.33	\$11,192,729.38	\$21,393,005.95	65.65%
Building Services	115	\$23,483,811.61	\$4,660,801.86	\$18,823,009.75	80.15%
TOTAL:	518	\$141,610,162.75	\$50,733,984.36	\$90,876,178.39	64.17%

Buildings Class Age Profile:



PARKS & OPEN SPACE	NUMBER	REPLACEMENT COST	ACCUMULATED DEPRECIATION	WRITTEN DOWN VALUE	ASSET CONSUMPTION RATIO
Cemetery Assets	78	\$2,595,870.44	\$264,789.70	\$2,331,080.74	89.80%
Electrical Assets	161	\$998,489.43	\$338,178.18	\$660,311.25	66.13%
Exercise & Play Assets	71	\$1,319,817.35	\$820,421.63	\$499,395.72	37.84%
Fences & Handrails	97	\$1,413,805.04	\$1,139,936.36	\$273,868.68	19.37%
Irrigation Assets	234	\$1,197,279.76	\$435,552.00	\$761,727.76	63.62%
Mowing Strip/Barriers	10	\$112,131.08	\$21,999.22	\$90,131.86	80.38%
Other Structures	74	\$4,869,178.32	\$2,474,469.98	\$2,394,708.34	49.18%
Park Furniture	505	\$1,610,571.91	\$1,118,370.00	\$492,201.91	30.56%
Playing Surfaces	12	\$439,460.56	\$131,962.52	\$307,498.04	69.97%
Landscaping Assets	363	\$19,726,862.12	\$7,667,678.25	\$12,059,183.87	61.13%
Poles & Lights	232	\$2,202,582.15	\$1,190,213.58	\$1,012,368.57	45.96%
Retaining Walls	111	\$2,802,684.65	\$600,692.68	\$2,201,991.97	78.57%
Signage	23	\$338,729.24	\$235,263.67	\$103,465.57	30.55%
Sports Equipment	21	\$63,728.28	\$7,310.18	\$56,418.10	88.53%
Synthetic Playing Surface	40	\$1,372,686.93	\$868,207.60	\$504,479.33	36.75%
Guard/Structures	49	\$503,470.20	\$300,804.54	\$202,665.66	40.25%
Unpaved Tracks	31	\$74,476.87	\$28,878.53	\$45,598.34	61.22%
Waste Management	29	\$247,041.00	\$183,462.43	\$63,578.57	25.74%
TOTAL:	2141	\$41,888,865.33	\$17,828,191.05	\$24,060,674.28	57.44%

Parks & Open Space Class Age Profile:



OFFICE & EQUIPMENT	NUMBER	REPLACEMENT COST	ACCUMULATED DEPRECIATION	WRITTEN DOWN VALUE	ASSET CONSUMPTION RATIO
Audio Visual Assets	60	\$649,520.41	\$411,830.72	\$237,689.69	36.59%
Fixtures	2	\$73,748.12	\$10,237.36	\$63,510.76	86.12%
Cabinets	21	\$147,487.79	\$61,287.02	\$86,200.77	58.45%
Chairs (Convention Centre)	13	\$130,584.21	\$120,945.55	\$9,638.66	7.38%
Communications	10	\$185,352.42	\$93,623.06	\$91,729.36	49.49%
Print/Copy Equipment	17	\$111,643.42	\$71,109.90	\$40,533.52	36.31%
Desktop Equipment	12	\$60,832.34	\$51,710.25	\$9,122.09	15.00%
First Aid Equipment	12	\$33,637.75	\$29,447.49	\$4,190.26	12.46%
Kitchen (Commercial)	78	\$1,294,375.34	\$425,322.92	\$869,052.42	67.14%
Laptop/Tablet Devices	5	\$11,154.46	\$8,043.02	\$3,111.44	27.89%
Network Equipment	18	\$173,004.67	\$140,597.69	\$32,406.98	18.73%
Other Handheld Equipment	35	\$316,686.77	\$203,674.86	\$113,011.91	35.69%
Other Specialist Equipment	59	\$1,196,691.23	\$555,036.46	\$641,654.77	53.62%
Server Hardware	12	\$234,987.93	\$217,608.13	\$17,379.80	7.40%
Services	16	\$154,804.55	\$21,488.63	\$133,315.92	86.12%
Signage	2	\$8,022.42	\$3,333.01	\$4,689.41	58.45%
Software	36	\$1,485,258.60	\$789,997.73	\$695,260.87	46.81%
Sports Equipment	40	\$420,198.48	\$284,271.92	\$135,926.56	32.35%
CCTV Equipment	31	\$161,478.30	\$108,109.32	\$53,368.98	33.05%
Tables	11	\$35,502.54	\$20,584.19	\$14,918.35	42.02%
Digital Displays	39	\$385,975.27	\$194,299.94	\$191,675.33	49.66%
Theatre Equipment	19	\$188,984.73	\$135,842.90	\$53,141.83	28.12%
TOTAL:	548	\$7,459,931.75	\$3,958,402.07	\$3,501,529.68	46.94%

HERITAGE ASSETS	NUMBER	REPLACEMENT COST	ACCUMULATED DEPRECIATION	WRITTEN DOWN VALUE	ASSET CONSUMPTION RATIO
Artwork	1	\$2,529,325.00	\$0.00	\$2,529,325.00	100.00%
Bass Straight Maritime Centre	1	\$1,050.30	\$0.00	\$1,050.30	100.00%
Other Assets	2	\$25,000.00	\$0.00	\$25,000.00	100.00%
Sculptures	8	\$492,500.00	\$10,560.00	\$481,940.00	97.86%
TOTAL:	12	\$3,047,875.30	\$10,560.00	\$3,037,315.30	99.65%

PLANT & FLEET	NUMBER	REPLACEMENT COST	ACCUMULATED DEPRECIATION	WRITTEN DOWN VALUE	ASSET CONSUMPTION RATIO
Fleet	45	\$1,486,861.82	\$603,207.45	\$883,654.37	59.43%
Hire Plant	44	\$5,172,488.49	\$3,059,103.78	\$2,113,384.71	40.86%
Non-hire Plant	201	\$1,496,261.75	\$1,198,866.56	\$297,395.19	19.88%
TOTAL:	290	\$8,155,612.06	\$4,861,177.79	\$3,294,434.27	40.39%

7.4 Improvement Action Plan

No	Action:	Year Planned					Priority: H,M,L	Resources: A-OPEX F-OPEX F-CAPEX	Targets	Responsible Department
		2021-22	2022-23	2023-24	2024-25	2025-26				
1	Update all Asset Management Plans to include condition-based renewal programs across the forward 10-year planning timeframe.						H	A-Opex	Asset management plans for the major asset classes are adopted by Council and current.	Infrastructure and Works
2	Continue the implementation and use of Technology One platform in order to more accurately capture asset O&M Expenditure over time.						H	A-Opex	Accurate operations & maintenance data is available across the asset, and monitored over time.	Infrastructure and Works, Finance and IT
3	Update long-term asset renewal expenditure forecasts to inform Council's Financial Management Strategy						M	F-Opex	Up to date asset renewal forecasting is available to inform long-term financial planning.	Infrastructure and Works & Finance
4	Embed annual review of asset management plans into Council processes						M	A-Opex	Asset data in each AMP reviewed updated annually to inform capital works program.	Infrastructure and Works
5	Develop a framework to assess major new asset investment considerations that incorporates whole-of-life asset cost analysis.						M	F-Opex	Asset investment analysis framework is current, and representative of the lifecycle ownership costs of Council.	Infrastructure and Works & Finance
6	Develop cyclical asset condition data collection and inspection regimes that meets the needs of each asst class						M	A-Opex	Condition data collection increases year on year (# of assets). Data is managed within Technology One asset management system. Asset condition KPIs are reported to Council.	Infrastructure and Works
7	Develop robust and consistent method for measuring Community levels of service and satisfaction ratings across all major asset classes.						M	A-Opex	Customer Service Level definitions are included in Asset Management Plan, and routine satisfaction scoring is established.	Infrastructure and Works
8	Undertake targeted actions to improve Council's asset management practices, informed by the current Asset Management Maturity Assessment						M	A-Opex	IPWEA asset management maturity assessment rating improves year on year by targeting of prioritised deficiencies. Maturity assessments are reported to Council.	Infrastructure and Works
9	Maintenance Service Levels are developed and reviewed annually						L	A-Opex	Annual review of Service Levels to inform operational budget development. Service levels are publicly available	Infrastructure and Works

FOR KAREN AND FAB.

Mr. Ted Van Overmeeren,
President,
Maidstone Park Management & Controlling Authority,
P.O. Box 680
Spreyton.

*MEET 4.30 PM
WED, 20th OCT;*

2nd September 2021

Dear Ted,

The 1st Spreyton Scout Group has been providing fun youth development activities, building resilience and confident boys and girls aged between 5 to 25 in the Joey Scout, Cub Scout, Scout, Venturer and Rover Section in our municipality since the early 1960's, originally operating from under the Racecourse Grandstand.

Being a Scout gives the youth a sense of community and responsibility. They expand their skills as they move through the sections.

We are currently based out of the Spreyton Scout Hall, 96 Mersey Main Road Spreyton, owned by the Scout Association of Australia, Tasmania Branch; operated and funded by the 1st Spreyton Scout Group; and is home to the Mersey District Venturer Unit and the Mersey District Association rooms. The hall was paid for by parents having lamington drives and Devonshire teas back in the late 1970's early 1980's.

Unfortunately, the current circumstances are set to change.

In recent years the Scout Association was obliged to commit to the National Redress Scheme associated with the Royal Commission into institutionalized child sexual abuse, resulting in the Association needing to fund claims considered payable by the Redress Scheme. The Association not having large reserves of capital had identified that the sale of Spreyton property and assets along with others within the State, to be the only sustainable means to obtain funds as required.

Therefore, the pending sale of the Spreyton Scout Hall and land now requires our Group to develop a strategy to relocate the Spreyton Scout Group.

Having already explored several options: -

- Melrose hall and Fire Station; parking is an issue as well as ground space
- Tarleton Fire Station which would need to expand, also a lack of ground
- Devonport Gide Hall, this is not suitable for Scouting as the building is too small and ceiling height too low for the Scout Section particularly.

As our history shows we are normally self-funded, however, in this instance we are humbly seeking MPMCA and council assistance.

With Spreyton residencies growing, it would be advantageous to keep the 1st Spreyton Scout Group in Spreyton, not only keep our identity, which is very dear to us all, but to also offer Spreyton's growing population an opportunity to be locally involved with Scouts.

Spreyton is home to an award-winning Scout Group, the first in 1990. Over the years the Scout Troop have been involved in many camping competitions along the coast and the State. These competitions involved construction, cooking, camping skills, compass work and first aid among a few of the elements. Our success rate is high, winning on multiple occasions. We have taken out the State level at first place twice.

The Spreyton Scout Group have been terrific ambassadors for the scouting Movement. In March 2020 just prior to Covid shut down, we were involved in some preparatory work with Huon Aquaculture at Parramatta Creek, removing tree guards and tree stakes from around 1000 trees growing around the site of a proposed new dam. The Joeys Cubs and Scouts worked in hot dry conditions. We can be found at many community events during the year.

Our approach to you is to schedule a meeting to discuss available council land at Spreyton specifically the vacant/spare land around Maidstone Park, for a purpose-built building to accommodate our Group as well as the other three section we run. Storage in the way of a building addition or shipping containers would also be of a huge benefit.

I look forward to hearing from you and in finding a positive outcome.

