

COUNCIL MEETING - 25 JULY 2022 ATTACHMENTS

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## DEVONPORT CITY COUNCIL

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1 July 2022

Mr D Janney  
23 Watkinson Street  
DEVONPORT TAS 7310

Dear Mr Janney

### **Response to Questions Without Notice raised Monday 27 June 2022**

I write in response to your questions without notice, taken on notice at the Council Meeting on Monday, 27 June 2022, as outlined below.

**Q1.** I have been talking about Stewart Street between Fenton Street and Gunn Street as a good example of Parking Bay plots to better use the kerb space since 2015/16 budget suggestions and nothing has happened.

What is the criteria that is used to put parking bays on Don Road ?

#### **Response**

The LGAT Standard Drawing for line marking, parking control and signage shows that bay markings are applied in locations that are subject to a time limit, either metered or unmetered.

Most of Don Road, between Sorell Street and Watkinson Street is subject to a 1-hour time limit, so parking control signs were renewed and markings applied following the reseal of the road.

The LGAT Standards have not been applied in every single instance across the City but are generally followed by Council as the criteria to guide decision marking on the marking of parking bays.

**Q2.** Question Two is, when will Stewart Street get the parking plots?

#### **Response**

There are no current plans to introduce new time limited areas in Stewart Street, and no plans to provide parking bay markings.



*The City with Spirit*

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In the past Council have generally found that the marking of parking bays does not correlate to more cars being able to park in a particular area, and in some instances actually reduces the number of parked vehicles in a section of street.

Yours sincerely

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

Matthew Atkins

GENERAL MANAGER



QsoN RBV 25 July 2022 Elections and AGM and Parking to send

TO - THE MAYOR AND COUNCILLORS  
COUNCIL CHAMBERS ROOKE STREET  
DEVONPORT 7310

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

Subject: - Questions on notice for the DCC meeting 25<sup>th</sup> July 2022

Mayor Cr Rockliff and Councillors

Questions 1

In regard to the forthcoming 2022 Local Government elections will council on behalf of ratepayers /electors organise an open forum in a suitable venue so as give an opportunity for the candidates to present their views or policy, give reasons as to why they wish to represent ratepayers and also answer questions asked by ratepayers?

Q2 Will the General Manager inform if the DCC 2022 Annual General Meeting will be held before or after this year's Local Government /Council elections?

Q3 I note- Council has expressed its desire for the municipality to have an increase in the population from 26, 150 to 30,000 by 2030 and among other things, in the past, has predicted Living City will create 830 new full time Central Business District jobs. I also note that a partnership with Devonport Chamber of Commerce and Industry, that includes ratepayer funding, has been formed to help ensure the viability of the CBD.

Apart from the above I understand that council is also in the process of disposing of several very convenient car parks, and that there is every possibility of a new shopping complex to be constructed on Stony Rise Road which will have, more than likely, plenty of free parking.

Given that the success or viability of existing businesses in the CBD is, and will be, more than ever dependent on easy /assessable parking; is council confident, taking into consideration that extra parking will be required for the guests of the new hotel because of the very limited spaces provided in their building, that to dispose of existing parking areas will have no effect in regard to the future viability of the CBD?

I would appreciate if all of the above and your individual answers are included in the Agenda for the DCC meeting 25th July 2022.

*R. B. Vellacott* 17 /07/2022



# Regional Recyclables Request for Tender Assessment



By Cradle Coast Waste Services

This report was researched and prepared by:

CCWS

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For:

Cradle Coast Waste Management Group

## Disclaimer

This report has been prepared for the Cradle Coast Waste Management Group and is based on information submitted for the referenced tender and documents prepared for the assessment of the tender. Information has been summarised and simplified to present a concise report on the process. Information is current as at May 25 2022.

Any representation, statement, opinion or advice, expressed or implied in this report is made in good faith, but on the basis that Dulverton Waste Management is not liable (whether by reason of negligence, lack of care or otherwise) to any person for any damage or loss whatsoever, which has occurred or may occur in relation to that person taking or not taking (as the case may be) action in respect to any representation, statement or advice referred to here.

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## 1. Executive Summary

CCWS entered a multi-stage procurement process for regional waste management services including:

- Recyclables and a proposed Food and Garden Organics Collection Service;
- Transfer station bulk cardboard recyclables collection; and
- Materials Recovery Facility (MRF) Recyclables sorting.

Tenders were received and assessed for waste management services for all seven Cradle Coast region councils in two distinct parts:

- Part 1 which included the kerbside recyclables collection, proposed kerbside FOGO collection and transfer station bulk cardboard collection and delivery of the waste to the disposal/recycling facilities; and
- Part 2 which included the receipt and processing of recyclable material at the nominated facility, including management and disposal of all residual waste, as per the specification.

The tender assessment panel recommended Veolia be nominated to conduct further negotiations for both parts:

- Part 1 - as they offer the greatest value for money; and
- Part 2 - as they provided the only conforming bid and satisfactorily addressed the qualitative assessment criteria. Veolia provided a conforming bid and two alternate options each of which will provide the environmental outcomes CCWS sought through the RFT. Further negotiations are required with Veolia to ascertain which of three proposed solutions provides the greatest value for money.

An assessment of Veolia's bid against current services found:

Part 1: The cost per household of the new tendered kerbside recycling collection service is 2.7% lower than the existing service (excluding bin replacements) or 21% lower (including bin replacement). The proposed solution included additional services and offered significant benefits including:

- Improved customer service through establishment of regional customer service call centre and council access to collection service fleet management and reporting systems;
- An improved safety proposition to protect vulnerable road users, supported by a new fleet of low entry vehicles and enhanced on board pedestrian/vehicle safety systems;
- A more streamlined service by providing regionally consistent and expanded service to new dwellings;
- Regionally consistent and innovative education tools (e.g. bin based QR codes and linked online service information);
- Potential for an improved overall cost proposition by exercising options for bin replacements and/or bin repairs; and

- Streamlining transfer station recyclables bulk bin collection contract management through a single regional contract.

Part 2: In summary, the regional cost of the new tendered service, based on the Veolia MRF Upgrade option, provides significant savings in year one and is 8% lower than the existing contract on an ongoing annual basis. The new tendered service also provides other benefits stemming from the option to exercise an offer of a range of upgrades to the existing facility to provide increased recovery from the recyclable materials and better quality commodities of a greater value.

### 1.1. Recommendations

It is recommended to the Cradle Coast General Managers (CCGM) that:

1. CCWS negotiates with Veolia as the preferred tenderer for both Part 1 and Part 2 of the Tender which includes;
  - a. Part 1 which included the kerbside recyclables collection, proposed kerbside FOGO collection and transfer station bulk cardboard collection and delivery of the waste to the disposal/recycling facilities; and
  - b. Part 2 which included the receipt and processing of recyclable material at the nominated facility, including management and disposal of all residual waste, as per the specification.
2. Councils adopt a revised kerbside bin collection service fee whereby bin replacement costs are included in the standard lift rate and new services are independently applied as a new service fee. Each Council will incur a new service fee based on the number of new services provided within the Council area, i.e. the kerbside collection service fee be negotiated to comprise of two separable components:
  - a. Lift rate including bin replacement but excluding new services bin rollout fee; and
  - b. New services bin rollout fee per new tenement.
3. Councils provide a commitment to CCWS by 1 August 2022 in regards to participation in regional Kerbside Recycling collection and processing contract.
4. Councils provide a commitment to CCWS by 1 February 2023 in regards to participation in regional FOGO kerbside collection contract.
5. Councils provide a commitment to CCWS by 1 February 2023 should they wish to participate in regional FOGO bin rollout for implementation by calendar quarter 3, 2023.
6. CCWS to negotiate with LGAT an alternate price for bin supply and rollout to compare and contrast with the Veolia tendered price for regional FOGO bin rollout. Subject to achieving a net benefit for the region by procuring bins through LGAT, CCWS undertake a regional tender for regional FOGO bin rollout.

## 2. Background

Dulverton Waste Management operates Cradle Coast Waste Services (CCWS) on behalf of seven councils:

- Burnie City
- Central Coast
- Circular Head
- Devonport City
- Kentish
- Latrobe
- Waratah Wynyard

The waste management services include:

- Recyclables and a proposed Food and Garden Organics Collection Service;
- Transfer station bulk cardboard recyclables collection; and
- Materials Recovery Facility (MRF) Recyclables sorting.

The recyclables collection and MRF recyclables sorting services are currently contracted to Veolia PTY LTD, with the current collection contract and recycling sorting contract expiring in October and September 2024, respectively.

In anticipation of the contract coming to an end, CCWS entered a multi-stage procurement process with the following objectives:

- To receive proposals of the highest technical quality;
- To obtain value for money in the rendering of the required services; and
- To be able to contract with a party aligned with CCWS' strategic environmental goals.

This report includes the assessment of costs of providing the aforementioned waste management services. All dollar amounts in this report are expressed in the value as of the date of this report (25 May 2022) and excluding GST.

### 3. The Procurement Process

The first stage of the process was to invite Expressions of Interest (EOI) from technically qualified parties suitable to bid for the work. The second stage was to invite only shortlisted organisations from the EOI stage of the procurement process, to bid for the tender.

A summary of the phases is given below:

*Table 1 Procurement stages and timing*

EOI- released March 2021	This phase involved issuing an invitation for expression of interest for the Services, with a view to selecting a short-list of respondents to move to the RFT Phase outlined below.
RFT – released October 2021	Further to the EOI Phase, shortlisted respondents were invited to submit a Tender in response to an RFT for the services. Following this process, Councils enter into a Contract(s) with the successful Tenderer(s). Council(s) may choose not to proceed with one or more services.

Key considerations of the RFT were:

- Technical and financial capacity to deliver the required services
- Previous related experience in similar contracts and services
- Integrated management systems in quality assurance, environmental management and health and safety
- Proposing best-in-class methodology and approach, including the areas of protecting vulnerable road users, plant and equipment, management of recyclables, management of mobile bins, waste collection, and management of contamination in recyclables.

Also, CCWS considered within the RFT the implementation of the Container Refund Scheme (CRS) in 2023 which would have an impact on the operational and economic aspects of the services.

For the purposes of RFT evaluation the scope was split into Part 1 and Part 2:

- Part 1 included the kerbside collection and bulk cardboard collection for all seven councils and delivery of the waste to the disposal/recycling facilities
- Part 2 included the receipt and processing of recyclable material at the nominated facility, including management and disposal of all residual waste, as per the specification.

This approach ensured that shortlisted tenders could nominate one or both services.

The contracts are likely to have a staged implementation, to coincide with the FOGO receipt facilities completion at DWM and the finalisation of the current Recycling contract.



Table 2 Services commencement dates

Anticipated Services Commencement Dates and Indicative Contract Duration	
Recyclables Collection	<b>Kerbside Collection:</b> October 2024 (Duration: 7 years plus up to a 7 year extension option, aligned to the end of processing contract)
	<b>Bulk Cardboard Collection:</b> October 2024 (Duration: 7 years plus up to a 7 year extension option, aligned to the end of processing contract)
FOGO Collection	<b>Kerbside Collection:</b> July 2023 Subject to Council(s) decision (Duration: 7 years plus up to a 7 year extension option, aligned to other collection contracts)
Recyclables Sorting/Processing	September 2024 (Duration: 7 years plus up to a 7 year extension option)

The assessment process aimed to identify a preferred tenderer(s), whom will be invited to offer the services to the Councils on the terms of the successful tender and Contract. The Councils may elect to enter into a contract with the preferred tenderer, and if they do so, may do so as a collective or separately i.e. enter into a contract with each Council individually.

It is important to highlight that no Council is under any obligation to enter into a collective contract or an individual contract. It is each Councils' absolute discretion to enter a contract with the preferred tenderer.