Yours Sincerely
Jan Tuxworth
Group Leader Spreyton Group
163 Winspears Road
East Devonport 7310
Email
Phone 0438279789



Details of your Wide Span Sheds Building

Weight	Approximately: 7,100 kg										
Span	6 metres										
Length	20 metres (5 Bays of 4 metres each)										
Height	4.5 metres										
Roof Type	Gable, 22.5 degree pitch										
Roof	COLORBOND® steel TRIMCLAD® 0.42 BMT (0.47TCT) sheeting, BlueScope										
Walls & Trims	COLORBOND® steel TRIMCLAD® 0.42 BMT (0.47TCT) sheeting, BlueScope										
Roller Doors	Two (2) COLORBOND® steel 3m high x 5m wide roller doors (roller door is wind rated). Refer to the General Specification (# Access Doors) in relation to opening sizes. The Roller Doors are boxed or steel wrapped for protection during transport.										
PA Doors	Two (2) single skin Deluxe COLORBOND® steel doors with keyed lockset and lever handle to one side;										
Open Bays	Ten (10) 4m open bays - along the sides of the steel building. Refer to Layout (attached) for location & height clearances.										
Bracing	The building will have Knee and Apex braces. Minimum internal knee clearances are: Main Building 3.706m. Minimum internal apex clearance is: 5.136m.										
	<table> <tr> <td>Span</td><td>6m</td></tr> <tr> <td>Drop</td><td>0.4 metres from eave height</td></tr> <tr> <td>Pitch</td><td>10 degrees</td></tr> <tr> <td>Length</td><td>Starting bay 1 for 5 bays</td></tr> </table>	Span	6m	Drop	0.4 metres from eave height	Pitch	10 degrees	Length	Starting bay 1 for 5 bays		
Span	6m										
Drop	0.4 metres from eave height										
Pitch	10 degrees										
Length	Starting bay 1 for 5 bays										
Left & Right Lean-to	<table> <tr> <td>Height of External Lean-to wall</td><td>3.04m</td></tr> <tr> <td>Left end sheeting</td><td>Yes</td></tr> <tr> <td>Right end sheeting</td><td>Yes</td></tr> <tr> <td>Outside wall sheeting</td><td>Yes</td></tr> <tr> <td>Inside wall sheeting</td><td>No</td></tr> </table>	Height of External Lean-to wall	3.04m	Left end sheeting	Yes	Right end sheeting	Yes	Outside wall sheeting	Yes	Inside wall sheeting	No
Height of External Lean-to wall	3.04m										
Left end sheeting	Yes										
Right end sheeting	Yes										
Outside wall sheeting	Yes										
Inside wall sheeting	No										
Roof Purlins & Wall Girts	Tophat sections with a minimum overlap of 10% of the bay width.										
Fixing to Concrete	Screw-Bolts fitted after concrete is cured.										

Specific Inclusions

- Determination of the design criteria by the engineer. This includes assessment in 8 cardinal directions to determine the site design wind speed based on the building orientation.
- A comprehensive step by step Construction Kit. This kit is specific to your building and gives step by step, simple to follow instructions on how to build your building.
- Engineering certification of the steel building to the appropriate Australian Standards.
- Slab or Pier designs for soil classes A, S, M, H1 and H2.
- Materials as nominated above supplied as per the attached "General Specification".
- BlueScope - product warranties of up to 15 years apply.

Specific Exclusions

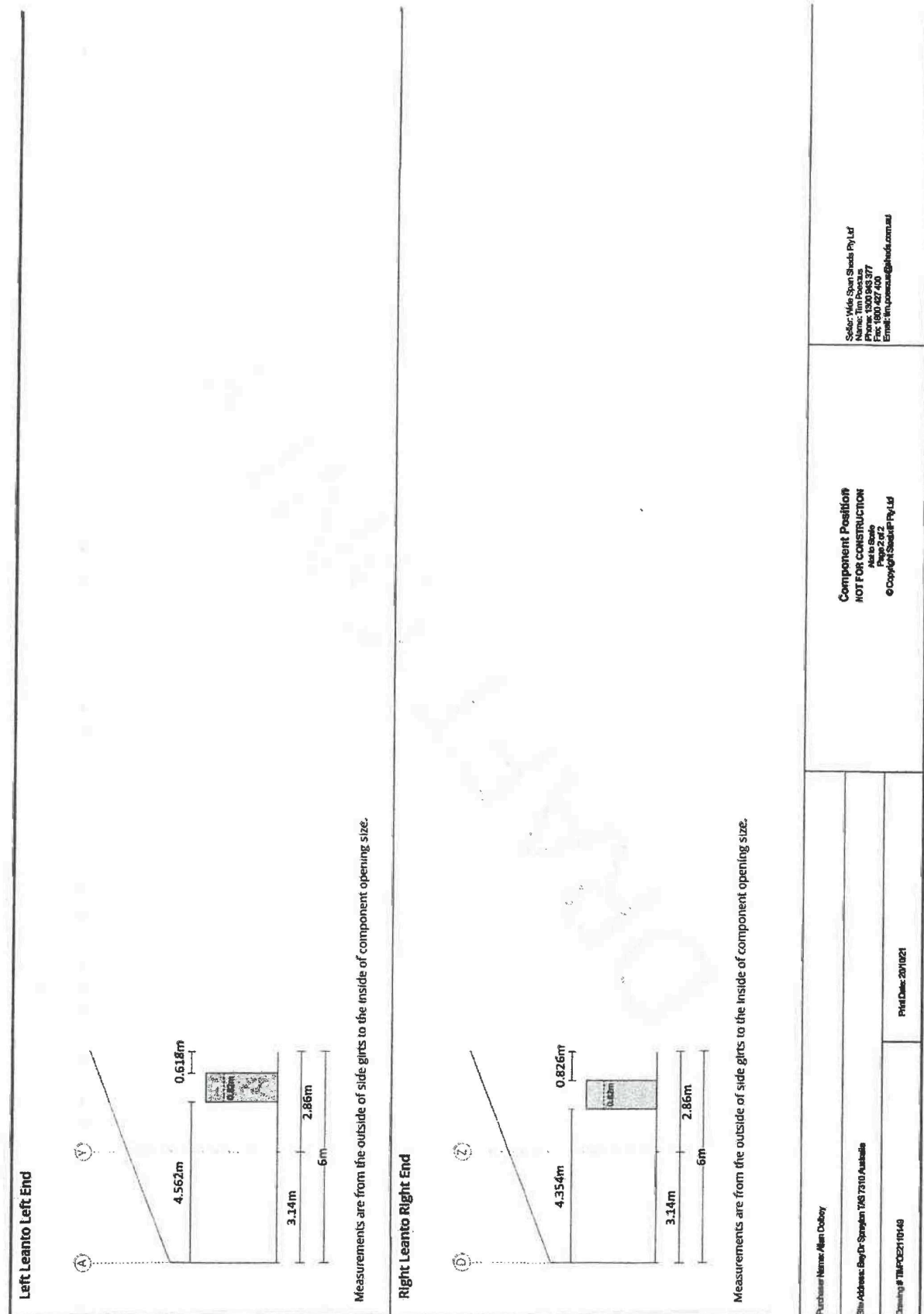




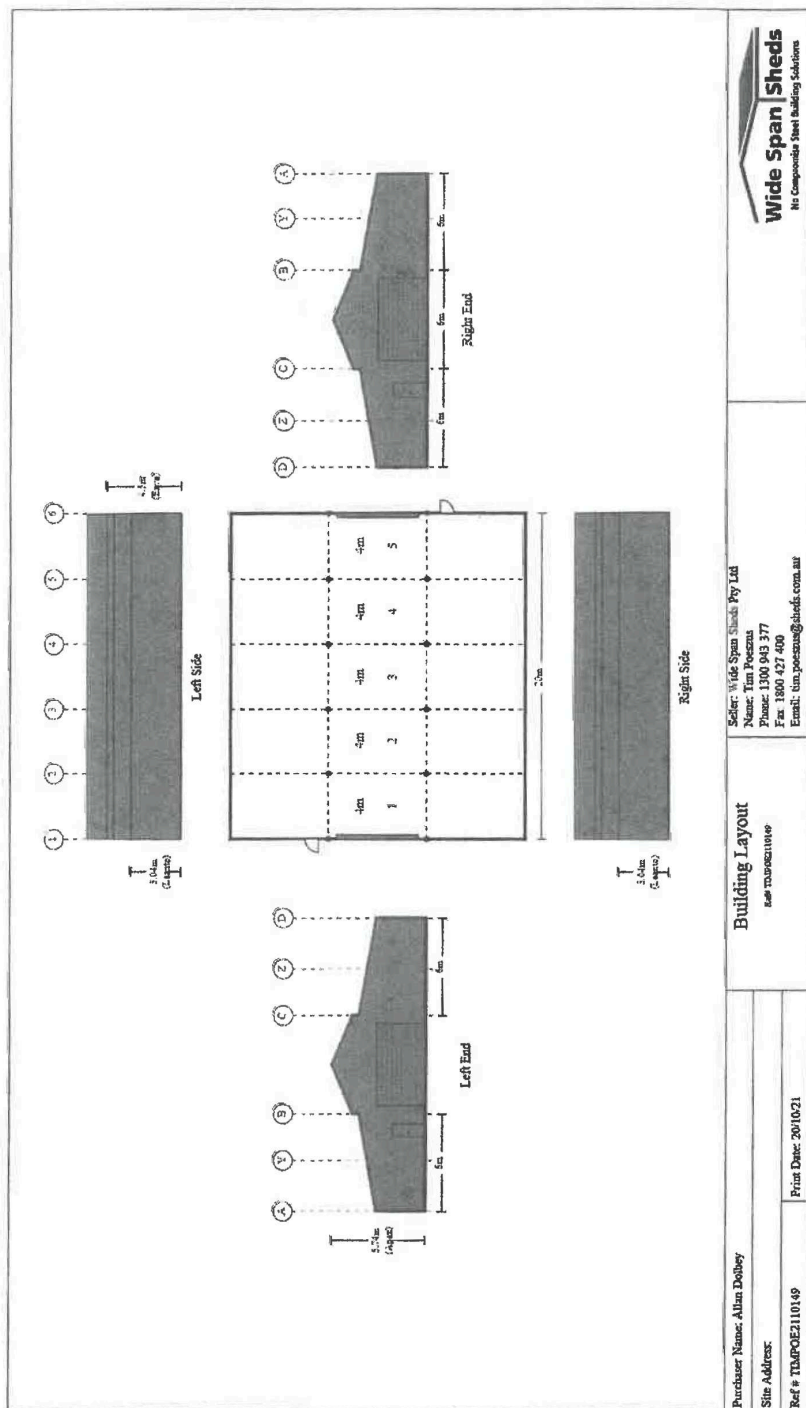

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<p>This scout is provided as a guide only. It is the responsibility of the contractor to confirm that all dimensions are correct.</p>	
<p>Left End</p> <p>Apex Height 5.74m</p> <p>0.5m</p> <p>5.00m</p> <p>DOOR A</p> <p>6m</p> <p>Measurements are from the outside of side girts to the inside of component opening size.</p>	<p>Right End</p> <p>Apex Height 5.74m</p> <p>0.5m</p> <p>5.00m</p> <p>DOOR A</p> <p>6m</p> <p>Measurements are from the outside of side girts to the inside of component opening size.</p>
<p>Purchaser Name: Alan Dobey</p> <p>Site Address: Bay Of Spynan TWS 7510 Australia</p> <p>Drawing # TWPCE210149</p> <p>Print Date: 20/10/21</p>	<p>Component Position</p> <p>NOT FOR CONSTRUCTION</p> <p>Not to Scale</p> <p>Page 1 of 2</p> <p>© Copyright Sheds Pty Ltd</p>
<p>Seller: Wide Span Sheds Pty Ltd</p> <p>Name: Tim Passara</p> <p>Phone: 1300 943 377</p> <p>Fax: 1800 427 400</p> <p>Email: timpassara@sheds.com.au</p>	



Building Layout



SHED
SAFE



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Site Location

Site Address	Bay Dr Spreyton TAS 7310 Australia
Building Orientation	Left Side of building orientated to 236° (southwesterly direction)
Building Class	10
Importance Level	2 with a V_r of 45 m/s
Design Wind Criteria	Region A3; TC = 2.6; Mt = 1; Ms = 1.0; giving a V_{des} of 38.8 m/s.
Other Design Factors	No Snow Loading allowed. No Earthquake Loading allowed.



Building Information

The design criteria nominated has been assessed by your trained sales consultant. This assessment is subject to the certifying engineers confirmation. Final assessment by the engineer may result in a change to the materials and price.

From the site location and the usage information we have at hand, it is likely that the building is subject to a Marine Influence and/or Industrial Influence. We refer you to BlueScope Technical Bulletins (in particular TB1A, TB1B, TB4, TB30 and TB35) to consider the environmental conditions and the materials that have been specified in your quotation. It is likely that the BlueScope and any other warranties will be limited for the specified materials. If you contact BlueScope on 1800 800 789, they will be able to discuss this further with you. Should you wish to consider changing any materials, your sales consultant will be able to assist.

SHED
SAFE



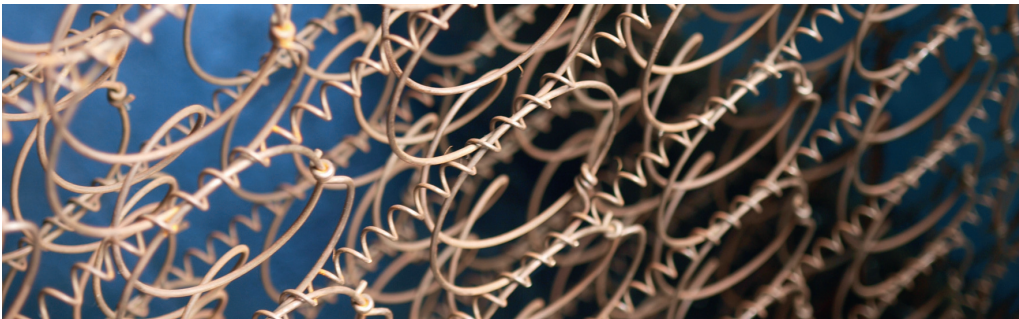
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Annual Report

Cradle Coast Waste Management Group



2020-21



This report was prepared by:

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ABN: 11 784 477 180

For: Cradle Coast Waste Management Group

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V13.09.21	Draft	1579430	P&AM	CEO	15.09.2021
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GLOSSARY OF ABBREVIATIONS

BCC	Burnie City Council
CCA	Cradle Coast Authority
CCC	Central Coast Council
CHC	Circular Head Council
CCWMG	Cradle Coast Waste Management Group
CCWS	Cradle Coast Waste Services
DCC	Devonport City Council
DPIPWE	Department of Primary Industries, Parks, Water and Environment
DWM	Dulverton Regional Waste Management Authority
EPA	Environment Protection Authority
FOGO	Food Organics Garden Organics
GM	General Manager
KC	Kentish Council
KPI	Key Performance Indicator
LC	Latrobe Council
LGAT	Local Government Association of Tasmania
MOU	Memorandum of Understanding
MRF	Materials Recycling Facility
MSW	Municipal Solid Waste
NTWMG	Northern Tasmania Waste Management Group
STWMG	Southern Tasmania Waste Management Group
TOR	Terms of Reference
WTS	Waste Transfer Station
WWC	Waratah Wynyard Council

1 INTRODUCTION

1.1 WHO WE ARE

The Cradle Coast Waste Management Group (CCWMG) was formed in 2007 to improve waste management from a regional perspective, providing efficiencies and economies of scale and provide specialty waste reduction services. CCWMG represents seven northwest Tasmanian municipal councils, which participate in a voluntary waste levy. These include: Burnie City (BCC), Central Coast (CCC), Circular Head (CHC), Devonport City (DCC), Latrobe (LC), Kentish (KC) and Waratah Wynyard (WWC). The levy is collected at the regions three landfills; Dulverton (DWM), Port Latta and Lobster Creek.

The CCWMG is governed by the Terms of Reference (TOR), which was affected on 1st November 2020. Prior to this, the Interim Memorandum of Understanding (MOU) was in affect whilst the Terms of Reference (TOR) were under development. The CCWMG members consist of the General Managers (GM/s) from the participating Councils.

The 2020/21 CCWMG representatives include:

- > **Simon Overland**, BCC
- > **Sandra Ayton**, CCC
- > **Scott Riley**, CHC
- > **Matthew Atkins**, DCC
- > **Shane Crawford**, WWC
- > **Gerald Monson**, LC, KC

Cradle Coast Waste Services (CCWS), part of the Dulverton Regional Waste Management Authority (DWM), provides project management support and waste expertise to the CCWMG and is represented by:

- > **Mat Greskie**, CEO
- > **Mel Pearce**, Project & Administration Officer (P&AM).

The CCWMG strongly focus on utilising levy funds on actions that have a direct positive impact on regional resource recovery and waste management.

The CCWMG's vision is to deliver a sustainable community in the Cradle Coast region of Tasmania by implementing strategies which minimise waste through increases in waste diversion and recovery.



1.2 OUR PRINCIPLES, GOALS AND TARGETS

The CCWMG's 5 Year Strategy 2017 – 2022 was ratified in June 2017.

The Strategy's four goals are:

- 1. Waste diversion:** Diversion of materials from landfill to increase resource recovery, extend the life of existing landfills and reduce greenhouse gas emissions from waste.
- 2. Regional planning & efficiencies:** Provide regional planning and coordination of waste infrastructure and services to provide improved resource recovery, delivering efficiencies and reducing costs of services/waste infrastructure.
- 3. Partnerships:** Maintain partnerships with government, planning authorities and the 3 waste regions to shape waste management policies and regulation to influence future regulatory requirements and to identify programs and infrastructure best delivered with a state-wide approach.
- 4. Community engagement:** Work with the community and industry, through education and feedback, to take ownership of waste avoidance and reuse to improve the use of existing and future services.

The CCWMG have also set measurable and achievable objectives in the Strategy which will allow the CCWMG and participating councils to track their progress over the 5-year plan. The objectives take the form of Key Performance Indicators (KPIs), which include:

- > By 2022, divert 50% of all Municipal Solid Waste (MSW) from local government landfill facilities across the region.
- > By 2022, increase the proportion of recycling bin receiving a pass mark as part of the recycling bin assessments to 90% across the region (based on the 2015-16 assessment pass rate of 81%).
- > By 2022, reduce incidents of illegal dumping at hotspot sites by 25% across the region (upon first establishing baseline data from council reports).
- > By 2022, member councils to be collecting and reporting a standardised set (for material types, units, etc.) of data in relation to waste and resource recovery activities.

Achievements against these objectives, is discussed in Section 3.



Over the past three years,
CCWMG has supported
the recycling of close to
11,000 tyres.

2 REPORTS

2.1 CHAIRPERSON'S REPORT

I have pleasure in presenting the Cradle Coast Waste Management Group's Annual Report on behalf of the Group to member Councils.

The report provides an overview of the Group's activities throughout the 2020-2021 financial year, to deliver on the objectives and actions of the 5 Year Strategic Plan for our region. The Group have actioned many projects this last year and I implore you to read through the full Annual Report to understand the activities that have been undertaken. These activities are funded via a voluntary levy on waste deposited to landfill which was set at \$5 per tonne.

Our four key focus areas as highlighted in the Strategic Plan for 2017-2022:

- > waste diversion;
- > regional planning and efficiencies;
- > partnerships; and
- > community engagement.

The report provides information to enable us to strategically prepare for the future, both within our region and at an individual council level. Tonnes of municipal waste landfilled, green waste mulched, kerbside recycling and cardboard recycling provide targets and trends which should be at the forefront of our thinking, particularly as our Strategic Plan is centred around a major waste diversion target.

This year has also seen a focus on the funding from the \$5 tonne levy being attributed back to the Council's to help implement some of the projects that are in our Strategic Plan.

It is pleasing to see a high percentage of Kerbside Recycling Bin Assessments receiving a pass mark. This demonstrates how people are taking an interest in what happens to their waste and want to do the right thing.

Diversion from landfill is a key strategy for the group who have a KPI of 50% diversion of waste from landfill by 2022. While we have made some headway in reducing the waste to landfill by around 10% over the last 5 years, there needs to be significant attention given to this over the next 12 months if we are to meet our target. The likely implementation of a state-wide waste levy and FOGO composting capability at Dulverton Waste Management (DWM) will incentivise increased diversion.

The Education and communications programs that we are working on both at a state-wide and regional level are critical as education in the schools helps our younger generations understand the impact of waste and how it affects our environment. This can only be a positive for our region.

The new public place dual recycling bins that have been purchased and utilised in our communities also demonstrates how we as a region are working towards changing peoples attitudes on how they dispose of their waste and I commend all Councils who have taken up this program.

I would like to thank DWM and the Councils who worked together to continue delivering these important services on behalf of our communities.

The Cradle Coast Waste Management Group consists of the General Managers from the participating Councils which represents Burnie City Council, Central Coast Council, Devonport City Council, Circular Head Council, Latrobe Council, Kentish Council and Waratah-Wynyard Council. I would like to sincerely thank them for the time and focus. I would also like to thank DWM for their expertise and dedication of skills to this Group as well.

I commend this report to you.

Sandra Ayton, Chair

3 KEY PERFORMANCE INDICATOR ACHIEVEMENTS

The CCWMG was formed as a regional body to progress waste reduction projects and meet environmental goals in the Cradle Coast region. At least every five years, the group develops a strategic plan to assist with determining regional goals and to set measurable targets. The following demonstrates the Group's achievements against the Cradle Coast Waste Management Group Strategic Plan 2017 – 2022.

3.1 ACHIEVE 50% DIVERSION OF MUNICIPAL SOLID WASTE BY 2022

Municipal Solid Waste refers to waste collected at council waste transfer stations (WTS) and from residential kerbside waste bins. The MSW diversion target of 50% was founded on the expectation that a kerbside Food Organic Garden Organic (FOGO) collection service would be implemented across the region, which would divert up to 20,000 tonnes of waste from landfill into composting.

In October of 2019, Central Coast Council (CCC) implemented a FOGO collection which has been well received and made a significant contribution to the diversion of MSW landfill. In the 2020/21 year 2,712 tonnes of FOGO was collected from the CCC municipality. CCC FOGO collection represents 10.25% of diverted waste in the region and over 300KG of waste per household in the CCC municipality.

As well as FOGO, diversion tactics include large scale regional contracts; Kerbside Recyclables, Cardboard Recycling, and Greenwaste Mulching and Collection. These are discussed in more detail in Section 5.

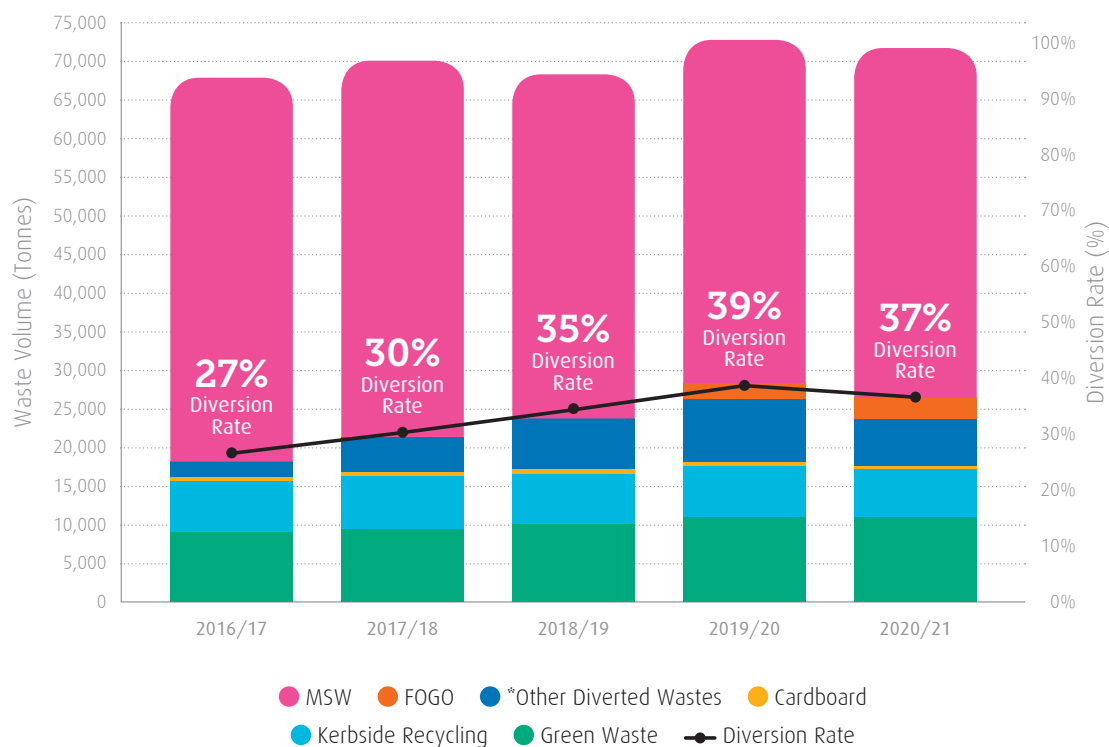
In addition to these, smaller scale programs such as the recycling of e-waste, tyres, fluoro tubes/globes, paint, batteries, concrete and oil, are also included in diversion tactics.