#### 4. The Tender Proposals

Three parties submitted an EOI:

- Veolia
- Cleanaway
- JJ Richards

Following receipt and assessment of the EOIs, all three parties whom submitted an EOI were invited to a Request For Tender. The RFT was issues via Tenderlink Portal, in October 2021 and receipt of the proposals was closed on December 8 2021. There were no requests for extensions received from any of the parties.

Veolia and JJ Richards submitted proposals, and Cleanaway declined to submit. The nature of the submissions to each part of the RFT received are shown below

Regional Recyclables RFT AssessmentCradle Coast Waste Management Group

Table 3 RFT submissions

Respondent	Part 1 - Recycling and FOGO Collections	Part 2 - Recycling Processing
JJ Richards PTY LTD	Conforming (Excluding Price)	Non-Conforming
Veolia PTY LTD	Conforming	Conforming
Cleanaway	Withdrew from process	Withdrew from process

In Part 1, JJ Richards failed to provide a fully completed “SECTION E – TENDER RETURN SCHEDULES SCHEDULE 2 TENDER PRICE” as requested in the tender. TENDER RETURN SCHEDULES 2 PART 2: Individual Council Schedule of Rates was not completed and/or provided in the form requested and were submitted with conditions that were not conforming with the Tender i.e. JJ Richards required that the individual Council rates were based on JJ’s Waste being awarded all Councils. The panel discussed the omissions and departure, and the submission was accepted to ensure a comprehensive RFT assessment process could be conducted.

In Part 2, JJ Richards, provided a Non-Conforming Bid for the processing. JJ Richards were provided the opportunity to provide clarification, in which JJ Richards confirmed it would not submit the required schedules. On the information provided by JJ Richards, part 2 of the submission was deemed Non-Conforming by the assessment panel and was set aside.

## 5. Evaluation Of The Proposals

### 5.1. Assessment Process

Before evaluating the RFT submissions, an RFT evaluation plan was developed and approved by the Chair, with probity clearance being obtained from the Probity Advisor. The assessment panel is presented below.

Table 4 Assessment panel

Name	Organisation	Position
Mat Greskie	CCWS	CEO (Chair)
Matthew Layton	CCWS	Operations and Project officer
David Cocks	MRA	Principal Consultant
Michael Shatter	RSM	Probity Advisor (Observer, does not Score)

The Probity Advisor joined the panel to observe the evaluation process and to provide advice, when required regarding any process matter. Also, the Probity Advisor confirmed with each panel member that no conflicts of interest arose from the receipt of tenders.

## 5.2. Part 1 Assessment - Recycling And FOGO Collections

### 5.2.1. Part 1 Criteria - Recycling And FOGO Collections

The Tender eligibility criteria, and respective Tender Return Schedules are listed in Table 5 and Table 6. Tender responses which did not comply with all the eligibility criteria (Mandatory Requirements) may be deemed ineligible and disqualified.

Table 5 Eligibility criteria

Eligibility Criteria (Mandatory Requirements)	Schedule	JJ Richards Assessment Score	Veolia Assessment Score
Formal Offer	E 1	Pass	Pass
Statutory Declaration	E 4	Pass	Pass
Financial Details	E 5	Pass	Pass
Insurances	E 7	Pass	Pass

Specifically in relation to Compliance with Specification, if the Tender did not conform with all the requirements of the Tender Documents, the Tenderer must list all areas of non-conformity and the reasons thereof and must value each area of non-conformity so that, in the event such non-conformity is deemed unacceptable, the comparative tender price can be adjusted accordingly. If any non-conformity is not priced and/or is determined to be unacceptable, the Tender may not be further considered.

Table 6 Eligibility criteria assessed

Eligibility Criteria (Assessed Mandatory Requirements)	Schedule	JJ Richards Assessment Score	Veolia Assessment Score
Compliance with Specification	E 3	Pass (Deemed Acceptable)	Pass (Deemed Acceptable)

The tender evaluation criteria, weighting/ranking and respective Tender Return Schedules are listed in Table 7.

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Table 7 Weighted evaluation criteria

Weighted Evaluation Criteria	Schedule(s)	Weighting	JJ Richards Assessment Score	Veolia Assessment Score
Price	E2 Part 1 and Part 2	20%	20.00	19.38
Capacity <ul style="list-style-type: none"> <li>- Financial Capacity</li> <li>- Management, Staff and Technical Resources</li> <li>- Subcontractors</li> </ul>	E6, E8, E9,	10%	6.00	8.00
Previous Related Experience & Referees <ul style="list-style-type: none"> <li>- Referees</li> <li>- Previous Experience</li> <li>- Current Commitments</li> <li>- Education Experience</li> </ul>	E17, E18, E19, E15	25%	15.00	25.00
Integrated Management System <ul style="list-style-type: none"> <li>- Quality Assurance</li> <li>- Environmental Management and Compliance</li> <li>- Work Health and Safety</li> </ul>	E20, E21, E22	5%	3.00	3.00
Methodology & Approach <ul style="list-style-type: none"> <li>- Vehicles Plant &amp; Equipment</li> <li>- Payment for transport to alternative facility</li> <li>- Depot Details</li> <li>- Mobile Bins</li> <li>- Contamination Management Strategy</li> <li>- Customer Service</li> <li>- Proposed Methods of Service Delivery</li> <li>- Industrial Relations</li> <li>- Additional Information/Innovation</li> <li>- Contract program</li> </ul>	E10, E11, E12, E13, E14, E16, E23, E24, E25, E26	40%	16.00	32.00

During the RFT phase there were several key items the proponents were requested to consider in their response which were assessed as part of the Methodology & Approach and Capacity:

- Customer Service: Provision of a regional customer service centre
- Vehicles Plant & Equipment: 360 Degrees of protection for vulnerable road users, Low Entry Vehicles
- Management, Staff and Technical Resources: Management support.

### 5.2.2. Value For Money/Assessment Score - Recycling And FOGO Collections

The value for money was determined by adding the price score (weighting 20%) to the non-price assessment (weighting 80%) to obtain an overall score out of 100.

The price was established from applying the tendered rates over 7 years to the regional service requirement (excluding population growth) for each of Recyclables Collection, Food and Garden Organics Collection and TS Recyclables Bulk Bins Collections.

Table 8 Value for Money Assessment Service Requirement

Service component	Number of bin lifts to be provided	Number of bins to be supplied	Other
Regional Recycling Kerbside Collection	8,063,146 lifts (44,303 premises per fortnight over 7 years)	44,303	N/A
Regional Food and Garden Organics Kerbside Collection	8,063,146 lifts (44,303 premises per fortnight over 7 years)	44,303	Compostable Liners to be supplied (rolls): 310,121
Bulk Bins (4.5m <sup>3</sup> )	5,362	N/A	N/A
Bulk Bins (15m <sup>3</sup> )	448	N/A	N/A
Bulk Bins (24m <sup>3</sup> )	168	N/A	N/A
Bulk Bins (30m <sup>3</sup> )	728	N/A	N/A

The lowest regional price was allocated the highest score of 20% and each other tenderer score calculated as reduced fraction of the percentage score (out of 20) based on the price increase relative to the lowest price.

Table 9 Value for Money Assessment Score - Part 1 Collections

Tenderer	Price Score (out of 20)	Non-Price Score (out of 80)	Value For Money (Combined assessment out of 100)
JJ Richards	20 (see below JJ Richards non conformance)	40	60
Veolia	19.38	63	82.38

### 5.2.2.1. JJ Richards Price Submission Non conformance

The price score used in the assessment for JJ Richards is based on lowest price calculation submitted by JJ Richards. However, this price is subject to variation and was non conforming with the tender requirements.

The Assessment Panel considered that the lift rates proposed by JJ Richards were non conforming in that they were subject to variation and did not provide separable and individual prices to councils. This departure would require all councils to contract all collection services to this tenderer to leverage the proposed regional price which did not conform with the intent of the proposed scope.

Other parts of the proposal by JJ Richards did not meet the tender requirements and were considered in the Value for Money non-price evaluation. A notable example is that JJ Richards did not propose to provide a call centre and low entry vehicles to support best practice visibility of and protection for vulnerable road users.

Based on these deviations from the intended scope, the Assessment Panel considered that accepting JJ Richards' deviations would put councils at risk due to lack of certainty and flexibility. Should one or more councils decide not to take up a service, this would leave councils open to variability in pricing and service scope.

Veolia did provide a conforming tender and proposed they were open to further negotiations that may further improve the value for money of the offer.

Based on all the evaluations described in the previous sections, the Assessment Panel decided to recommend award of Part 1 to Veolia.

### 5.3. Part 2 Assessment - Recycling Processing

The Tender eligibility criteria, and respective Tender Return Schedules are listed in Table 10. Tender response which did not comply with all the eligibility criteria (Mandatory Requirements) may be deemed ineligible and disqualified.

Table 10 Eligibility Criteria

Eligibility Criteria (Mandatory Requirements)	Schedule	JJ Richards Assessment Score	Veolia Assessment Score
Formal Offer	E 1	Not Separately Provided	Pass
Statement of Conformity (Assessed)	E 3	Not Separately Provided	Pass (Deemed Acceptable)
Statutory Declaration	E 4	Not Separately Provided	Pass
Financial Details	E 5	Not Separately Provided	Pass
Insurances	E 7	Not Separately Provided	Pass

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The tender evaluation criteria, weighting/ranking and respective Tender Return Schedules are listed in Table 11.

*Table 11 Weighted Evaluation Criteria*

Weighted Evaluation Criteria	Schedule(s)	Weighting	JJ Richards	Veolia
Price	E2	20%	N/A	20.0
Capacity <ul style="list-style-type: none"> <li>- Financial Capacity</li> <li>- Management, Staff and Technical Resources</li> <li>- Subcontractors</li> </ul>	E6, E8, E9,	10%	N/A	6.0
Previous Related Experience & Referees <ul style="list-style-type: none"> <li>- Referees</li> <li>- Previous Experience</li> <li>- Current Commitments</li> <li>- Education Experience</li> </ul>	E17, E18, E19, E15	20%	N/A	12.0
Integrated Management System <ul style="list-style-type: none"> <li>- Quality Assurance</li> <li>- Environmental Management and Compliance</li> <li>- Workplace Health and Safety</li> </ul>	E20, E21, E22	15%	N/A	9.0
Methodology & Approach <ul style="list-style-type: none"> <li>- Plant and equipment</li> <li>- Payment for Transport to Alternative Facility</li> <li>- Contamination Management Strategy</li> <li>- Contractor nominated facility</li> <li>- Transition &amp; Contract plan</li> <li>- Proposed Methods of Service Delivery</li> <li>- Industrial Relations</li> <li>- Additional Information/Innovation</li> <li>- Compliance with Chain of Responsibility Laws</li> <li>- Hazardous Material</li> </ul>	E10, E11, E13, E14, E23, E24, E25, E26, E27, E28	35%	N/A	21.0

Only one conforming Tender was received for the processing portion of the Tender, from Veolia.

### 5.3.1. Options Submitted By Veolia

Veolia offered three options for processing of the recycling. In all cases glass separated from the comingled recycling stream by the MRF will be further processed in Launceston.

#### 5.3.1.1. Option 1: Refurbishment

Refurbishment of the current facility is proposed to provide a 7-year life extension for the existing facility. This option provides a solution utilising the existing processing equipment, with the same outputs commodities/products and environmental benefits. Veolia indicated they are confident the facility can run until 2031, but would conduct a structural assessment before then to understand the life after that date.

#### 5.3.1.2. Option 2: Replacement Of Old Corrugated Cardboard (OCC) Screens

The upgrade of the existing facility is proposed to include replacement of the Old Corrugated Cardboard (OCC) screens which will increase the material recovery by 4%, and in turn reduce residue by the same amount. This provides a better resource recovery outcome, but it does come with a \$50 / tonne gate fee financial penalty which requires further consideration.