Chart 1 displays the total tonnes of MSW landfilled by the region compared with the tonnes of waste diverted.

Be a Good SORT

START: Before you leave home, neatly and securely pack your recyclables and waste. Group the same types of materials together so it's easy to drop them in the different bays.

Chart 1 – Tonnes of Regional Municipal Waste, Landfilled vs Diverted



* Other diverted wastes include the smaller scale recycling initiatives carried out by the regional transfer stations, including the recycling of steel, e-waste, tyres, fluoro tubes/globes, paint batteries, concrete, and oil.

Despite a slight reduction in the diversion rate for 2020/21, there is a consistent trend towards reducing landfill and increasing diversion overall. From 2016/17 to 2020/21, diversion of MSW to landfill has increased by 10%.

Be a Good SORT

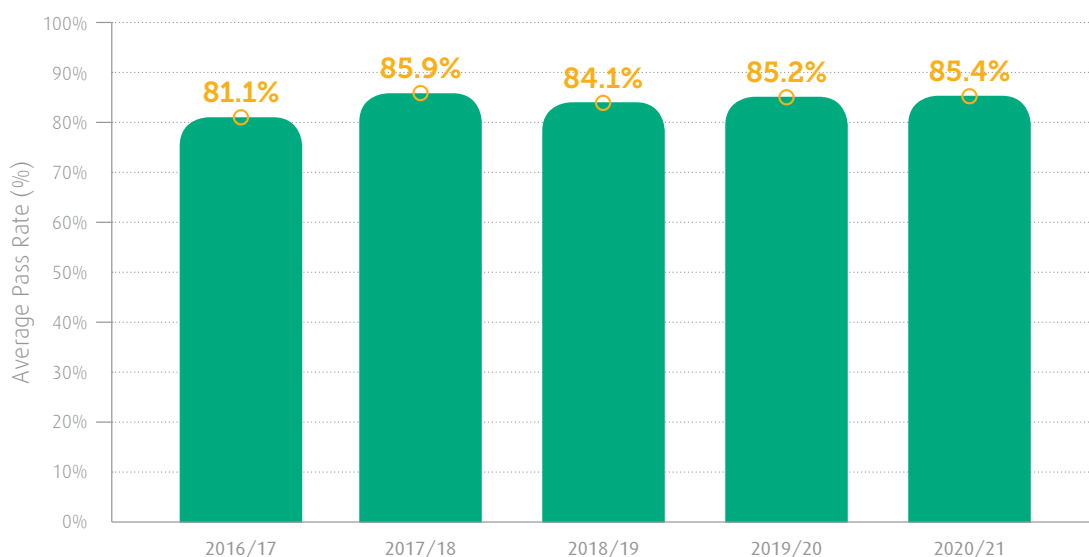
ORGANISE: Pack your trailer or ute to match the order that you'll drop them off. Refer to the map for the order that materials are dropped off as you move around the Waste Transfer Station bays.

3.2 ACHIEVE 90% PASS RESULTS FOR RESIDENTIAL RECYCLING BIN ASSESSMENTS BY 2022

Recycling Bin Assessments have been an ongoing CCWMG project since 2012. The program continues to provide valuable data to participating Councils on their municipal recycling habits, as well as the presence of contamination, contamination types, bin utilisation and trends in pass and fail rates. Results for the past five years reflect a stabilising of progress. More detail about the residential Recycling Bin Assessments is discussed in Section 5.

Chart 2 displays the regional pass results of the residential Recycling Bin Assessments by year.

Chart 2 – Kerbside Recycling Bin Assessment Pass Rates by year



3.3 REDUCE 25% OF ILLEGAL DUMPING INSTANCES IN HOTSPOTS BY 2022

CCWMG track illegal dumping through a database accessed via a simple to use portal on the RethinkWaste website.

In November 2019 the RethinkWaste website transitioned to a new host. Despite extensive efforts, a number of software issues prevented access to the illegal dumping database and data collection portal for approximately 12 months following the transfer. These issues were finally resolved and the database has been reactivated. As a result of this downtime, the data collected and the ensuing written report relates to the four months prior to the website transition only.

Due to incomplete data, it is difficult to categorically determine whether the instances and volume of illegal dumping is reducing or increasing. Anecdotal feedback received from participating councils suggests that the initiatives being implemented by those councils is having a positive impact on the reduction of illegal dumping for the areas under their management. Collection of data over a full financial year will be required to complete a more accurate comparison.

3.4 COLLECT AND REPORT ON A STANDARDISED SET OF WASTE AND RESOURCE RECOVERY DATA

CCWMG developed a waste data collection portal to capture information for different waste streams collected at Council WTS and through CCWMG projects. With the assistance of CCWS, each Council is responsible for inputting data monthly and CCWS collates and reports the data quarterly. This data is used to calculate MSW and diversion rates and assist CCWMG with future initiatives. CCWS is continually looking at ways to improve the interpretation of this data, and the ability to provide quantifiable results.

A CCWMG grant of \$1,000 was given to Mt Roland Rivercare Catchment Inc. for removal of car bodies in the lower Beulah Road area.

A total of ten car bodies were removed.

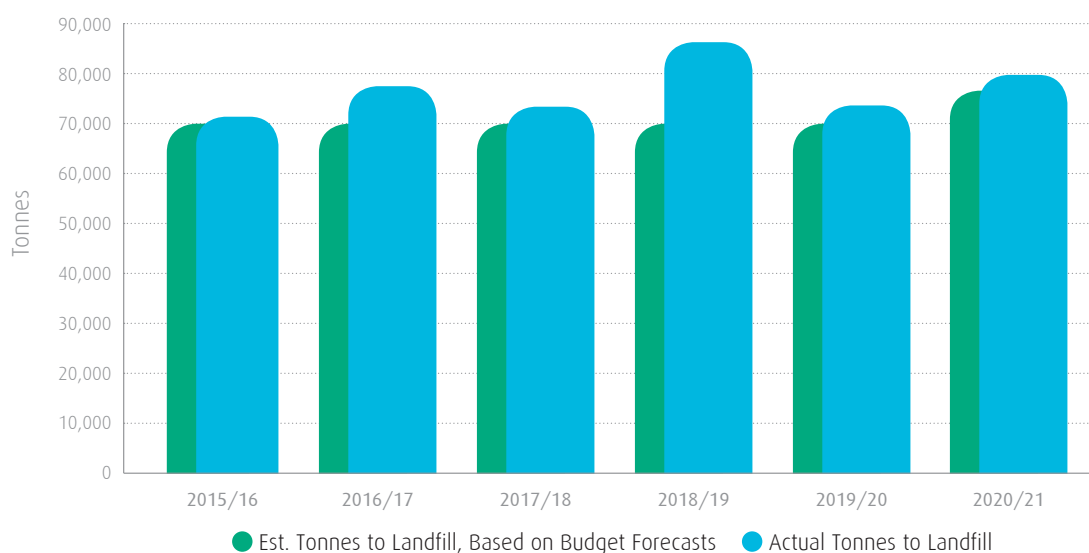
Photo: Removal of old car bodies from Beulah Road.



4 REGIONAL WASTE TRENDS

All waste disposed of in the DWM, Lobster Creek and Port Latta Landfills is charged the voluntary waste levy. Funds received via this voluntary levy fund CCWMG initiatives. In 2020/21 the levy was charged at \$5.00 per tonne.

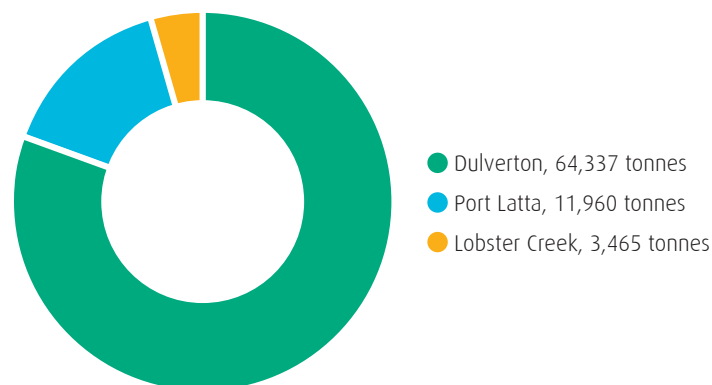
Chart 3 – Budgeted waste volumes vs actual landfill tonnages received



The total volume of landfill waste received by all three facilities (attracting a waste levy) in 2020/21 was 79,762 tonnes which was an increase on the previous year by 7.6%. This total includes both MSW, and other landfilled waste that is made up of Commercial & Industrial Waste, Controlled Waste, and Construction & Demolition waste.

The proportion of this total waste received by each landfill facility is displayed in Chart 4.

Chart 4 – Proportion of total waste by Landfill Facility



The total volume of Other Landfilled Waste received for 2020/21 was 34,376 tonnes, which has increased from 2019/20 by 20.6%

A number of factors may influence the tonnages of waste to landfill. In previous years some standout events include:

- > A mono-cell special project at DWM in 2016/17, resulting in an additional 6,300 tonnes of waste landfilled;
- > Extreme weather events such as the flooding in June 2016, resulting in significant property damage which consequently required landfilling;
- > A special project at DWM in 2018/19, resulting in excess of 11,000 cubic metres of waste landfilled; and
- > A special project which was completed in 2020/21 resulting in significant disposals of Level 2 Soil, totalling over 9,600 tonnes.

Chart 5 displays the proportion of MSW and Other Landfill Waste by year. A total of 45,386 tonnes of MSW was received for 2020/21, which has increased from 2019/20 by 1.9%.

Chart 5 – Proportion of MSW and Other Landfill Waste by year

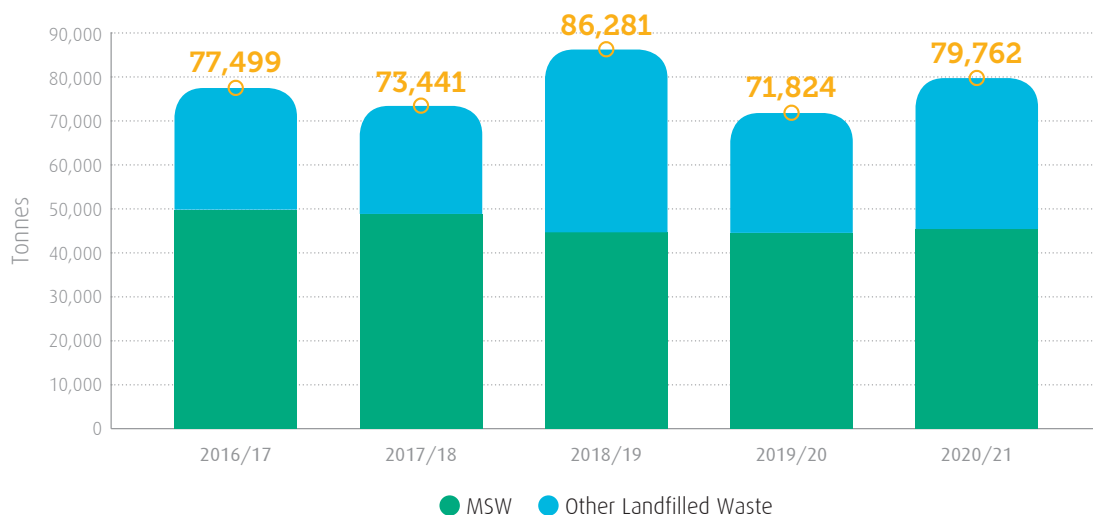
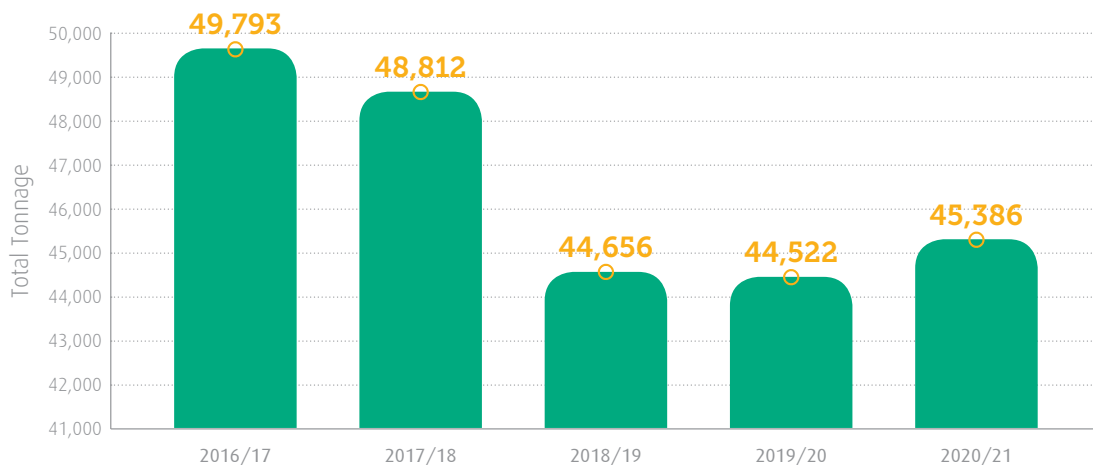