#### 5.3.1.3. Option 3: Launceston MRF

The use of the Launceston facility is proposed. Whilst this option provides the lowest facility gate fee there remains uncertainty in the RFT response regarding contract conflicts and capacity. This option was not further considered.

### 5.3.2. Value For Money/Assessment Score- Recycling Processing

As only one bid, being from Veolia, was accepted they received the highest percentage allocation for price assessment being 20%. On the basis of the evidence provided the assessment panel provided a total score of 68 out of a possible 100.

Table 12 Value for Money Assessment Score – Part 2 MRF Recyclables sorting

Tenderer	Price Score (out of 20%)	Non-Price Score (out of 80%)	Value For Money (Combined assessment out of 100%)
JJ Richards	N/A	N/A	N/A
Veolia	20.0	48.0	68.0

Veolia provided operational redundancy, for all tendered service options, with both the Launceston and Spreyton MRF able to accept greater capacity should one facility be unavailable.



Veolia have provided three clearly viable options each of which will provide the environmental outcomes sought by the RFT. The Assessment Panel recommends award of Part 2 to Veolia. The panel have concluded that the best option will likely be identified through further negotiation with Veolia and consideration of the cost benefit of each option.

## 6. Comparison Of Proposed Services To Current Contract Services

### 6.1. Part 1 - Recycling And FOGO Collections

As indicated, Veolia is the current contractor for both services. As explained in previous sections, the goals of the process were not only to have a competitive, quality provider to render the specified services, but also, to improve over the current situation.

In Part 1 of this contract, Veolia proposes a rate for all councils for collection of organics and a rate for all councils for collection of recyclables. The following table provides the key areas to compare the proposed services and rates vs current:

Table 13 Comparison proposed services vs current contract for Part 1

Indicator	Current contract	Proposed contract
Part 1 – Collection – Bin replacement	Not included	Included
Part 1 – Collection – Bin repairs	Not included	Included
Devonport C. – Food & organics collection	No current regional service for comparison	\$1.30/lift excl bin purchase
Burnie C. – Food & organics collection		
Circular Head C. – Food & organics collection		
Central Coast C. – Food & organics collection		
Kentish C. – Food & organics collection		
Latrobe C. – Food & organics collection		
Waratah Wynyard C. – Food & organics collection		

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Indicator	Current contract	Proposed contract
Devonport C. – Recycling collection	\$1.14/lift excl bin replacement costs	\$1.11/lift exc. bin replacement costs
Burnie C. – Recycling collection	(Calculated as per Veolia invoices issued 30/4/2022)	(Tendered price inclusions per Veolia clarifications 07/01/2022)
Circular Head C. – Recycling collection		
Central Coast C. – Recycling collection	Or	Or
Kentish C. – Recycling collection		
Latrobe C. – Recycling collection	\$1.47/lift inc. bin replacement costs	
Waratah Wynyard C. – Recycling collection	(Assumes 0.5% of bins will need replacing, which adds on average \$0.33/lift)	\$1.16/lift inc. bin replacement costs  (As per tendered price)

**6.1.1. Part 1 - Recycling Collections**

In summary, the proposal by Veolia eliminates risk to the Councils by providing a unique lift rate not contingent on any number of councils accepting its services. The cost per household of the new tendered kerbside recycling collection service is 2.7% lower than the existing services (excluding bin replacements) or 21% lower (including bin replacement). Other benefits arising from the scale of the regional procurement which include:

- Improved customer service through establishment of regional customer service call centre and council access to collection service fleet management and reporting systems;
- An improved safety proposition to protect vulnerable road users, supported by a new fleet of low entry vehicles and enhanced on board pedestrian/vehicle safety systems;
- A more streamlined service by providing regionally consistent and expanded service to new dwellings;
- Regionally consistent and innovative education tools (e.g. bin based QR codes and linked online service information);
- Potential for an improved overall cost proposition by exercising options for bin replacements and/or bin repairs (refer section 6.2.1); and
- Streamlining transfer station recyclables bulk bin collection contract management through a single regional contract.

## 6.2. Part 1 - FOGO Collections

The FOGO service includes the same aforementioned benefits arising from the scale of the regional procurement. A summary of the differing costs to each council are provided below (Table 14) based on:

- Option one: pricing based on a full participation from the region's councils (as previously stated in Table 13)
- Option two: pricing based on partial participation from councils.

Table 14 Tendered prices by council for FOGO collection and processing

Council	Number of tenements (as at 30th Nov 2021)	Full participation (\$ per tenement)	Partial participation (\$ per tenement)
<b>Burnie City</b>	8,418	1.30	1.57
<b>Central Coast</b>	8,985	1.30	1.50
<b>Circular Head</b>	2,146	1.30	3.35
<b>Devonport City</b>	12,074	1.30	1.26
<b>Kentish</b>	1,806	1.30	3.03
<b>Latrobe</b>	5,744	1.30	1.75
<b>Waratah-Wynyard</b>	5,130	1.30	1.60

The regional adoption of the FOGO service will significantly lower total regional cost and provide significant saving to Councils. The advantages to region arising from the scale of regional service is evident in the significant discount being offered between full participation versus partial participation.

The introduction of the FOGO service provides further environmental benefits through the recovery of organics that would otherwise be disposed at landfill. Noting that with the introduction of the State waste levy the economic benefit processing of this material as opposed to disposal at landfill will be more pronounced and providing an offset to the additional collection and processing cost. A summary of the change in landfill disposal, based on an upper vs lower yield of FOGO, is provided below based on analysis undertaken by MRA<sup>1</sup>.

<sup>1</sup> MRA, FOGO Waste Projection Model. 24 March 2022

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Table 15 Projection of disposal volumes for each council based on MRA analysis (tonnes per annum).

Lower FOGO yield (62%)	Pre-FOGO MSW	Landfill reduction	Post FOGO residual MSW	FOGO volume
<b>Burnie</b>	5,814	-2,253	3,561	4,047
<b>Central Coast</b>	2,245	-	2,245	3,202
<b>Circular Head</b>	1,398	-541	857	999
<b>Devonport</b>	7,757	-3,006	4,751	5,580
<b>Kentish</b>	945	-366	579	751
<b>Latrobe</b>	2,341	-907	1,434	2,132
<b>Waratah-Wynyard</b>	3,343	-1,295	2,048	2,389
Upper FOGO yield (85%)	Pre- FOGO MSW	Landfill reduction	Post FOGO residual MSW	FOGO volume
<b>Burnie</b>	5,814	-3,090	2,724	4,884
<b>Central Coast</b>	2,245	-	2,245	3,202
<b>Circular Head</b>	1,398	-743	655	1,201
<b>Devonport</b>	7,757	-4,122	3,635	6,696
<b>Kentish</b>	945	-502	443	887
<b>Latrobe</b>	2,341	-1,244	1,097	2,469
<b>Waratah-Wynyard</b>	3,343	-1,777	1,566	2,870

**6.2.1. Bin replacement and new service bin options**

Veolia's response to the RFT provides an opportunity to reduce bin replacement costs and provide a more consistent approach to charging for bins provided as part of new services.

Price clarifications sought from Veolia provide for separation of bin replacement versus new service costs from the lift rate and allow for a more transparent and consistent approach.

DWM have observed that Councils bin replacement costs, resulting from damage and/or wear and tear, are relatively consistent across all Councils. Under the existing contract this has been assessed at 0.5% of all bins are replaced across all existing Council stock per year.

However, new bin service requests vary greatly between Councils resulting from new developments and population growth. The growth rate in service numbers vary from 0.18% to 2.5% and averaging at 1.5% across Councils in the region, as observed by DWM.

Clarification has been sought from Veolia as to the price for options with respect to inclusion of bin replacement vs new services. The inclusion of new service cost within the lift rate introduces a degree of risk for the service provider and increases the total cost of the services for the region, as shown in the example in the table below:

Regional Recyclables RFT AssessmentCradle Coast Waste Management Group*Table 16 Estimated Annual Kerbside Recycling Service cost with / without new service fees included in lift rate.*

Scenario	Recycling Lift Rate	Recycling New Service charge	Baseline Regional Annual Recycling Cost (44,303 HH plus. 665 or 1.5% new services)
BAU lift rate includes bin replacement and new service	\$1.16	N/A	\$1,356,235
Lift rate includes bin replacement only	\$1.1125	\$75.40 (240L)	\$1,350,840

**Recommendation:** It is recommended that Councils adopt a revised service fee whereby bin replacement costs are included in the standard lift rate and new services are independently applied as a new service fee. Each Council will incur a new service fee based on the number of new services provided within the Council area.

**6.3. Part 2 - Recycling Processing**

In Part 2, the new proposal includes an adjustment to the gate fee to be charged for processing of the materials at the MRF. This rate varies by annual volume band, and is adjusted by a weighted credit, based on percentage of recyclable commodities in the waste.

Additionally, the new contract includes a 50% sharing of CRS rebates. An estimate of these refunds has been calculated using reference values from NSW and WA equivalent systems.

The comparison of processing fees vs the proposed rates is presented in Table 17, with the CRS estimate presented in Table 18:

*Table 17 Comparison proposed services vs current contract for Part 2*

Indicator	Current contract	Proposed contract (Using 2021 volume)
Part 2 – Processing Gate fee	\$87.20/tonne	\$217/tonne fee (for total volume of 6,675-6,800 tonnes/year)
Part 2 – Processing – Recyclables Rebate		\$90.25/tonne rebate (benchmark price based on commodity composition, proposed by Veolia)
Part 2 – Processing - Adjusted gate fee		\$126.75/tonne net fee (resulting from crediting recyclables rebate to processing gate fee)
Part 2 – Processing - Facility upgrades	Not included	Included as an option
Part 2 – Processing – CRS	Not included	50% share of \$1,145,087 = \$572,544 See Table 18 for details

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The estimate of the effect of CRS has been calculated using the volumes of commodities received in 2021 for the “current volume” and by reducing those eligible container volumes by 50% in subsequent years to reflect reduction of CRS items in the waste. It is expected that after the first year of the CRS a significant reduction in CRS eligible containers within the kerbside stream will result in a CRS “Adjusted Volume”. The estimate for each scenario is presented in Table 18.

Table 18 CRS estimate

Volume CRS commodities (tonnes/year)	Total CRS proceeds (NSW model)	Total CRS proceeds (WA model)
Current Volume 6,738 tonnes/year – comprises 3,077 tonnes of CRS	\$1,169,035	\$1,121,139
Adjusted Volume 5,372 tonnes/year –comprises– 1,664 tonnes of CRS	\$605,480	\$574,117

The estimate for net recyclables processing contract costs based on 2021 volume and composition is presented in Table 19, comparing the net annual costs based on tendered gates fees for Part 2, considering both Veolia’s Refurbishment and MRF upgrade options, and the current contract.

Table 19 Net Gate annual fee estimate current vs adjusted (projected post CRS) volume

	Current contract	Proposed rates Current volume (CRS year 1)	Proposed Rates (MRF Refurbishment) Adjusted Volume (CRS year 2 onwards)	Proposed Rates (MRF Upgrade) Adjusted Volume (CRS year 2 onwards)
Volume	6,738 tonnes/year	6,738 tonnes/year	5,372 tonnes/year	5,372 tonnes/year
Gate fee	\$87.20	\$217.00/tonne	\$250.00/tonne (5300 - 5425 tonne/year)	\$357.00/tonne (5300 - 5425 tonne/year)
Total processing fees	\$587,510	\$1,462,037	\$1,343,005	\$1,917,812
Credit recyclables	---	\$90.25/tonne	\$94.32/tonne	\$102.34/tonne
Adjusted total processing fees	\$587,510	\$859,998	\$836,316	\$1,368,044

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CRS proceeds (average NSW/WA)	---	-\$572,543	-\$294,899	-\$294,899
<b>Net annual total cost for processing</b>	<b>\$587,510</b>	<b>\$287,455</b>	<b>\$541,417</b>	<b>\$1,073,145</b>

In summary, the regional cost of the new tendered service provides significant savings in year one and is 8% lower than the existing contract on an ongoing annual basis. The new tendered service also provides other benefits stemming from the option to exercise an offer of a range of upgrades to the existing facility to provide increased recovery from the recyclable materials and better quality commodities of a greater value.

For example, the upgrade of the existing facility is proposed to include replacement of the Old Corrugated Cardboard (OCC) screens which will increase the material recovery by 4%, and in turn reduce residue by the same amount. This provides a better resource recovery outcome, but it does come with a net \$99/tonne gate fee financial penalty which requires further consideration.

## 7. Conclusions And Next Steps

Tenders were received and assessed for waste management services for all seven Cradle Coast region councils in two distinct parts:

- Part 1 included the kerbside recyclables collection, proposed kerbside FOGO collection and transfer station bulk cardboard collection and delivery of the waste to the disposal/recycling facilities; and
- Part 2 included the receipt and processing of recyclable material at the nominated facility, including management and disposal of all residual waste, as per the specification.

The tender assessment panel recommended Veolia be nominated to conduct further negotiations for both parts:

- Part 1 - as they offer the greatest value for money; and
- Part 2 - as they provided the only conforming bid and satisfactorily addressed the qualitative assessment criteria. Veolia provided a conforming bid and two alternate options each of which will provide the environmental outcomes CCWS sought by the RFT. Further negotiations are required with Veolia to ascertain which of three proposed solutions provides the greatest value for money.

An assessment of Veolia's bid against current services found:

Part 1: The cost per household of the new tendered kerbside recycling collection service is 2.7% lower than the existing services (excluding bin replacements) or 21% lower (including bin replacement). The proposed solution included additional services and offered significant benefits including:

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- Improved customer service through establishment of regional customer service call centre and council access to collection service fleet management and reporting systems;
- An improved safety proposition to protect vulnerable road users, supported by a new fleet of low entry vehicles and enhanced on board pedestrian/vehicle safety systems;
- A more streamlined service by providing regionally consistent and expanded service to new dwellings;
- Regionally consistent and innovative education tools (e.g. bin based QR codes and linked online service information);
- Potential for an improved overall cost proposition by exercising options for bin replacements and/or bin repairs; and
- Streamlining transfer station recyclables bulk bin collection contract management through a single regional contract.

Part 2: In summary, the regional cost of the new tendered service, based on the Veolia MRF Upgrade option, provides significant savings in year one and is 8% lower than the existing contract on an ongoing annual basis. The new tendered service also provides other benefits stemming from the option to exercise an offer of a range of upgrades to the existing facility to provide increased recovery from the recyclable materials and better quality commodities of a greater value.



## 8. Recommendations

It is recommended to the Cradle Coast General Managers (CCGM) that:

1. CCWS negotiates with Veolia as the preferred tenderer for both Part 1 and Part 2 of the Tender which includes.
  - a. Part 1 which included the kerbside recyclables collection, proposed kerbside FOGO collection and transfer station bulk cardboard collection and delivery of the waste to the disposal/recycling facilities; and
  - b. Part 2 which included the receipt and processing of recyclable material at the nominated facility, including management and disposal of all residual waste, as per the specification.
2. Councils adopt a revised kerbside bin collection service fee whereby bin replacement costs are included in the standard lift rate and new services are independently applied as a new service fee. Each Council will incur a new service fee based on the number of new services provided within the Council area, i.e. the kerbside collection service fee be negotiated to comprise of two separable components:
  - a. Lift rate including bin replacement but excluding new services bin rollout fee; and
  - b. New services bin rollout fee per new tenement.
3. Councils provide a commitment to CCWS by 1 August 2022 in regards to participation in regional Kerbside Recycling collection and processing contract.
4. Councils provide a commitment to CCWS by 1 February 2023 in regards to participation in regional FOGO kerbside collection contract.
5. Councils provide a commitment to CCWS by 1 February 2023 should they wish to participate in regional FOGO bin rollout for implementation by calendar quarter 3, 2023.
6. CCWS to negotiate with LGAT an alternate price for bin supply and rollout to compare and contrast with the Veolia tendered price for regional FOGO bin rollout. Subject to achieving a net benefit for the region by procuring bins through LGAT, CCWS undertake a regional tender for regional FOGO bin rollout.

## 9. Appendix 1 Evaluation Of Part 1 - Recycling And FOGO Collections

### 9.1. Evaluation Non Price Criteria Of The Proposal From Veolia

Veolia Environmental Services Pty Ltd (Veolia), with locations across Tasmania, employs 290 staff and operates 190 heavy vehicles throughout the State, have been providing recycling services to the CCWMG for the past 17 Years.

Veolia provided a high-quality response answering all schedules for both the Collection and Processing portions of the tender response. Veolia have identified Mastec as the subcontractor for bin supply. Veolia have supplied evidence that Mastec meet the specifications requested.

Veolia proposed a senior management team based in Devonport, with support in Hobart and Melbourne. This regional approach has proven successful over the life of the current contract, and the panel considers this approach suitable to meet CCWMG requirements moving forward.

Veolia proposed a call centre based in Spreyton to support the contract, with the addition of a QR code linked education materials and process to provide the community updates on the latest recycling streams. This approach exceeds the expectations of the specification, with a system to actively communicate to residents proposed.

Veolia have proposed the use of Dennis Eagle collection low entry vehicles, partnered with the SGESCO safety system. This vehicle is of the highest standard in visibility on the market at present. This combination offer has been offered to provide the highest level of safety for vulnerable road users that can currently be achieved, fully addressing the key RFT consideration.

A reference was obtained for Veolia from LCC. The respondent explained the challenges faced with the MRF in Launceston, and detailed the good level of communication, relationship management and consideration for the community they have witnessed. They have found Veolia flexible, with a willingness to change and adapt to community and Council requests. This aligns with the experience of CCWS staff throughout dealings with Veolia through this tender process and with other services provided.

Veolia proposed a solution that fully addressed the requirements of the RFT and score of 63 out of 80 was achieved against the non-price criteria.

## 9.2. Evaluation Non Price Criteria of the proposal from JJ Richards

JJ Richards Waste and Recycling (JJ Richards) have a Head office located in Queensland with the Tasmanian depot located in Launceston. JJ Richards operates both a kerbside and commercial fleet out of the Launceston Depot to support existing regional contracts including Dorset, Meander Valley, and Georgetown Councils.

JJ Richards only provided the response for the kerbside collections contract. This high-quality proposal provided the technical details required to operate the service, with all schedules included for kerbside collections as required.

A remote management structure has been proposed by JJ Richards, with only a depot manager based in Launceston Tasmania. They intend a depot for 8 trucks to be established in the Cradle Coast. Details of depot including the likely location/site were not provided. JJ Richards have proposed the commercial Roll On Roll Off (RORO) fleet to be based in Launceston for TS Bulk bin collections. The panel are of the opinion that it is likely that the kerbside fleet will also be based in Launceston, given the lack of detail provided with regards to a planning undertaken for a depot in the Cradle Coast region.

JJ Richards have identified Mastec for the mobile bin supply, however, have only provided budgetary pricing for the supply of the bins and FOGO caddies.

JJ Richards proposes a Council portal to provide customer service. The panel considers this solution less than satisfactory for this contract, particularly with the introduction of FOGO. Further clarification indicates a willingness to establish an admin/customer service representative based in Launceston.

The Volvo FE 280 collection vehicle was offered by JJ Richards. This is their standard as offering across Australia, which has benefits associated with standardisation within the JJ fleet, but which doesn't meet the safety/visibility expectations of the tender (i.e. 360 Degrees of protection for vulnerable pedestrians, Low Entry Vehicles.)

The proponent has offered a safety system for the truck with active braking, however key elements aimed to address "360 Degrees of protection for vulnerable pedestrians" are in development and will be unavailable until late 2022. The proponent was unable provide evidence that the system is operational and will mitigate the risk to vulnerable pedestrians to the same extent as a Low Entry Vehicles which have been equipped with currently available and demonstrated working safety technology.

The Methodology & Approach score agreed by the assessment panel reflects an inadequate response by JJ Richards with respect to the key RFT considerations of:

- Customer Service: Provision of a regional customer service centre;
- Vehicles Plant & Equipment: 360 Degrees of protection for vulnerable pedestrians, Low Entry Vehicles; and

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On reference checking JJ Richards, an exceptional performance record was noted from referees based in Queensland. Referee checks, outside of this jurisdiction, noted that JJ Richards are inflexible and fail in general to consider the needs of the customer. Quote from one referee: "they seem more interested in the commercial aspects of a tender and not always the relationship and environmental outcomes".

The assessment panel took into consideration this mixed response in assessing the "Previous Related Experience & Referees".

JJ Richards proposed a solution that only in part met the requirements of the RFT, specifically in relation to Methodology & Approach. A score of 40 out of 80 was achieved against the non-price criteria



# DEVONPORT OPEN SPACE STRATEGY 2022-2032

July 2022



*Devonport City Council acknowledges the Traditional Owners of this land on which we stand and pay our respects to their Elders past, present and future, for they hold the memories, the tradition, and the culture of all Aboriginal and Torres Strait Islander People.*

<b>Next Date of Review:</b>	Insert Date
<b>Document Controller:</b>	Insert Title
<b>Document Reviewer:</b>	Insert Title
<b>Date Adopted by Council:</b>	Insert Date
<b>Resolution Number:</b>	Insert resolution number

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## 1. Executive Summary

### DOSS Overview

The Devonport Open Space Strategy (DOSS) is a 10-year strategy that builds upon previous versions of the Open Space Strategy, to reflect current and future public open space (POS) requirements and acts as an overarching document for all related government and Council policies, strategies and documents. It sets out typical POS requirements including quantifying and describing the existing open space network, and classifying the different types of spaces to assist with analysis of gaps in provision and diversity. It also provides direction for how POS should be planned and managed in the future.

Devonport City Council (Council) requires a balanced approach to the protection of natural values and more active recreation forms such as parks and other sporting facilities. The DOSS identifies underutilised or unequal distribution of POS, recommends ways to improve access to POS, and sets expectations for the development assessment processes of future POS contributions. It also considers future trends and challenges for open space, such as changing population, demographics, recreational interests, community health and safety, urban heat island effects, and impacts on environmental and cultural values.

The **DOSS Goals** provide guidance to ensure the POS network is:

- Equitable and Diverse
- Connected & Accessible
- Safe and Healthy
- Social and Cultural
- Sustainable & Conserved
- Managed and Strategic

For the purposes of the DOSS, the term 'public open space' is defined as **land in public ownership and/or under public management that is freely accessible and provides recreation, nature conservation and leisure benefits**. This includes public parks, gardens, reserves, waterways, linear corridors for walking and cycling, publicly owned forecourts and squares, and any publicly owned sporting venues.

The municipality has 405 hectares of useable POS, which excludes open spaces that are private, restricted or limited for community use, including non-Council managed Crown Land and private open spaces (e.g. sport fields, golf courses, race courses, education sites).

The DOSS incorporates a review of supporting documents including, but not limited to, Cradle Coast Regional Strategy, the Tasmanian Open Space Policy and Planning Framework, Council strategies and plans, the planning scheme, approved development plans, relevant legislations, and strategies by other Tasmanian Councils.

### Engagement Findings

The strategy is based on engagement with Council representatives, key stakeholders and the community. The engagement process was informed by GHD's Loveable Cities Framework to emphasise the unique characteristics and 'loveable' aspects of Devonport. The 'place identity' and 'people's experiences' guide the form and function of a loveable city. The provision and quality of open spaces are critical to this approach as they contribute to our affinity to a place. The Loveable Cities Framework informed the survey development and assessment, to help understand what the community love about their open spaces and/or hope to see improved in the future.