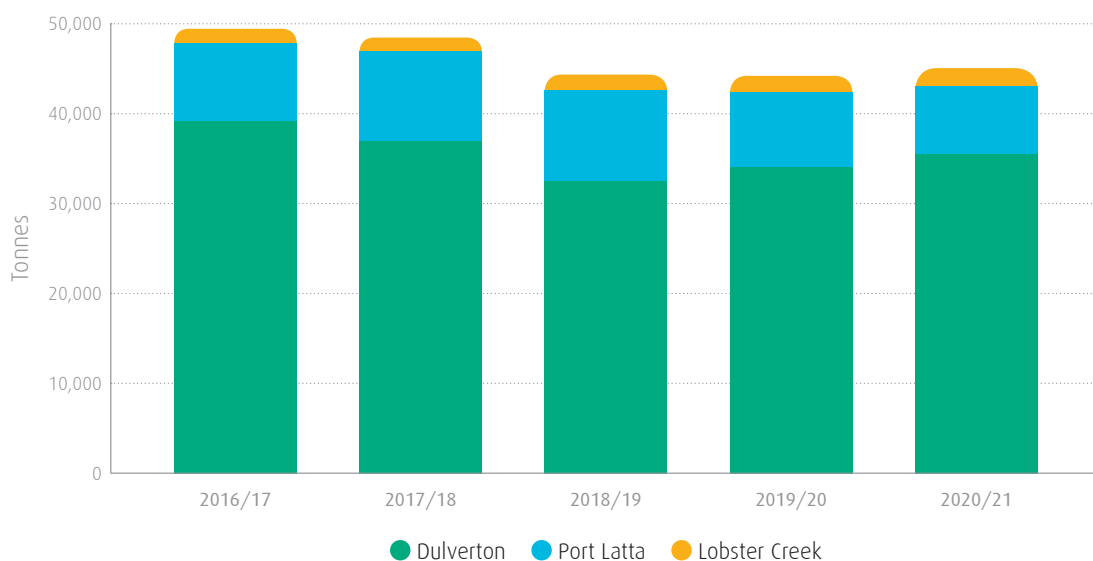
Chart 6 – Total MSW tonnages to landfill by year



CCC implemented a FOGO collection in October 2019 which has made a significant contribution to the diversion of MSW to landfill. The DWM Landfill receives MSW from BCC, CCC, DCC, KC and LC and in 2020/21 disposals across these individual Council areas increased by an average of 4.0% from 2019/20.

MSW tonnages received in 2020/21 at Lobster Creek increased by 12.6% from 2019/20 and volumes received at Port Latta (MSW from CHC and WWC) decreased in 2020/21 by 11.2%.

Chart 7 – Proportion of MSW tonnages received by each Landfill



FOOD WASTE FACTS

- > \$20 billion is lost to the economy through food waste.
- > Up to 25% of all vegetables produced don't leave the farm – 31% of carrots don't leave the farm, equating to a cost of \$60 million.
- > The total cost of agricultural food losses to farmers is \$2.84 billion.
- > Households throw away 3.1 million tonnes of edible food, that's close to 17,000 grounded 747 jumbo jets.
- > Food waste costs to households vary from \$2,200 to \$3,800.

SNAPSHOT

Grants fund improvements at Cradle Coast waste facilities

More than \$109 000 in grant money has been used by Cradle Coast councils over the past 12 months to improve facilities at Waste Transfer Stations and Resource Recovery Centres across the region.

Cradle Coast Waste Services facilitated the grant program with funds from the region's voluntary waste levy. Levy funds are used by Cradle Coast Waste Management Group member-councils to re-invest in services, infrastructure, and education campaigns to increase the recovery of re-usable resources and reduce the amount of waste that goes to landfill.

Mel Pearce administered the grants program and was pleased the funds were used to improve the accessibility and safety of waste transfer stations in seven Local Government areas.

"From litter reduction fencing and signage, to e-waste collection shelters and concrete pads to prevent pollution run-off, the improvements all contribute to better waste management services for local communities," said Mrs Pearce.

"That is the purpose of the waste levy, to ensure that funding goes back to communities for facility upgrades and to keep pace with growing recycling services such as electronic waste and hazardous waste including tyres, batteries and unused paint."

A total of \$109,228 was issued via the 2019/20 grant program with \$14,000 allocated to Burnie City; \$20,455 to Central Coast; \$7,350 to Circular Head; \$16,223 to Devonport City; \$22,800 to Kentish (across both Sheffield and Wilmot Waste Transfer Stations); \$12,400 to Latrobe; and \$16,000 to Waratah-Wynyard Councils.

Improvements included:

- > Concrete pads for e-waste, battery and paint collection bays in Burnie.
- > Toilet and washing facilities at Preston.
- > Boundary fence installation in Circular Head.
- > Shelter construction for the e-waste collection bay in Devonport.
- > Safety barrier installation at waste drop-off areas, new signage and upgrading damaged bin waste flaps at Sheffield.
- > Safety barrier installation at waste drop-off areas and new signage at Wilmot.
- > Safety barrier installation at waste drop-off areas, new signage and upgrading damaged bin waste flaps in Latrobe; and
- > Constructing a concrete hardstand for tyre storage in Waratah-Wynyard.



5 ACTIVITIES UNDERTAKEN FOR THE YEAR

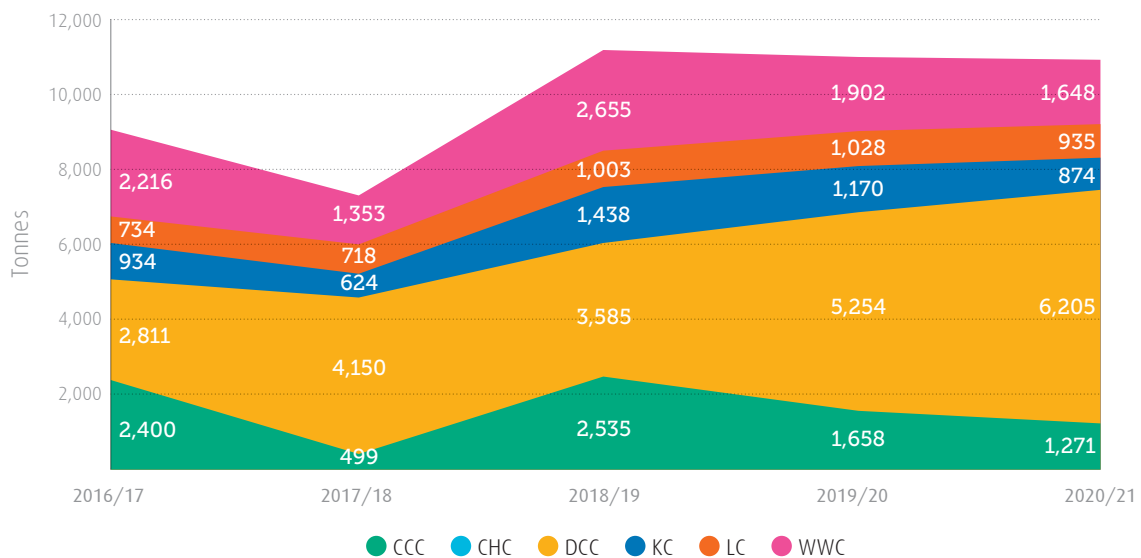
5.1 REGIONAL CONTRACTS

5.1.1 Mulching of Green Waste Contract

Municipal residents are able to dispose of green waste at regional WTS, where it is stockpiled and then shredded into mulch under a CCWMG contract. The shredded mulch is transported to the DWM Organics Recycling Facility (DORF) for composting unless Councils have determined other uses for this product. Green waste is a critical ingredient in the composting process and DWM compliments Councils for the high-quality Green Waste, free from contaminants, received at the DORF.

The timing of when Green Waste is mulched can affect the quantities recorded in any given period.

Chart 8 – Tonnages of Green Waste received by Council, from 2016 - 2021



5.1.2 Regional Kerbside Recycling Contract

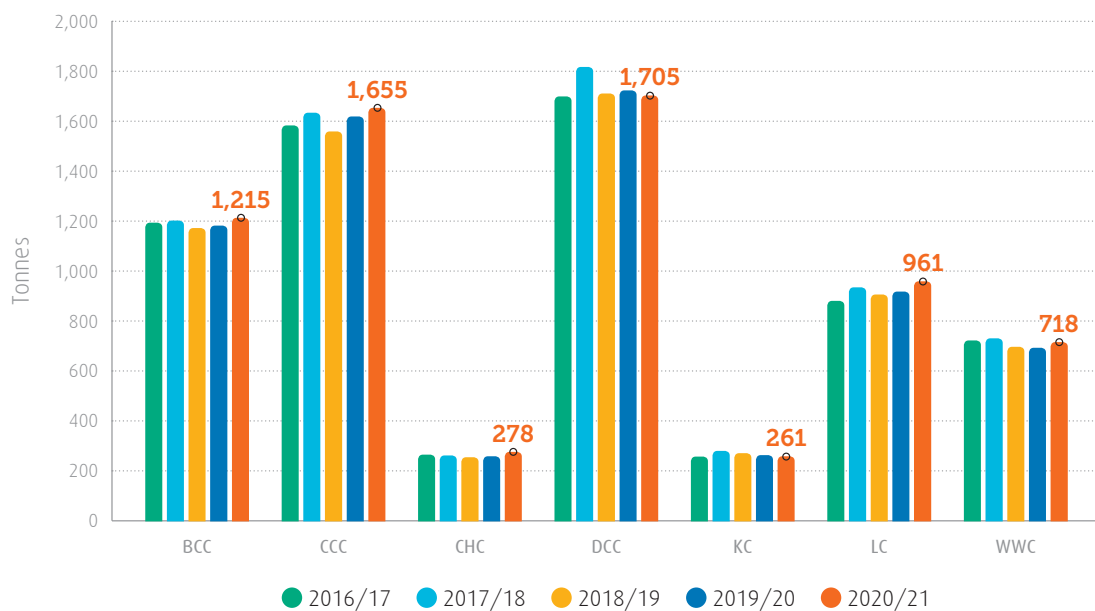
CCWMG manages the residential Kerbside Recycling Contract for the region. This service provides municipal residents with fortnightly mixed recycling collections.

These products are taken to a Material Recovery Facility (MRF) in Spreyton, sorted to remove unsuitable and contaminated products, and then sold to national and international processing facilities. Unsuitable products are redirected to landfill.

In 2020/21, a total of 6,796 tonnes of recyclable products were collected and put to better use. This is an increase on 2019/20 by 1.8%. There was an increase across all council areas in the volume of recyclables collected, except for DCC which recorded a slight reduction in their total tonnage by 1.2%.

The total tonnage of kerbside recyclables by municipal area is detailed below.

Chart 9 – Total tonnages of Kerbside Recyclables collected by Municipal area



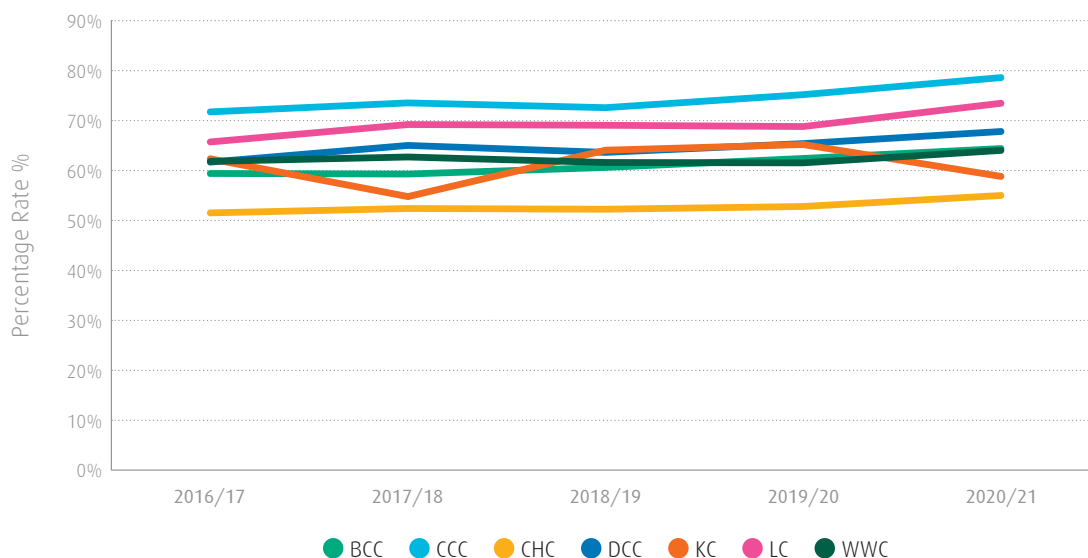
In 2020/21, the number of tenements serviced by the Kerbside Bin Contract increased to 44,082. This is an increase on last financial year by 1.1%. The average presentation rate for the region in 2020/21 was 68.6% which is a year on year increase of 2.5%.

Table 1 – Break down of tenements, bin pickups and presentation rate by council area

Council	Total Number of Tenements Eligible for Collection	Average Bin Pickups per Month	Bin Presentation Rate
Burnie City Council	8,389	11,700	64.4%
Central Coast Council	8,928	15,203	78.6%
Circular Head Council	2,145	2,556	55.0%
Devonport City Council	12,023	17,656	67.8%
Kentish Council	1,796	2,288	58.8%
Latrobe Council	5,691	9,056	73.4%
Waratah-Wynyard Council	5,110	7,088	64.0%
TOTAL ALL COUNCILS	44,082	65,547	68.6%

Every month the quantity of tenements within the kerbside recycling collection service zone increases as new properties are built and subdivisions are developed. The total number of tenements is the number of properties recorded by Veolia as having access to a Kerbside Recycling Bin at the very last collection of the financial year.

Chart 10 – Average bin presentation rates by municipal area for each financial year



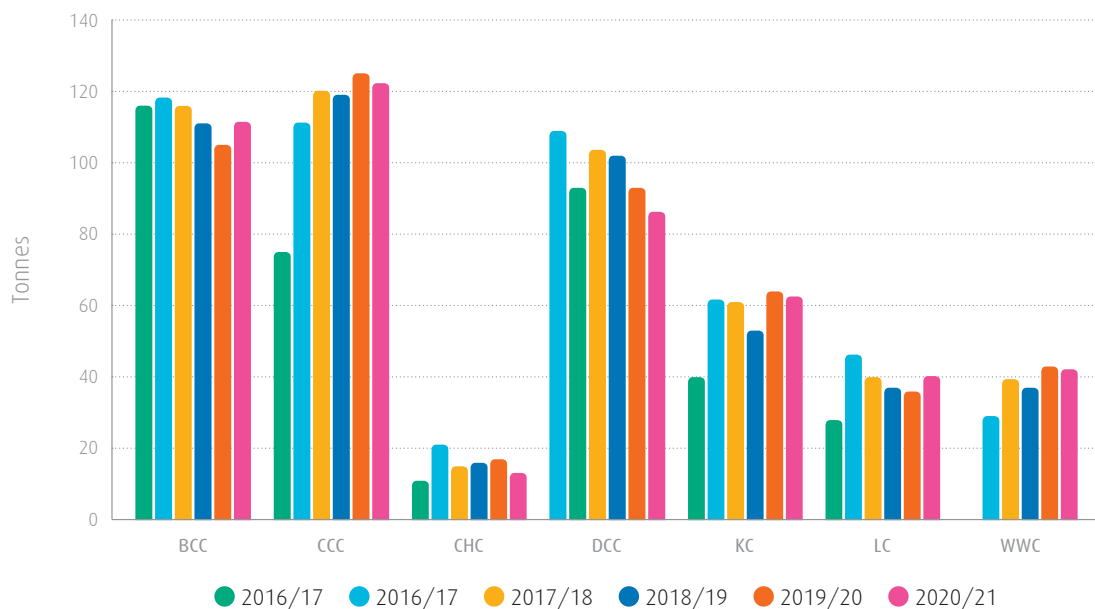
5.1.3 Regional Cardboard Collection and Recycling Contact

The Regional Cardboard Collection and Recycling Contract was established in 2015, with collection bins at participating council WTS. The cardboard collected is sold as an important commodity throughout the world, and the average commodity price forms a discount from the cost of this service.

Over the last few years, cardboard collection has remained stable, fluctuating at close to 500 tonne per annum.

The volume of cardboard collected from each municipal area between 2016/17 and 2020/21 is displayed in Chart 11.

Chart 11 – Total Cardboard Tonnages Collected by Municipal area



Be a Good SORT

RECYCLE: Separate your recyclables and waste. There are many materials that can now be recycled. See what else you can recycle to reduce materials going into landfill.

5.2 KEY PROJECTS

The CCWMG successfully completed a significant number of projects in 2020/21 which are identified and prioritised within the CCWMG five-year Strategic Plan. Actions and budgets are allocated in the Annual Plan and Budget 2020/21 and are referenced using the project number detailed within each heading.

Key projects is discussed in the following subsections:

- > 5.2.1 Education and Promotion
- > 5.2.2 Recycling Bin Assessments
- > 5.2.3 Schools Program
- > 5.2.4 Free Residential Battery, Fluoro Tube/Globe, E-Waste & Paint Recycling
- > 5.2.5 Public Place Bins Subsidy
- > 5.2.6 Household Hazardous Waste Event

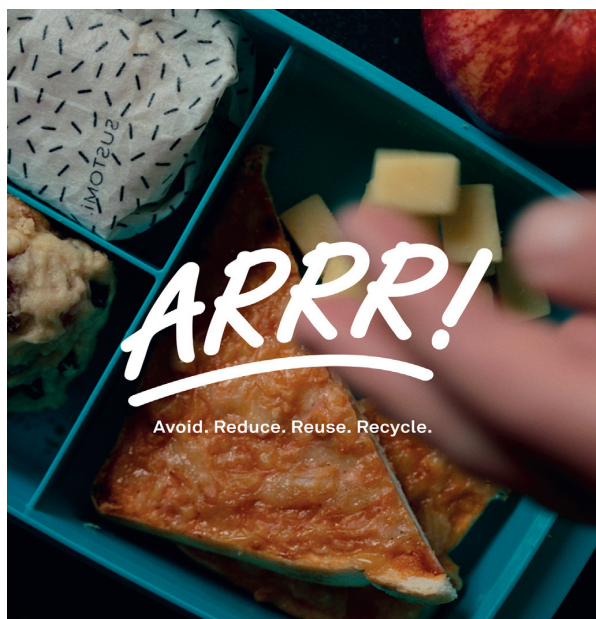
A full list of all projects undertaken by the CCWMG in 2020/21 is detailed in Section 7.

5.2.1 Education & Promotion (2.11)

CCWMG continues to support the Tasmanian Waste Management Communications Plan 2017/22. This program is run as a joint service between the three regional waste groups; CCWMG, Northern Tasmania Waste Management Group (NTWMG) and Southern Tasmania Waste Management Group (STWMG).

Under the Rethink Waste banner, communication activities undertaken throughout this year have included promotion of; Circular Economy principles, the Waste Hierarchy (Avoid, Reduce, Reuse, Recycle), Plastic Free July, Clean up Australia Day, and many more. Rethink Waste campaigns utilise a variety of media types, including online and social media platforms as well as traditional print, radio and television services.

The success of this programme has been observed by State Government officials and the Department of Primary Industries, Parks, Water and Environment (DPIPWE) who recently supported the three regional waste groups to extend the communication activities for the next twelve months.



Be a Good SORT

THINK: By sorting your load, you'll save yourself time and money and be doing your bit for Tassie.

5.2.2 Recycling Bin Assessments (2.3)

Recycling Bin Assessments were again conducted throughout the region with great success. This program continues to educate residents in correct recycling habits and has proven to be an effective motivator of behavioural change.

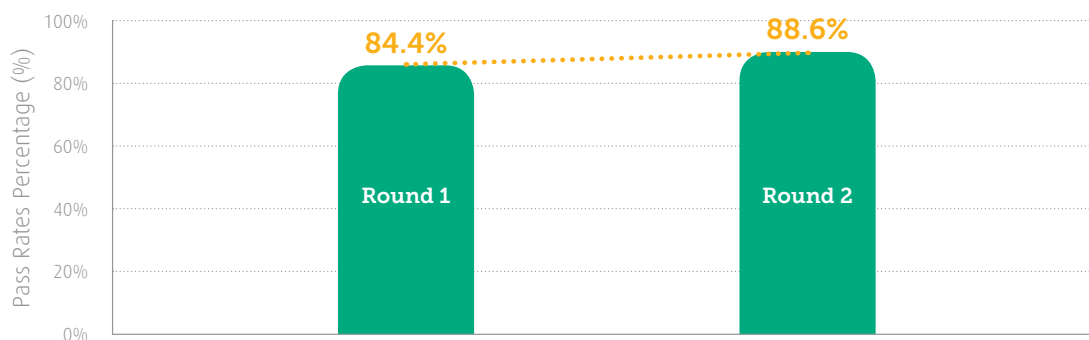
The key objective in the assessment process is to track the occurrence and types of recycling contamination in kerbside collections for strategic planning and educational purposes.

A total of 9,621 properties were visited and a total of 8,238 bins were assessed this year. On average, recycling bins across the region were estimated to be filled to 67% of their capacity (reduced by 8% from last assessment period of 75%).

The total average Pass result was 85.4% a slight increase of 0.2% compared to last year's assessments (85.2% in total). The Fail result decreased comparatively by 0.3%, from 6.2% in 2019/20, to 5.9% in 2020/21.

This program assists with measuring progress towards the goal of achieving a 90% pass rate. The Recycling Bin assessment report notes that over the last few years, the pass rate has had minimal change. Although improvements on overall results appear to be at a plateau, it is evident from analysis of the data that individualised feedback provided to households does have a positive impact on the results of multi-round assessments. Where multiple visits have been conducted, overall Fail results decreased by 2.5% from Round 1 to Round 2, and there was a correlating increase in average Pass results, where they increased from 84.4% to 88.6%. This demonstrates a willingness in residents to change recycling behaviours based on feedback from assessments.

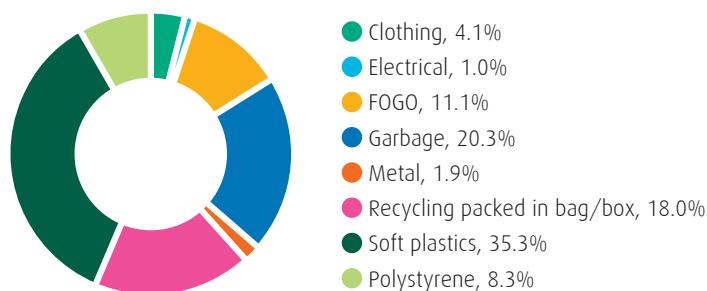
Chart 12 – Recycling Assessments Pass rates by Round 2021



Based on this evidence, the 2021/22 bin assessments plan has diversified areas being assessed with the intention of providing feedback to as many residents as possible.

Recommendations from the report included a continued focus of public education on the three major contaminant groups: (1) Soft plastics, (2) Garbage, and (3) Recycling packed in bags & boxes, and the effect that recycling contamination can have on the MRF.

Chart 13 – Contaminants found in Recycling assessments





**Figure 1 –
Primary School students
participating in Schools
Program activities**

5.2.3 Schools Program (2.6)

The Schools Program provides interactive workshops educating Primary School aged students on waste reduction and recycling systems.