Feedback was obtained via survey collections and four (4) community pop-up sessions in parks across the city. When asked what people love about their open spaces, the majority of responses related to enjoyment of the unique environment, interaction with nature, participating in outdoor recreation and connecting with their community. And when asked what would attract people to spend more time in their POS, responses largely related to suggested improvements or provision of POS infrastructure to support socialising and recreation. There were also POS values and/or recommendations for specific suburbs. This engagement feedback has informed the DOSS Action Plan.

## POS Framework and Analysis Findings

The DOSS POS Classification Framework provides an analysis of existing POS as defined under the following two categories:

- **POS Hierarchy** (size and catchment) – the majority of POS is categorised as Regional (63%), with the remainder as Local (22%) and District (15%).
- **POS Function** (role and character) – a large proportion of the municipal POS is categorised as Environmental Land (67%) and only a small amount as Cultural/Special Purpose (3%). The remainder is Semi-natural (12%), Parks and Gardens (6%), or Sport and Recreation (12%).

Based on the POS Classifications Framework, the DOSS includes a POS Gap Analysis for Devonport's residential suburbs within 400m of existing POS. Key findings are as follows:

- There are notable gaps in POS provision for Central Devonport, East Devonport, Spreyton, Stony Rise, and Miandetta.
- Improvements are needed for POS quality and facilities to meet community needs and changing demographics.
- Numerous Pocket Parks (POS less than 0.5Ha in size) exist across Central and East Devonport, which are excluded from the POS calculations, and it is recommended Council expand the size of these spaces.
- Improvements for access and connectivity to existing POS are recommended, particularly along the coast and riverbanks.

## DOSS Action Plan

The DOSS Action Plan is a key outcome of the DOSS, as it sets prioritised targets to realise the strategy objectives, and identifies additional areas of study required to improve Devonport's POS. It also has the potential to provide exponential social and economic benefit to the region through early planning to ensure best use of capital expenditure.

The DOSS Action Plan is structured as follows:

- General POS recommended actions, grouped according to the DOSS Goals.
- Specific suburb recommended actions.

Key recommendations from the Action Plan include:

- Provide additional POS in areas identified in the DOSS Gaps Analysis.
- Expand the size of existing Pocket Parks (<0.5Ha) to provide useful POS, through acquisition of adjoining properties.
- Improve POS quality via capital works and embellishments (e.g. play areas, seating, tables, shelters, signage, barbecues, drinking fountains).
- Conduct an existing POS improvement plan, including audits & upgrades processes.
- Maintain and enhance the natural environment for community access whilst ensuring conservation and biodiversity values.
- Support development of TPP in relation to Health and wellbeing to ensure recreation and open space opportunities are aligned with overarching land use planning provisions.
- Establish requirements under permit conditions for developers.
- Introduce a Public Open Space Contributions and Acquisitions Policy and related Monetary Reserves Management Policy in accordance with the Provisions of the Local Government (Building and Miscellaneous Provisions) Act 1993.
- Prepare a Planning Scheme Amendment to support the DOSS objectives to rezone Council owned land parcels in General Residential zoning, to Open Space zoning.

## 2. Introduction

### 2.1 Purpose of the Strategy

Open space is important to our daily lives for many reasons - providing us recreation, socialisation, play, contemplation, amenity, green infrastructure, and conservation of our natural environments. The Devonport Open Space Strategy (DOSS) provides the strategic direction for the future planning, provision, design and management of public open space (POS) in Devonport over the next 10 years.

The strategy is informed by extensive engagement to reflect what the community love and/or expect for their open spaces. It assesses existing POS, then outlines actions to provide equitable distribution and diversity of POS and to anticipate the POS requirements for Devonport's forecast population and changing leisure and recreation trends.

The strategy aims to assist Devonport City Council (Council) and developers in providing equitable distribution, accessibility and quality POS outcomes via policy and guidelines. It also provides consistent definitions for open space terms to give clarity around POS decisions and policy development.

Finally, the DOSS helps guide Council decisions around POS investment or acquisitions and informs Council's POS asset management program through a prioritised action plan that spans the life of the Strategy.

### 2.2 Project drivers

The DOSS supports Devonport Strategic Plan 2009-2030 and Council's vision for Devonport to be *'a thriving and welcoming regional City, living lightly by river and sea.'* In particular the strategy supports Goal 2.3.5 to *'provide and maintain sustainable parks, gardens and open spaces to appropriate standards.'*

Council have identified the need to review their Strategic Plan for Devonport's public open spaces in their Annual Plan 2020-21 under Outcome 2.3. Development of the DOSS and associated actions will empower Council decision makers to respond efficiently and effectively in assessing development proposals, formulating policies and developing budgets related to POS.

The *Land Use Planning and Approvals Act 1993* identifies the objectives of the planning process which includes the protection of public infrastructure and other assets for the benefit of the community, to provide for the consolidation of approvals for land use or development, and to secure a pleasant, efficient and safe working, living and recreational environment. A POS strategy for Devonport is important to prevent ad-hoc decisions about POS contributions and missed opportunities to acquire or protect important open space connections.

Devonport City Council have invested in large public recreational areas recently in the Bluff Precinct, Living City Waterfront project and the Coastal Pathway. Both public space upgrades benefit the community both economically and socially through the provision of attractive and accessible open spaces in the city. The DOSS will identify linkages between major recreational areas to maximise community benefit and identify other potential recreational precincts.

Due to Devonport's location and active Port, it services a wider region of the population than just those that live within the municipality and as such the open spaces services a larger population. Through undertaking an audit of facilities and reviewing this in contrast with community wants and needs, facility requirements can be understood and more readily provided through annual budget cycles or cash-in-lieu policy. Such provisions have the capacity to facilitate broader uses of open spaces, including as event spaces for the region.

### 3. Loveable Cities Framework

The DOSS is informed by GHD's Loveable Cities Framework to help emphasise the unique characteristics of Devonport (the ready-made advantages of the city).



The 'Loveable City' framework, tried and tested through project work in various planning disciplines, considers 20 aspects aligned with five core dimensions to influence outcomes and provide lasting social benefits. The five dimensions include **Commerce, Local Empowerment, Social and Cultural life, Health and Wellbeing, Amenities, and Infrastructure** (refer Figure 1).

These Dimensions support the underlying principles of the Council's Strategic Plan which are to create a city as a place to live, invest, work, shop and visit.

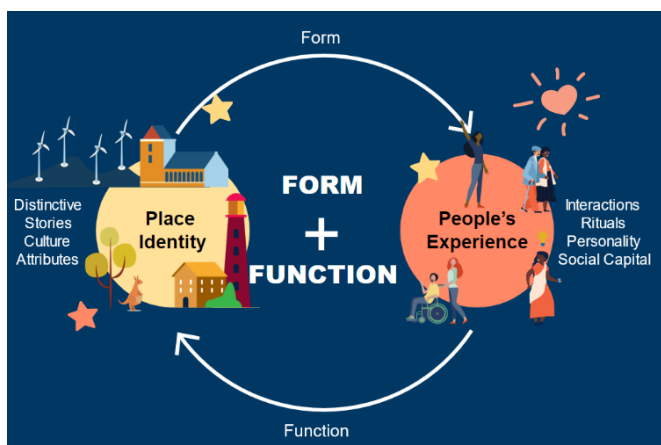
**Figure 1** The Loveable Cities Framework

An approach to POS planning is to shift the paradigm to make our public places "loveable" by focussing on those elements that contribute to our affinity to a place. Key to the creation of a loveable city or region is that the form and function is guided by, and developed in response to, the 'place identity' and the 'people's experience' (Figure 2).

**Place identity** – These are the features that celebrate the uniqueness of a place (e.g. natural landmarks, architectural features, open space, local icons, or a business that means something to the community – perhaps the local bakery makes the best vanilla slice).

**People's experience** – This celebrates the lived reality of a place. It takes into consideration the experience of each visitor, worker and resident by investigating their reason for using the place, interactions within it and their overall experience.

The 'loveable' approach to planning for open space provision connects tangible elements such as physical form and urban infrastructure, to intangible elements – social interactions, daily routines, gathering areas and the uniqueness of local character. Connecting intangible and tangible elements in this way enables us to apply a lived experience approach to urban planning.



**Figure 2** The Loveable Cities Form + Function

## 4. Value of Public Open Space

### 4.1 Defining POS

**For the purpose of the DOSS, the term 'public open space' is defined as land in public ownership and/or under public management that is freely accessible and provides recreation, nature conservation and leisure benefits. This includes public parks, gardens, reserves, waterways, linear corridors for walking and cycling, publicly owned forecourts and squares, and any publicly owned outdoor sporting venues.**

Council considers community access, use and enjoyment of public open space a priority for the DOSS. Therefore, types of open space that are restricted or limited for community use are excluded from the Strategy, including non-Council managed Crown Land, restricted open space (e.g. schools or cemeteries), encumbered open space (e.g. easement or detention basin), pocket parks (<0.5ha in size) and private open spaces (e.g. golf course or racecourse). Refer to **Appendix A-1** for POS Terms and Definitions.

Whilst these areas may provide some recreational or environmental benefit, they are excluded from the DOSS because Council does not have direct control over aspects of these spaces, such as access, design, and/or use. This ensures the DOSS focuses on providing adequate types of 'public open space' preserved for future generations with less potential to be divested or converted to another use.

### 4.2 Public open space challenges

There have been many changes to population and external factors that have influenced the role of public spaces. Some of the short and long-term challenges that regional areas such as Devonport are facing include:

- Aging profile of the Tasmanian population
- Providing for diverse and changing health, well-being and recreational needs
- Balancing competing POS uses and interests (i.e. formal vs informal recreation)
- Increasing pressure and demand on open spaces for amenities and infrastructure, with possible environmental impacts
- Meeting community expectations regarding open space amenities and provisions
- Providing multi-use spaces with conflicting maintenance challenges
- Economic and technological evolution
- Increased maintenance costs to Council for the creation and management of a variety of open spaces
- Declining biodiversity
- Climate change and extreme weather events

These trends and pressures place increasing importance and value on open spaces. It is vital to preserve existing POS and identify opportunities for new POS, to adapt to changing community needs and ensure provision for future generations.



### 4.3 Public open space benefits

There has been a resulting shift in the understanding that accessible and sustainable open spaces result in healthier communities as outlined in the *United Nations Strategic Development Project of Green Star Communities- Goal 3: Good Health and Well-Being*.

The POS network substantially contributes to the liveability, identity and character of Devonport, and provides numerous benefits for the community, culture, economy and environment. These POS values include, but are not limited to:

#### Community

- Social interaction, community safety and engagement
- Health, wellbeing and relaxation
- Physical fitness, sport and formal/informal recreation opportunities
- Children's development, exploration and outdoor play
- Contact with nature

#### Culture

- Cultural diversity and inclusion
- Sense of place and local identity
- Improved visual amenity and profile of the city and community
- Cultural and historic preservation, reflection and tourism opportunities

#### Economy

- Improved land value
- Responding to emerging social and technological trends
- Reduced cost on health care services via physical and mental health benefits
- Unique tourism environments, visitor appeal and commercial activities or events
- Quantifiable ecological services (e.g. erosion/flood control, and climate regulation)

#### Environment

- Biodiversity and ecosystems conservation, protection and enhancement
- Resilience in a changing climate and extreme weather events
- Water quality improvements and reduced impervious surfaces and erosion
- Reduced energy use and urban heat island impacts via greening and cooling



Devonport open space (Source: Photo by Don Rockliff, GHD)

## 5. DOSS Vision and Goals

### 5.1 DOSS Vision

***Devonport's equitable, integrated and accessible POS network underpins and strengthens our city's liveability and resilience for current and future generations.***

### 5.2 DOSS Goals

The DOSS Goals provide a holistic approach to planning for POS outcomes. The DOSS Action Plan is categorised by these Goals to ensure future initiatives, policy and funding provide a balance across the strategy's main objectives.