Demand for the Schools Program has varied with changing regulations in relation to Covid-19. A high number of workshops were delivered in Term 3, 2020 as a Covid Safe incursion option, with numbers falling afterwards as schools focussed on catching up on curriculum activities they were unable to complete in 2020.

Term 3, 2020 – 12 schools, 75 classes

Term 4, 2020 – 3 schools, 19 classes

Term 1, 2021 – 2 schools, 5 classes

Term 2, 2021 – 4 schools, 10 classes

Feedback from these workshops have been very encouraging with survey results showing a high level of engagement with the content and staff stating that they would recommend workshops to colleagues.

“We had lots of follow up questions after Owen left and after students shared with their parents. It would be good if Owen could come once a week for about 4 weeks to help implement our plans and help overcome obstacles.” – Participating teacher.



5.2.4 Free Residential Battery, Fluorescent Tube and Globe, E-waste & Paint Recycling (2.8, 2.9, 2.10, 2.11)

CCWMG funds waste diversion and recycling services at WTS for a range of small waste items including; batteries, fluorescent tubes and light globes, e-waste (electronic waste), and paint. These services are free to the public and reduce the potential impact of environmentally harmful waste ending up in landfill.

In 2020/21 the total volume of these other waste items diverted from landfill was over 6,000 tonnes, or 7.6% of the region's total waste.



**Figure 2 –
Collection
bucket for
battery disposal**

5.2.5 Public Place Bin Subsidy

The CCWMG Public Place Bins Subsidy is designed to increase the number of public place recycling bins in municipal areas by providing funds to participating councils to assist with purchase and/or installation.

Submissions from each municipality received in 2020/21 were of a high quality and included many excellent and innovative opportunities for improvement throughout the region. The total awarded funding amount was just over \$50,000.

Covid-19 has had an impact on program completion dates, however many of the improvements have been executed.



**Figure 3 –
New branded Dual Waste
Receptacles for CCC**

**Figure 4 –
Recycling Hub for WWC**

5.2.6 Household Hazardous Waste Events

In 2020/21, the CCWMG funded a collection weekend of Household Hazardous Waste. The event was held on the 17th – 18th April 2021 and included four-hour collections at the Burnie, Sheffield, Spreyton and White Hills WTS.

A variety of hazardous wastes were collected including flammable liquid, oxidisers, toxic farming products, acidic waste, environmentally hazardous waste, corrosive products and non-hazardous waste (i.e., window cleaner, car wax products etc.). The contractor reported that 95% of the waste products were packaged well and feedback received from residents was positive.

- > Litres of Waste Collected – 1,332
- > Cost per Litre – \$22.00







Based on the success of this event, CCWMG have arranged to expand this service in 2021/22 and each municipality will have collection days on either a weekend, weekday, or both.



**Figure 5 –
Chemical collection**

6 ACHIEVEMENTS AGAINST THE 5 YEAR STRATEGY

 Action Not Started
  Action on Hold
  Action in Progress
  Action Completed/Ongoing

NO.	ACTIONS	COMMENTS	
FOOD AND GARDEN ORGANICS			
1	Establish which member councils intend to participate in FOGO tender and appoint contractor where applicable.	FOGO has been implemented in CCC since 2019. Tender for whole of region FOGO collection is being undertaken in the 21/22 FY.	
2	Where applicable, work in partnership with successful FOGO tenderer and member councils to implement communications materials, bin rollout and collection services to best practice standards for recovered organics.	Best practice standards being used in FOGO tender documents.	
3	Develop and secure markets for reprocessed organics products in the agricultural or land rehabilitation sectors. Facilitate trials where necessary and utilise results in market development activities.	Currently DWM compost demand exceeds supply. DWM have identified additional markets for future supply should output increase.	
4	Support the development of a Tasmanian organics strategy.	CCWMG representatives attend industry consultation and assist Government decision making in relevant areas of waste management.	
ILLEGAL DUMPING AND LITTER			
5	Facilitate liaison between member councils, the regional group and relevant Tasmanian Government departments responsible for managing illegal dumping incidents by establishing an illegal dumping working group.	The EPA have created an Illegal dumping database and CCWMG support initiatives in this area.	
6	Using data obtained from the Illegal Dumping Web Database, produce an annual report to be disseminated amongst member councils in order to provide a measurable evidence base to group members.	A report on the regional illegal dumping database is provided to the CCWMG annually.	
7	Call for annual applications from member councils for funding of projects to address illegal dumping (e.g. clean-up of hotspots, installation of signage/CCTV). Establish process for determination of successful applications, distribution of funding, reporting requirements and measurement of outcomes.	Illegal dumping grants have been offered to CCWMG councils each year.	
8	Use the Keep Australia Beautiful (2016) Litter Toolkit to build a litter reduction campaign to be rolled out across the region.	Keep Australia Beautiful Litter Toolkit is included in the Tasmanian Waste Education Strategy.	
9	Provide evidence-based input to any further discussions regarding the introduction of container deposit legislation in Tasmania.	CCWMG representatives attend industry consultation and assist Government decision making in relevant areas of waste management.	
INFRASTRUCTURE			
10	Continue work to establish a standardised set of data collection parameters and ensure all councils are reporting data to the waste data collection portal according to the standard (including material categories, units and frequency of reporting). Monitor and audit data inputs into the centralised waste data collection portal.	The regional data collection portal was implemented in 2017/18 and quarterly reporting to the CCWMG is ongoing.	

NO.	ACTIONS	COMMENTS	
11	Conduct a recycling activity survey in order to establish the size of the recycling and reprocessor network, measure the quantity of materials managed throughout the network, establish the flow of materials between member councils and other regions and identify opportunities for network expansion or rationalisation. This could be conducted in conjunction with other regional groups in order to build a picture of the resource recovery network in Tasmania.	In 2018 a Recycling Activity Survey was complete and a master spreadsheet developed housing the collected information.	◆
12	Conduct an assessment of the region's tip-shop network. Develop standardised guidelines for tip-shops which define material diversion, stock and inventory control, material storage requirements, etc.	No progress to date. This action will be considered in the forthcoming strategy development to determine if the action should still proceed.	●
13	Internally review progress of actions recommended by the resource recovery centre/transfer station assessment (conducted in 2014) in order to bring facilities up to best practice standards. Subject to member council agreement, provide funds to member councils for facility upgrades.	Best practice grants have been offered to councils each year to assist in improving WTS. A review of the standard and audit of WTS has been scheduled for 21/22.	◆
14	Investigate options for accepting additional materials at council resource recovery centres/transfer stations, including requirements for collection infrastructure, potential on-site reprocessing opportunities and material markets.	CCWMG regularly review opportunities for new waste diversion streams. This has resulted in the implementation of Fluoro globe, batteries, paint, e-waste and cardboard collections at WTS and Council offices.	◆
15	Explore community-based recycling initiatives with local community groups in order to identify feasible materials for collection and diversion. Where feasible, consider funding assistance to community groups to implement services (e.g. transport vehicles, temporary storage facilities, compactors, communications).	In 2019, community groups were given the opportunity to apply for funding to implement waste collection and diversion initiatives. Funding was awarded to 4 community groups across the region.	◆
SERVICES			
16	Continue to undertake annual residential recycling bin assessments and contamination education across the region.	Bin assessments have shown increased conformity to bin acceptance requirements. New areas have been added to the 21/22 assessment period to increase participation.	◆
17	In conjunction with NTWMG, continue to conduct landfill and kerbside waste composition audits.	2018 – A landfill audit was conducted for CCWMG 2019 – A WTS audit was conducted for CCWMG 2022 – A Landfill audit is scheduled for CCWMG	◆
HAZARDOUS WASTE			
18	Provide for collection and management of household batteries across the region (including advertising, bins, collection services, transport and disposal). Measure and evaluate the collection's performance.	Household batteries are collected at Councils and WTS. These are being utilised consistently by residents. The data is given to CCWMG members on a quarterly basis.	◆
19	Hold a household hazardous waste collection event. Event actions will include advertising, establishing a waste management contractor (via tender process), determining program and location(s), measurement and reporting framework.	A successful weekend event was held in April 2021. Several more events have been scheduled for the 21/22 FY.	◆
20	Continue to monitor member council e-waste schemes and opportunities to provide an economical service in the region.	E-Waste collections are available in all WTS.	◆
21	Work with EPA Tasmania as required to implement the hazardous waste tracking system.	CCWMG representatives attend industry consultation and assist Government decision making in relevant areas of waste management.	◆
22	Liaise with EPA/other regions on investigations into hazardous waste stockpiles and disposal points in the CCWMG region.	CCWMG representatives attend industry consultation and assist Government decision making in relevant areas of waste management.	◆
TYRES			
23	Support the development of a tyre recycling site at Longford.	Longford tyre collection has been discontinued. CCWMG support councils through a tyre recycling subsidy and collection.	◆
24	Work with EPA and other regional groups to investigate end users for end-of-life tyres.	The 2022 Tasmanian Government Budget includes \$3M towards building a tyre recycling facility in Tasmania.	◆
25	Disseminate and support the state-wide tyre management strategy when released by EPA.	CCWMG representatives attend industry consultation and assist Government decision making in relevant areas of waste management.	◆

NO. ACTIONS		COMMENTS	
C&D AND C&I RECOVERY			
26	Work with the EPA to develop and align strategies to divert C&D and C&I materials from landfill. Investigate funding opportunities as they arise.	CCWMG support the Tasmanian Waste Education group who have joined the Master Builders Association and are conducting construction audits to support C&D and C&I recycling opportunities.	
27	Conduct a review of C&I waste in the region to build on previous reviews conducted for C&D waste. Include consultation with key industries and identification of synergies with C&D waste processing and disposal.		
28	In conjunction with member councils, investigate the options for expanding residential recycling collections to cover C&I customers.		
REGIONAL GOVERNANCE ARRANGEMENTS			
29	Develop and document a governance framework which stipulates the roles, responsibilities and expectations of CCWMG member councils.	An independent consultant was appointed to work with the CCWMG and member Councils to determine the most appropriate governance model. The CCWMG is now governed by member Councils General Managers and project management is undertaken by CCWS.	
30	Create a role within CCWMG to manage stakeholder group member engagement. The role should be part-time for a minimum of one year and be at an experienced/senior level.		
COLLABORATIVE ARRANGEMENTS BETWEEN COUNCILS			
31	Continue to identify opportunities for collaborative resourcing by investigating current contractual arrangements in each council.	The changes in CCWMG governance has improved communications between member councils, CCWS staff and WTS staff. CCWMG councils are given the opportunity to raise concerns at CCWMG meetings.	
32	Investigate and facilitate human resource sharing between member councils.		
33	Establish a platform for councils to share information with regards to their current projects and outcomes of previous projects (e.g. as an agenda item at CCWMG meetings).		
BUILDING REGIONAL CONSISTENCY			
34	Review member council landfill and resource recovery centre/transfer station charges and services offered and investigate barriers to implementing total cost recovery pricing.	No progress to date. This action will be considered in the forthcoming strategy development to determine if the action should still proceed.	
WORKING WITH THE TASMANIAN GOVERNMENT			
35	Establish a framework for cooperation and collaboration between state government, waste management groups and local councils to influence policy and strategy documents, highlight current issues impacting on waste management in the region and contribute to and support government policy on emerging waste issues.	CCWMG representatives attend industry consultation and assist Government decision making in relevant areas of waste management. Government and EPA staff are invited to meet with CCWMG as appropriate.	
36	Maintain key dialogue and build contacts with state government agencies. Encourage EPA to attend CCWMG meetings.		
37	Highlight current waste management issues to state government on an as needed basis as raised by member councils.		
38	Provide assistance and advice to state government on emerging waste issues.		
39	Identify funding options from various Tasmanian Government departments, not just those responsible for waste or environment issues.	This is ongoing, funding will be sought as opportunities arise.	
WORKING WITH INDUSTRY			
40	Establish a framework for cooperation and collaboration between state government, waste management groups and industry to facilitate improvements to C&I and C&D waste management and resource recovery.	CCWMG representatives attend industry consultation and assist Government decision making in relevant areas of waste management.	
41	Facilitate a regional industry workshop/forum to encourage innovation and sharing of waste and resource management practices.	An industry workshop was conducted in 2018. WTS operators workshop is scheduled for 2022.	

NO. ACTIONS		COMMENTS	
42	Maintain key dialogue and build contacts with industry sectors.	The state-wide waste communications team obtained Master Builders Association Membership. It is envisioned that where appropriate communications will target members of this association in future years.	◆
43	Support the development of a Tasmanian recycling market development strategy.	CCWMG representatives attend industry consultation and assist Government decision making in relevant areas of waste management.	◆
COLLABORATING WITH OTHER REGIONS			
44	Pending state government regional group coordination, establish a direct link between other regional groups (which may involve quarterly/six monthly meetings, etc.) to continue collaboration.	Key Project Officers from each of the waste groups regularly meet to discuss waste communications and other upcoming projects as necessary.	◆
45	Conduct a mid-term strategy review to consider linkages between regional strategies and funding requirements.	No progress to date. This action will be considered in the forthcoming strategy development to determine if the action should still proceed.	●
COMMUNITY EDUCATION			
46	Develop a regional or cross regional communications and education plan with input from member councils, including for FOGO service, other kerbside services, illegal dumping, e-waste recycling and other waste initiatives as appropriate.	A Five year plan for state-wide communication and education was designed in 2017 (Tasmanian State-wide Communication Strategy). This concludes in FY 21/22. The success of this program has been recognised by EPA and DPIPWE and an agreement has been entered to extend further.	◆
47	Develop communication materials that promote CCWMG, the Rethink Waste website and brand and correct waste and recycling practices using media releases, TV, radio and newspaper advertising, promotional materials (e.g. bags, pens, caps), fact sheets and social media (e.g. YouTube, Facebook, Twitter). Where possible, activities to be jointly undertaken with the NTWMG.		◆
48	Continue to support the Rethink Waste Schools Program. Establish a program for visits to schools in the region to conduct waste education programs.	A schools education plan was established in 2019. This is ongoing.	◆
49	Coordinate with member councils and other regions to provide consistent updates to the Rethinkwaste.com.au website.	This is included in the Tasmanian Waste Communication Strategy.	◆
RAISING AWARENESS			
50	Provide regular briefings to Cradle Coast Authority member councils (to be disseminated throughout each), in order to build group awareness. This could be done through scheduled group meetings.	CCWMG meeting minutes are disseminated to member councils. The new governance structure enables CCWMG GM's to transfer knowledge to Councillors and staff.	◆
PUBLIC EVENTS			
51	Research and maintain a calendar of public events (such as local shows, market days, etc.) which would be appropriate to host an education session/stall/booth. Attend two public events per year.	Public events are attended as available. Covid-19 has reduced this over the 20/21 FY.	◆
52	Conduct community consultation forums when introducing new programs or services (as appropriate).	Community consultation occurs on an as needed basis.	◆

7 PROJECT SUMMARY

During 2020/21 CCWMG undertook many projects throughout the region to divert waste from landfills and to increase recycling and sustainable waste management practices.

Although, a slightly lower diversion rate was reported than previous years, these services are being utilised in a regular manner by residents and businesses and are generating a benefit to the environment.

These successfully implemented projects provide immediate outcomes consistent with the goals of the Cradle Coast Waste Management Group Strategic Plan 2017-2022.

2020/21 Action Summary as at 30 June 2021

KEY: CF = Carried Forward IP = In Progress NP = CCWMG Resolved Not to Proceed TC = Task Complete

REF#	PROJECT NAME	ACTION SUMMARY	STATUS
ONGOING PROJECTS			
2.1	Illegal Dumping Database	Manage and annually report on the regional illegal dumping database.	TC
2.2	Illegal Dumping Funding	Conduct one round of illegal dumping funding.	TC
2.3	Recycling Bin Assessments	Undertake kerbside recycling bin assessments and contamination education across the region.	TC
2.4	FOGO Education & Marketing	Undertake regional FOGO education and promotion as required.	NP
2.5	Rethink Waste Website	Maintain and improve the Rethink Waste Website.	TC
2.6	Education & Promotion – Year 4	Implement year 4 of the Tasmanian Waste Management Communications Plan.	TC/CF
2.7	Schools Program	Visit schools to provide waste education / presentations.	TC
2.8	Public Events	Host an education stall at 2 public events.	TC
2.9	Sponsorship	Funding allocation for sponsorship of local community groups, individuals or events.	TC
2.10	Household Battery Recycling	Fund a free household battery recycling program.	TC
2.11	Fluoro Tube & Globe Recycling	Fund a free fluoro tube and globe recycling program.	TC
2.12	E-waste Recycling	Fund a free e-waste recycling program.	TC
2.13	Paint Recycling	Participate in the Paintback funded paint recycling program.	TC
2.14	Tyre Subsidy	Provide a \$2/tyre subsidy for tyre recycling (up to 500 tyres per Council).	TC

REF#	PROJECT NAME	ACTION SUMMARY	STATUS
ONE-OFF PROJECTS			
3.1	Hazardous Waste Collection	Conduct a brief review to understand the need for a hazardous waste collection event in the region.	TC
3.2	Polystyrene Recycling	Conduct a review into polystyrene recycling methods.	TC
3.3	WTS Best Practice Improvements	Assist in bringing WTS facilities up to best practice standards.	TC/CF
3.4	Public Place Bin Subsidy	Provide a subsidy to CCWMG Councils to install public place waste and recycling bins.	TC/CF
3.5	Allocation for Unknown	Funding allocation for resource recovery opportunities that arise during the year.	TC
GOVERNANCE			
4.1	Regional Waste Data Quarterly Reporting	Provide the CCWMG with a quarterly regional waste data report.	TC
4.2	2020/21 Annual Plan & Budget	Develop the CCWMG Annual Plan and Budget for 2020/21.	TC
4.3	2018/19 Annual Report	Develop the CCWMG Annual Report for 2018/19.	TC
4.4	Financial Reporting & Administration	Manage the CCWMG financials and generate reporting monthly.	TC
4.5	Waste Governance	Transition into the new Waste Governance Model.	TC
4.6	Regional Contract Management	Management of regional contracts including kerbside recycling, cardboard, green waste and other waste collection services.	TC
4.7	DWM Project Management	Project manage the actions detailed in Table 1, 2 and 3.	TC

8 FINANCIAL

Table 3 – Cash Flow Summary

Table 3 details the CCWMG Waste Levy Account opening and closing balance as at 30/06/2021.

2020/21 Cash Flow Summary Regional Waste Management Levy	
Opening Balance 01/07/2020	\$439,752
Levy funds received 01/07/2020 to 30/06/2021	\$383,672
Expense Recovery Income	\$42,764
Interest	\$1,322
DWM GST Adjustment	\$58,771
Total Cash Inflow During 2020/21	\$926,281
2020/21 Annual Plan & Budget Project Expenditure	\$516,224
Total Cash Outflow During 2020/21	\$516,224
Closing CCWMG Waste Levy Account balance 30/06/2021	\$410,057

Table 4 – 2020/21 Profit and Loss

Table 4 details the CCWMG profit and loss for 2020/21.

2020/21 Profit and Loss Regional Waste Management Levy	
Waste Levy Income for period 01/07/2020 to 30/06/2021	\$398,813
Expense Recovery Income	\$71,156
Interest	\$1,332
Total Income for 2020/21	\$471,301
2020/21 Annual Plan & Budget Project Expenditure	\$-474,298
Total Expenditure for 2020/21	\$-474,298
Net Profit (Loss) as at 30/06/2021	\$-2,997

A-Z guide to recycling and waste



C Contact Council **D** Donation/Charity **G** Garbage bin **R** Recycling bin **S** Local supermarket **T** Transfer Station

A

Aerosol cans (empty)	R
Aluminium cans	R
Aluminium foil (scrunched)	R
Animal waste (wrapped)	G

B

Batteries (AA, AAA, button etc)	T C
Books	R D
Bottles (glass & plastic)	R
Building materials	T
Butter tubs	R

C

Cans (aluminium & steel)	R
Car/auto parts	T
Car batteries	T
Cardboard	R
Carpet/carpet underlay	T
Cartons (incl. milk & juice cartons)	G
Cartons (with foil linings)	G
Chemicals	C
Cigarette butts	G
Clothing (good condition)	D
Clothing (damaged)	G
Coat hangers (metal)	G D
Coat hangers (plastic)	R
Computer parts	T
Concrete	T
Cooking oil	T
Crockery (broken)	G
Crockery (intact)	D
Cutlery (metal)	D T

D

DVD players	T
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E

Electrical appliances	T
Envelopes (including windows)	R
E-waste (incl. TVs, computers & accessories)	T

F

Fluorescent bulbs and tubes	T C
Food waste	G C
Furniture (good condition)	D

G

Glass bottles	R
Garden waste	T C
Garden hose	G
Gas bottles	T

J

Jar lids (metal /plastic - 8cm across or larger)	R
Juice bottles (plastic & glass)	R
Junk mail	R

M

Magazines	R
Margarine tubs	R
Milk bottles (plastic & glass)	R
Mobile phones	C
Motor oil	T

N

Nappies (disposable)	G
Newspapers	R

P

Paint tins (empty)	R
Paint tins (full or partially full)	C
Paper (incl. junkmail, magazines, newspaper)	R
Pet food tins (empty)	R
Pizza boxes (empty and free from food scraps)	R
Plastic plant pots	R
Plastic bags	S
Plastic bottles	R
Plastic containers	R
Plastic strapping	G
Polystyrene/styrofoam	G
Printer/toner cartridges	C

S

Saucepans (good condition)	D
Scrap metal	T
Shredded paper	G
Smoke alarms	G
Soft drink bottles and cans	R
Shoes (good condition)	D
Shoes (damaged)	G
Steel (other than tins/cans)	T
Steel cans	R
Syringes	C

T

Televisions	T
Tissues	G
Toys (good condition)	D
Tyres	T

W

Waxed cardboard	G
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Y

Yoghurt containers	R
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To find out more visit
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Current & Previous Minutes Resolutions - December 2021					
Meeting Date	Res No	Item	Status	Assignees	Action Taken
24/08/2020	20/66	Devonport Surf Life Saving Club - Kiosk proposal	In progress	Governance Officer	Advised by Club that they have secured services of draftsman to draw up plans, which will be provided to Council as soon as available.
26/09/2021	21/200	Sale of 116-122 Stony Rise Road	Completed	Governance Officer	Sale contract has been executed
22/11/2021	21/237	Confirmation of Previous Minutes	Completed	Executive Coordinator	Confirmed
22/11/2021	21/238	Responses to Questions Raised at Prior Meetings	Completed	Executive Coordinator	No action required
22/11/2021	21/239	PA2021.0132 - 103 Winspears Road East Devonport - Residential (single dwelling and secondary residence) and Sports and Recreation (alterations to equestrian facility)	Completed	Planning Administration Officer	Emailed applicant planning permit and endorsed plans 23 November 2021. Emailed and posted letters to representors with copy of planning permit 23 November 2021. No further action required.
22/11/2021	21/240	Endorsement of membership - Council Committees	Completed	Convention & Art Centre Director	Letters have been sent to successful nominees.
22/11/2021	21/241	50+ Year Ratepayer Parking Concession	Completed	Deputy General Manager	Discussed at the December Workshop
22/11/2021	21/243	Pedestrian Strategy 2016-2021 - Year 5 Status Update	Completed	Infrastructure & Works Manager	No action required
22/11/2021	21/244	Devonport General Cemetery Master Plan 2021-31 Year One Update	Completed	Infrastructure & Works Manager	No action required
22/11/2021	21/245	Workshops and Briefing Sessions held since the last Council Meeting	Completed	Executive Coordinator	No action required
22/11/2021	21/246	Mayor's Monthly Report	Completed	Executive Coordinator	No action required
22/11/2021	21/247	General Manager's Report - November 2021	Completed	Executive Coordinator	No action required
22/11/2021	21/248	Elected Members Expense Report to 31 October 2021	Completed	Executive Coordinator	No action required
22/11/2021	21/249	Annual Plan Progress Report to 31 October 2021	Completed	Executive Coordinator	No action required
22/11/2021	21/250	Community Services Report September and October 2021	Completed	Executive Coordinator	No action required
22/11/2021	21/251	Convention and Arts Report - September and October 2021	Completed	Executive Coordinator	No action required
22/11/2021	21/252	General Management, People & Finance and Corporate Services Report - September and October 2021	Completed	Executive Coordinator	No action required