The following Goals support this strategic vision and the Loveable Cities Framework, to ensure Devonport's public open spaces are:

**Goal 1 - Equitable and Diverse** – The POS network has equitable distribution and a variety of sizes, functions, mixed-uses across the municipality. It provides a balance of formal and informal recreation and allows for flexible use, various programs and emerging/changing recreational trends and technological advancements.

**Goal 2 - Connected and Accessible** - Public open spaces are easily reached for the Devonport community including all ages, abilities, gender and cultural backgrounds. Connectivity includes safe links between open spaces, walking/cycling paths, community facilities/services and public transport.

**Goal 3 - Safe and Healthy** - Healthy open spaces promote active lifestyles and provide numerous health and well-being benefits. They are safe for all users and designed and managed according to current standards, CPTED safety principles and relevant emergency management requirements.

**Goal 4 - Social and Cultural** - In line with the Loveable Cities Framework, open spaces help define the city's 'place identity' and 'people's experiences.' Local character, natural features, and historic and cultural values and assets (both indigenous and non-indigenous) are protected and celebrated. Open spaces support shared use, social connectivity and interaction. Community involvement and strong partnerships are encouraged in the planning, use and management of open space.

**Goal 5 - Sustainable and Conserved** - The POS network contributes to local biodiversity and ecological outcomes. Sustainability, biodiversity, water management and resource efficiency is considered in all aspects of POS planning, design, construction, management and use. POS will help mitigate climate impacts and build community wellbeing and resilience through ecological services, shade, urban cooling and leverage opportunities to connect with nature.

**Goal 6 - Managed and Strategic** – POS land, services and facilities are aesthetically appealing, clean, welcoming, and sustainably managed. Ongoing and sufficient investment is available to ensure continuous POS maintenance and improvement is provided through collaborative government management. Strategic policy is developed to protect open space values and achieve DOSS recommendations.

## 6. Context

### 6.1 About Devonport

Situated in north-central Tasmania on the Bass Strait coast, Devonport is the State's third largest independent city. The Port of Devonport and the Devonport Airport are key arrival and departure locations for visitors, locals and freight. Other major features of the city include the Mersey and Don Rivers, the Mersey Bluff and Lighthouse, Bass Strait Maritime Centre, Paranapple Centre, Don River Railway and Museum, Tasmanian Arboretum, and Tiagarra Cultural Centre and Museum.

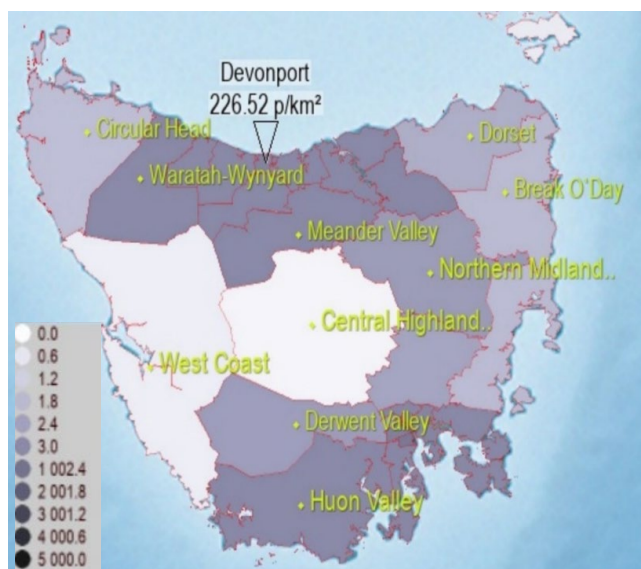


Figure 3 Devonport context and population density map (2017 p/km²). Source: [www.population.com.au/lga/61610#](http://www.population.com.au/lga/61610#)

### 6.2 Traditional Owners and Country

The indigenous population in this area included the Tommeginne, the Punnilerpanner, the Pallittorre, the Noeteeler and the Plairhekehillierplue; however, after colonisation there are no recorded descendents of these people. The indigenous population of Devonport today however includes thousands of descendants of Dalrymple (Dolly) Johnson and the community maintain cultural, custodian responsibilities for country.

Devonport is home to an active Indigenous community based at Tiagarra Cultural Centre and Museum. The Six Rivers Aboriginal Corporation manage Tiagarra and engage in cultural heritage activities, awareness and education and share this knowledge with both the indigenous community members and the wider community.

Tiagarra is located at one of the most significant Indigenous sites in Tasmania (lutruwita). As a meeting place of the Tommeginne people of the Northwest Coast, this area is marked with petroglyphs. Understanding the connection to Country and the importance of this place is a key part of engagement with local elders.






The involvement of the indigenous community and their continuing culture and connection to Country is vital for the region's public open spaces. Council shall continue to support engagement, planning, and reporting processes to increase participation with Aboriginal communities in POS management and projects.



### 6.3 Demographics and trends

From 2016 to 2021, Devonport's resident population has steadily grown from 25,162 to 26,150<sup>1</sup> indicating an average year on year growth of 165 residents.<sup>2</sup>

Furthermore, the Greater Devonport Residential Growth Strategy 2021-2041 (GDRGS) released in June 2022, adopts a deliberate policy direction for residential growth including the endorsement of a population growth target for Devonport of 30,000 by the year 2030.

		Devonport		Australia
		#	%	%
People who left school at Year 9 or below		4,075	16	11.3
Aboriginal and Torres Strait Islander Peoples		1,892	7	3.3
People aged over 65 years		5,433	21	15.7
Private dwellings without internet access		2,291	23	14.1
People who speak english not well or not at all		98	0	3.1

Compared to the national average, of those living in Devonport there is a higher proportion of people aged over 65, a higher proportion of Aboriginal and Torres Strait Islander peoples, and a higher proportion of people who left school before year 10.

The DOSS is important to address population growth and demographic trends, to ensure equitable distribution and access to POS and provide recreational opportunities, natural environment experiences, and social connections for the resultant physical and mental health outcomes of these activities.

**Figure 4** Summary of Devonport demographics (Source: ABS Index of IRSD)

### Visitation and changing lifestyles

Devonport has a relatively high proportion of day-trip visitation especially from the Spirit of Tasmania via the Port. Furthermore, as the latest Covid situation revealed, people have moved in unprecedented numbers to regional locations such as Devonport seeking a lifestyle change, particularly with the ability to work remotely.

There is often positive economic benefit from improving public amenity and liveability of a city by attracting new residents and encouraging visitors to stay longer. Council have identified this in past studies including the 2014 Living City Study<sup>3</sup> and have demonstrated a commitment to these values in projects such as the Coastal Pathway, Bluff Precinct and the Devonport Aquatic Centre.

### Recreational trends

The Devonport Sports Infrastructure Master Plan notes an increase in demand for sporting infrastructure and assesses sports participation and facilities of 9 sporting precincts across Devonport. The sports assessed include Football (Soccer), Netball, Basketball, Touch Football, Australian Football (AFL), Cricket, Hockey, Tennis, and Volleyball. The report indicates that 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, such as cycling, running, walking and mountain biking.

<sup>1</sup> 2021 Devonport, Census All persons QuickStats, Australian Bureau of Statistics, retrieved 7 July 2022, <https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA61610>

<sup>2</sup> Region summary: Devonport(c), Australian Bureau of Statistics, retrieved 7 July 2022, <https://dbr.abs.gov.au/region.html?lga=lga&rgn=61610>

<sup>3</sup> <https://www.livingcitydevonport.com.au/download/135/public-documents/3811/hill-pdaliving-city-regional-benefits-opportunities-report.pdf>

#### 6.4 Current land-use

The Devonport LGA is about 116 square kilometres (refer Figure 2). Around two-thirds of the LGA is zoned rural and agricultural (to the west and south) and is mostly located south of the Bass Highway in Tugrah, west of Quoiba, South Spreyton and Kelcey Tier.

The more densely populated urban and residential areas are located north-central, between the Don and Mersey rivers. The suburbs of Devonport, East Devonport and Spreyton make up the most substantial residential density in the LGA. Whilst, much of the city's commercial and industrial areas are along the Mersey River, including the CBD along the west edge and the Port on the east.

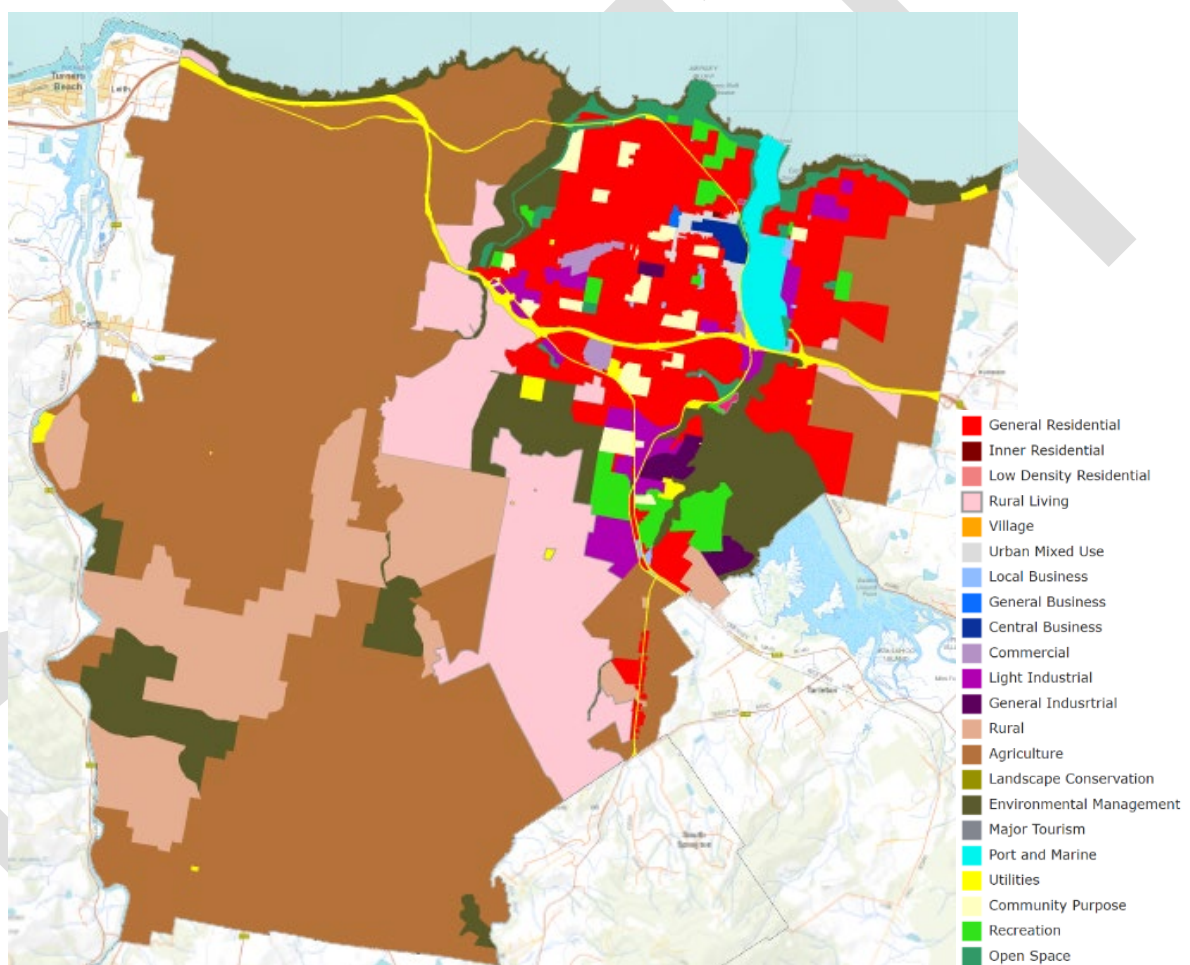


Figure 5 Devonport planning zones map (Source: [thelist.tas.gov.au](http://thelist.tas.gov.au))

## 6.5 Growth areas and future development

Council's Greater Devonport Residential Growth Strategy (GDRGS) details ten investigation areas to accommodate Devonport's future growth for both the General Residential and Rural Living Zones. The spatial distribution of these areas is predominantly in the south-western section of the LGA (e.g. Tugrah and Don).

For future open space planning in these areas the following should be considered:

- A future POS acquisitions and contributions policy should contain strong recommendations for the provision of land for open space opportunities in the investigation areas of the GDRGS for potential General Residential Zoning. These areas are removed from the current concentration of residential development and Council owned land.
- For land that has potential for inclusion in the Rural Living Zone, larger lot sizes would lessen the need for POS areas. Utilisation of opportunities for cash in lieu contributions or for trail connections to adjoining areas would be an opportunity to explore further.

There is also the recent proposed amendment of the Planning Scheme for the rezoning of the Devonport Showgrounds from Recreation to General Residential, and the incorporation of a Specific Area Plan to guide this. It is likely that further areas currently in other zoning such as industrial may be considered as potential for infill residential development.

The DOSS provides an assessment of POS needs in these new growth areas and makes recommendations regarding appropriate POS contribution levels and mechanisms for acquisition.



Meercroft Park (Source: Photo by Don Rockliff, GHD)

## 7. Policy and Strategy Context

### 7.1 Policy and strategy context

The Devonport Open Space Strategy (DOSS) acts as an overarching planning document for all Council plans and documents related to public open space (POS).

It also complements other aligned Council plans and strategies that support community, environmental and economic wellbeing. The DOSS is guided by, and interfaces with, numerous Federal, State and Local acts, policies, strategies and plans (refer Table 01).

**Table 1 Documents relevant to DOSS**

<b>Federal Government Legislation and Policies</b>	<b>State Government Legislation and Policies</b>
Aboriginal and Torres Strait Island Heritage Protection Act 1984	Tasmanian Open Space Policy and Planning Framework (2010)
Archaeological and Aboriginal Relics Preservation Act 1972	Cradle Coast Regional Land Use Strategy 2010-2030 (Regional Strategy)
Australian Heritage Commission Act 1975	Get Moving Tasmania
Disability Discrimination Act 1992	Strong Liveable Communities Implementation Strategy (Aged 50 & over)
Environmental Protection and Biodiversity Conservation Act 1999	Premier's Health and Well Being Advisory Council
Disability Discrimination Act 1992	Premier's Well-being Framework (draft)
Environmental Protection and Biodiversity Conservation Act 1999	Local Government Building and Miscellaneous Provisions Act 1993
Australian Heritage Commission Act 1975	Local Government Act 1993
	Land Use Planning and Approvals Act
<b>Local Government Policies and Strategies</b>	
Devonport Open Space Strategy (2015)	Devonport Living City Masterplan (2017)
Devonport Road Network Strategy (2016 & Draft 2022)	Devonport City Council Pedestrian and Bike Strategies (currently under review)
Devonport City Council Reserves, Parks and Gardens By-law (2017)	Local Govt Association of Tasmania Infrastructure Contributions Discussion Paper (April 2022)
Devonport Environment Strategy, Climate Change Adaptation Plan	Devonport Sports Infrastructure Master Plan (to 2035)
Devonport Stormwater Strategy (2012)	
<b>Local Site-based Plans</b>	
Kelcey Tier Greenbelt Bushfire Management Plan (2019)	Masterplans for major parks/playing fields: Kelcey Tier Masterplan (2019)
Don Reserve Bushfire Mngt Plan (2019)	Highfield Park Masterplan (2018)
Don Reserve Environmental Mngt Plan (2020)	Pioneer Park Masterplan (2018)



## 7.2 Overview of key documents

Aspects from related key documents are summarised below (refer **Appendix A-2** for the Background Review Summary).

**Tasmanian Open Space Policy and Planning Framework 2010 (TOSPF)** – the TOSPF provides a state-wide approach to POS planning. A total of 60 recommendations are set out, grouped to cover POS policy areas of planning and governance, land management, training and education, design, marketing and promotion. The DOSS meets the objectives of the TOSPF to further provide policy guidance and maintain the open space network as an integrated system.

**Tasmanian Planning Policies (TPP)** - A draft scoping paper was released to form a new part of Tasmania's land use planning system. There is the opportunity to align the DOSS with this process to ensure it is consistent with these overarching land use planning provisions.

**Regional Land Use Strategies** - Tasmania's three regional land use strategies were first declared in 2011 with each providing strategic direction for land use and development over a 25 year period. The Devonport LGA sits within the Cradle Coast Regional Land Use Strategy area, the document is entitled *Living on the Coast – The Cradle Coast Regional Land Use Planning Framework*. Specifically, under Part 4.9 (a)-(e) Land Use Policies for Active Communities, the strategy promotes the implementation of open space strategies that align with the TOSPF and the Cradle Coast Regional Open Space Strategy.

**Cradle Coast Open Space Plan (CCOSP)** - The CCOSP provides the POS framework, definitions, key issues and strategic direction for nine local Councils in the West and Northwest of Tasmania. Specific issues identified in relation to Devonport include:

- The Porcupine Hill Forest Reserve is the only existing area of regional significance, and there are no national parks located in the Municipality.
- Strong planning controls should be in place to ensure public open space along the coast is not degraded especially where competition from other uses (e.g. road or rail) may erode POS form and function. A coastal path providing unbroken connection from Port Sorrel to Stanley is recommended.
- Suitably wide corridors on both Don and Mersey riverbanks should protect natural values while facilitating appropriate use. Planning controls may extend to protecting vistas.
- Devonport will require an increased investment in public open space to meet aspirational targets. It is suggested focus on central civic areas can provide competing regional benefits to attract different types of investment and cultural pursuits. Collaboration with neighbouring LGAs may encourage a similar approach within the region.

**Legislative provisions** - The *Local Government (Building and Miscellaneous Provisions) Act 1993* gives Council the authority to acquire POS as a part of any subdivision proposal and to require cash in lieu of open space or to refuse a subdivision application because it should include or omit POS. Previous TASCAT (formerly RMPAT) decisions have placed more emphasis on the need for specific assessment of open space requirements before requiring its provision or the payment of cash in lieu. These opportunities are also considered in the *Local Government Association of Tasmania Infrastructure Contributions Discussion Paper* (April 2022), which provides an examination of infrastructure contributions schemes in Australian States and considers POS provision. Infrastructure provision in the form of public open spaces is noted as the most common policy and strategy approach for the example Councils. LGAT notes that the strength of this lies in the authority and legislative power to do so under the *Local Government (Building and Miscellaneous Provisions) Act 1993*.<sup>4</sup>

<sup>4</sup>Infrastructure Contributions Discussion Paper, April 2022, Local Government Association Tasmania.

**Devonport Strategic Plan 2009-2030** – the plan outlines how Council will achieve its vision for Devonport to become a thriving and welcoming regional City living lightly by river and sea. The goals from the Strategic Plan that are supported by the DOSS include:

**Table 2 Strategies from the Strategic Plan supported by the DOSS**

Number	Outcome	How DOSS Supports the Strategy
Strategy 1.2.1	Support the conservation and maintenance of biodiversity including coastal landscapes and preservation of areas of remnant vegetation	Conservation and biodiversity recommendations are included via university research
Strategy 2.1.1	Apply and review the Planning Scheme as required, to ensure it delivers local community character and appropriate land use	It is recommended a Council Acquisitions and Contributions Policy be drafted to guide POS decisions
Strategy 2.3.5	Provide and maintain sustainable parks, gardens and open spaces to appropriate standards	Assists Council's planning, property management and infrastructure areas in deciding the appropriate form and location of open space for the future
Strategy 3.2.1	Support tourism through the provision of well designed and managed infrastructure and facilities	The Council and State Government's commitment to the LIVING CITY vision is enhanced by the DOSS to create a city where people want to work, live and visit
Strategy 3.2.4	Promote our natural environment and assets to underpin tourism opportunities	Recommendations for POS provision and access supports improved tourism by emphasising valued natural icons
Strategy 4.1.1	Provide and manage accessible sport, recreation and leisure facilities and programs	The DOSS compliments the Council Sport and Recreation Strategy
Strategy 4.1.3	Promote passive recreational usage including walking, bike paths, trails, parks and playspaces	The DOSS assesses POS quality and provision and recommends locations for improved facilities and/or access

## 8. Engagement and consultation

### 8.1 Engagement approach

Engagement with stakeholders and the community has helped inform the outcomes of the DOSS. Feedback was sought via surveys and community pop-up sessions in parks across all suburbs in the study area. The engagement was successful in obtaining useful information and invoked a high amount of community interest (refer **Appendix A-4** for the Engagement Summary report).

The engagement process was mindful that the Devonport community has faced some challenges over the last six months; therefore the process aimed to make engagement simple, fun and interactive. Specifically, engagement activities sought to:

- Confirm what the community loves about their open spaces
- Elicit community feedback about the current level of service being provided
- Identify future community needs and expectations for their open spaces

The Loveable Cities Framework informed the survey development and assessment, to help understand what the community love about their open spaces and/or hope to see improved in the future. Survey questions were also framed to gather key information that Council needed to know for the strategy including:

- Access to POS
- Gaps in POS provision
- POS Quality
- POS Diversity

QR codes linking to the survey were set up in 36 open space locations across all the key suburb areas. A total of 479 completed surveys were collected which provided quantitative and qualitative feedback gauging community perception and opinion.

Four community pop-up sessions supported the broader roll out of online surveys. These sessions enabled a broader demographic, including children, to participate. The pop-up sessions were also an excellent opportunity for Council staff and Councillors to engage with their community directly, building trusting and positive relationships.

The overwhelming message from stakeholder engagement is that involving community in strategy development not only allows for the collection of high-quality data to inform decision making, but also builds community trust and support for future infrastructure planning and development.



Engagement Pop-up Session (Source: Photo by Devonport City Council)

## 8.2 Engagement findings overview

The quality and detail provided by survey respondents demonstrates that the Devonport community use their open spaces regularly, and that they are invested and committed to the ongoing improvement and future of their open spaces.

The following provides a summary of key engagement findings about POS more broadly. For specific suburb POS engagement findings and recommendations, refer to **Section 12** and to the DOSS Action Plan.

### **What is Devonport's love story with their open spaces?**

The provision of open space provides an opportunity to connect with nature, socialise and exercise. And as the Loveable Cities Framework highlights, open spaces can also contribute to a sense of local identity and can often have personal significance as a setting for significant life moments or experiences.

Given this, the survey included the following two main questions (in addition to others) to understand the value that the Devonport Community attribute to their open space:

- **What do you love most about this space?**
- **What would attract you to spend more time here?**

Of the 479 surveys received, there were 650 responses to these two open-ended questions, which were then categorised against the five dimensions the Loveable Cities Framework (Figure 6).

The majority of response related to either the **built and natural environment (54%)** and **health and wellbeing (32%)**.



Figure 6 Summary of responses regarding community values



### What do you love most about this space?

The majority of responses to this question related to the following POS aspects:

- **A healthy natural environment:** the highest number of responses was that people love the natural environment, wildlife, scenery and green space.
- **Active lifestyles:** many responses were about people's ability to participate regularly in active and passive exercise and sport in their open spaces. Respondents frequently discussed how great it is to have large open spaces, walking tracks amongst nature and play equipment for children of all ages.
- **Places with distinctive character:** respondents love how open spaces in Devonport were enjoyable to visit as they were large, uncrowded, close to waterways such as beaches and rivers, had coastal views, trees and native fauna.
- **Connected communities:** respondents noted that the open spaces were accessible, peaceful, and social places where they could connect and spend quality time with their friends and families.

***“The opportunity to exercise in beautiful surroundings and in the open air. Peace and tranquillity. Interact with nature”.***

### What would attract you to spend more time here?

The majority of responses to this question related to the following POS aspects:

- **Supportive infrastructure:** received the highest number of responses. It suggests that supportive infrastructure would increase the time spent in POS, but would not necessarily be the reason for visiting the space.
- **Connected communities:** a majority responses requested facilities to support social gatherings (e.g. seating, tables, toilets, barbecues and shelters) and improved spaces to form social connections and cherished memories.
- **Active lifestyles:** many respondents identified the need for more play equipment for children, including all-abilities play areas.
- Other responses included:
  - More seating, particularly along walking tracks for elderly.
  - Signage outlining the heritage and native fauna of the area.
  - More trees particularly native trees that would attract diverse bird life.
  - Appropriate management of invasive weeds, maintenance of the grass and rubbish removal.

***“Areas that offer a place to entertain and amuse children of various ages and a space that allows families to gather and connect, share food and offer amenities”***

### General POS recommendations from engagement:

Given the above findings, key recommendations for the DOSS include:

- Maintain and enhance the natural environment for community access whilst ensuring conservation (refer Section 13 for specific biodiversity recommendations).
- Maintain and enhance large open spaces, walking tracks and play areas – and provide additional ones where required (in particular nature-based and all-abilities).
- Improve POS infrastructure to support social gatherings (e.g. seating, tables, toilets, barbecues and shelters). Provide seating along walking tracks for elderly.
- Improve maintenance of weeds, grass areas and rubbish.
- Provide interpretive/educational signage for heritage and natural values.

## 9. Existing POS

This section provides an overview of the existing POS in Devonport, as it is helpful to understand how the City's spaces are currently used, to plan for future POS and balance community needs. Devonport has a variety of public open spaces, recreation facilities, and environmental lands. The LGA does not have any national parks; however, there are significant regional scale parks such as Don Reserve, Kelcey Tier Reserve, Mersey Bluff Reserve and Porcupine Hill Reserve (although this is some distance from the population centre). There are also numerous foreshore parks along the Bass Strait, Don River and Mersey River.

Given a large portion (about two-thirds) of the LGA to the south and west is rural or agricultural zoned lands, the DOSS focuses on the inner suburbs (as shown in grey in Figure 4). Therefore, the DOSS excludes the following suburbs for the POS analysis and recommendations: Leith, Forth, Lilloo, Forthside, Eugenana, Aberdeen, Melrose, Palooona, and Latrobe.

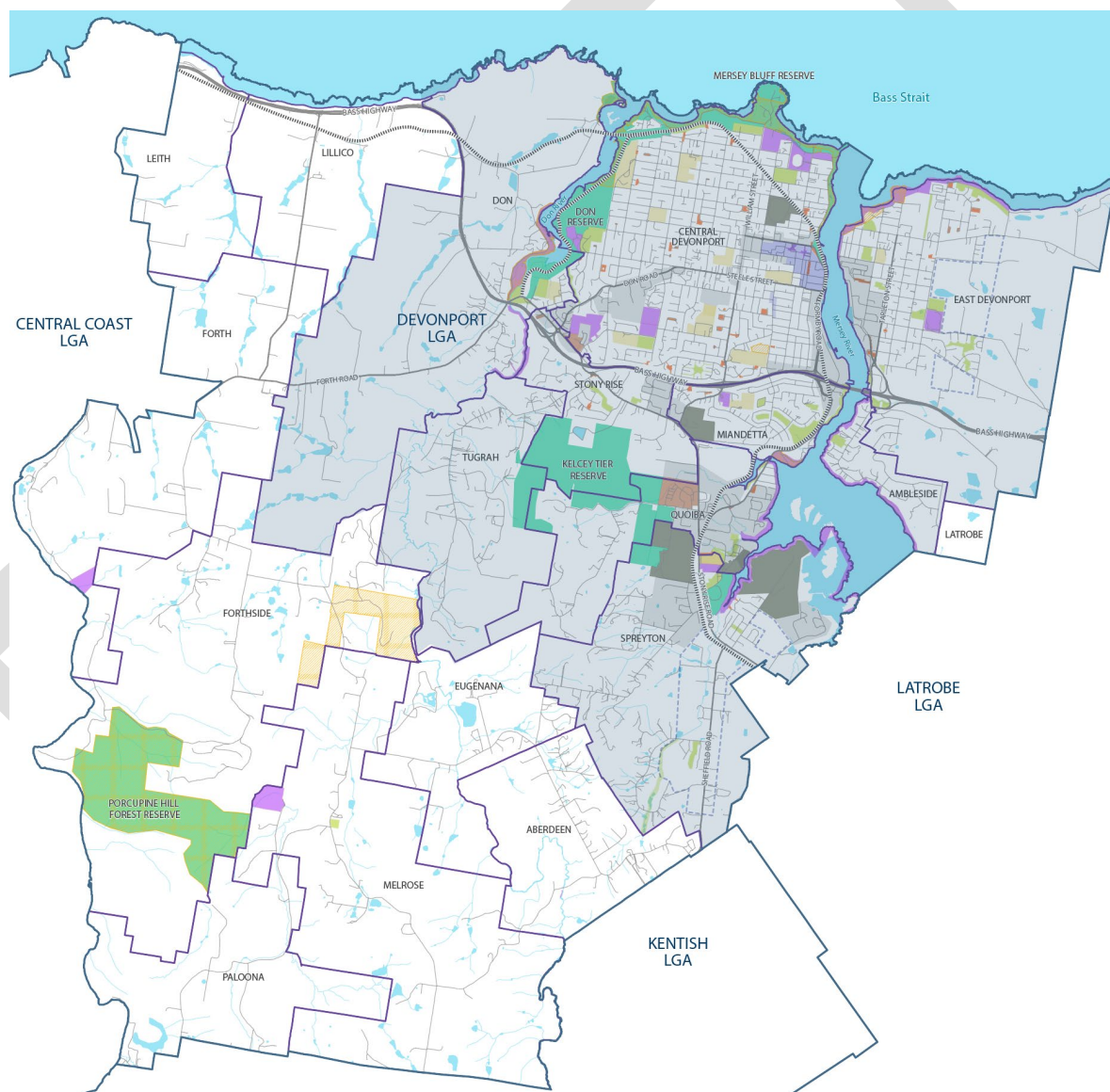


Figure 7 Devonport LGA and suburbs included for the DOSS

## 9.1 Existing POS provision

At the time of preparation of this strategy, the total land identified as POS in Devonport was **405 ha, which is 3.5%** of Devonport's total municipal area (11,568.3 ha). This includes POS owned managed by Council, but excludes pocket parks, private lands, and non-Council managed Crown Land.

Rather than focus on a percentage of land, public open space strategies typically refer to provision of POS per capita (hectares per 1,000 people). The standard of 2.4-2.8 hectares of POS per 1000 people is commonly used in Australia. Devonport is above the average rate, with the current rate of **15.5 ha per 1,000 people** (total population of 26,150).

Given Devonport's forecast population growth over the life of the strategy (Council's draft Residential Growth Strategy sets a population target of 30,000 by 2030), it is recommended that Council focus on improving the quality and appeal of existing POS reserves, in balance with provision of new public open spaces in developing areas and in Central Devonport where larger POS areas are lacking.

## 9.2 Tenure and management

Tenure and management of existing POS in Devonport is varied including via Council, Crown land, and the Department of Natural Resources and Environment Tasmania. A high portion of POS along waterfronts is Crown land (shown in orange in Figure 5), including land along the Don and Mersey Rivers, with some management arrangements with Council. As Crown Land is exempt from the requirements of the Devonport Planning Scheme – its use and interface with adjacent Council managed POS may present a challenge in terms of coordination between Commonwealth and local government strategies.

It is therefore highly recommended Council form fixed agreement or management transfers to preserve these POS areas for future generations.



**Figure 8**      **Crown Land Tenure Map**

## 10. POS Classification Framework

It is important to provide a sufficient amount of POS to cater for existing and future population, but also to ensure provision of quality and diverse types of POS. Diversity of POS allows people the opportunity to enjoy different experiences and helps define the character of Devonport.

The DOSS POS classification framework provides an analysis of existing POS distribution and identifies future community needs. It is based on other open space planning recommendations (e.g. TAS Open Space Policy, VPA, VIC Planning Note no.70). Aligning categories to comparable Open Space Hierarchy and Categories also makes it more efficient to assess benchmarks against other LGAs for open space provision or regional gaps, and to transfer learnings from other Councils.

Within this framework, each POS in Devonport is defined under a system based on the following categories:

- **Hierarchy** (size and catchment - who will use the open space) - Includes levels based on POS size, catchment distance, level of use and significance.
- **Function** (the role and character of the open space) - Includes function types, and in the context of hierarchy, will help guide asset and service provision.

Some public open spaces will have more than one function depending on location, size and demand; however, all sites should have at least one primary function assigned.

The classification framework helps establish required infrastructure associated with different POS functions, catchment and population density. Typically, higher density areas with increased POS demand will require higher levels of service.



## Hierarchy

The POS hierarchy is based on POS size, catchment by walking distance, level of use, and significance. The DOSS hierarchy includes publicly accessible land managed by Council, but excludes non-Council managed Crown Land, restricted or private open space such as streetscapes, golf courses, or built recreation centres.

The level of hierarchy applied provides an indication of the role the open space is expected to perform and thereby, the size of the site and the scale and quality of the amenities, services and other resources which could be expected to be provided.

Refer to Figure 6 and Table 3 for DOSS POS hierarchy categories – which range from small (Pocket Parks) to large POS (Regional/State/National).

**Table 3 POS Hierarchy Categories**

Hierarchy	Size	Catchment	Description	DOSS Amount
<b>Pocket Park</b>	Less than 0.5ha	200-400m	Open spaces less than 0.5 ha are not classified as POS in the DOSS. Any future POS contributions shall be minimum area of 0.5 hectares (5000m <sup>2</sup> ) and minimum dimension of 20 metres in width.	N/A
<b>Local * (Neighbourhood)</b>	0.5-5 ha (minimum 0.5ha and 20m width <sup>^</sup> )	<800 m	Provides space for residents to enjoy passive or informal recreation activities. Generally quiet, intimate, conveniently located and contributes to local identity. May contain facilities or features of local natural/cultural significance.  At least enough space for two activities or groups to use the POS simultaneously (i.e. an open grassed area with seating and playground).	87.6 ha (22%)
<b>District** (Sub-regional)</b>	5-10 ha	800m – 1.2km	Provides various, medium-scale formal and informal recreation and facilities/features that appeal to the district population. Can accommodate various activities/uses to occur simultaneously without social conflict. For example, a half basketball court, bbqs, picnic tables, grassed area and playground. May contain facilities or features of <i>district</i> natural/cultural significance.	61.8 ha (15%)
<b>Regional</b>	10 - 50 ha	0-15 km	Generally large areas with high recreational, social, environmental and/or tourism value. Primarily caters to the broader regional population and/or protection and enhancement of biodiversity values in a regional context. Provides a range of facilities and features and can accommodate several activities/uses to occur simultaneously without social conflict. May contain facilities or features of <i>regional</i> natural/cultural significance.	255.7 ha (63%)
<b>State or National Park</b>	Varies	State or National	Open spaces managed by State government agencies which may have sections managed in partnership with Devonport City Council.	none
			<b>TOTAL POS</b>	<b>405.1 ha</b>

<sup>^</sup> New POS shall be minimum area of 0.5 hectares (5000m<sup>2</sup>) and minimum dimension of 20 metres in width.

\* Local open space aligns with VPA categories and is the same as 'Neighbourhood' in Devonport Open Space Strategy 2015.

\*\*District open space aligns with VPA categories and is the same as 'Sub-regional' in the Devonport Open Space Strategy 2015.

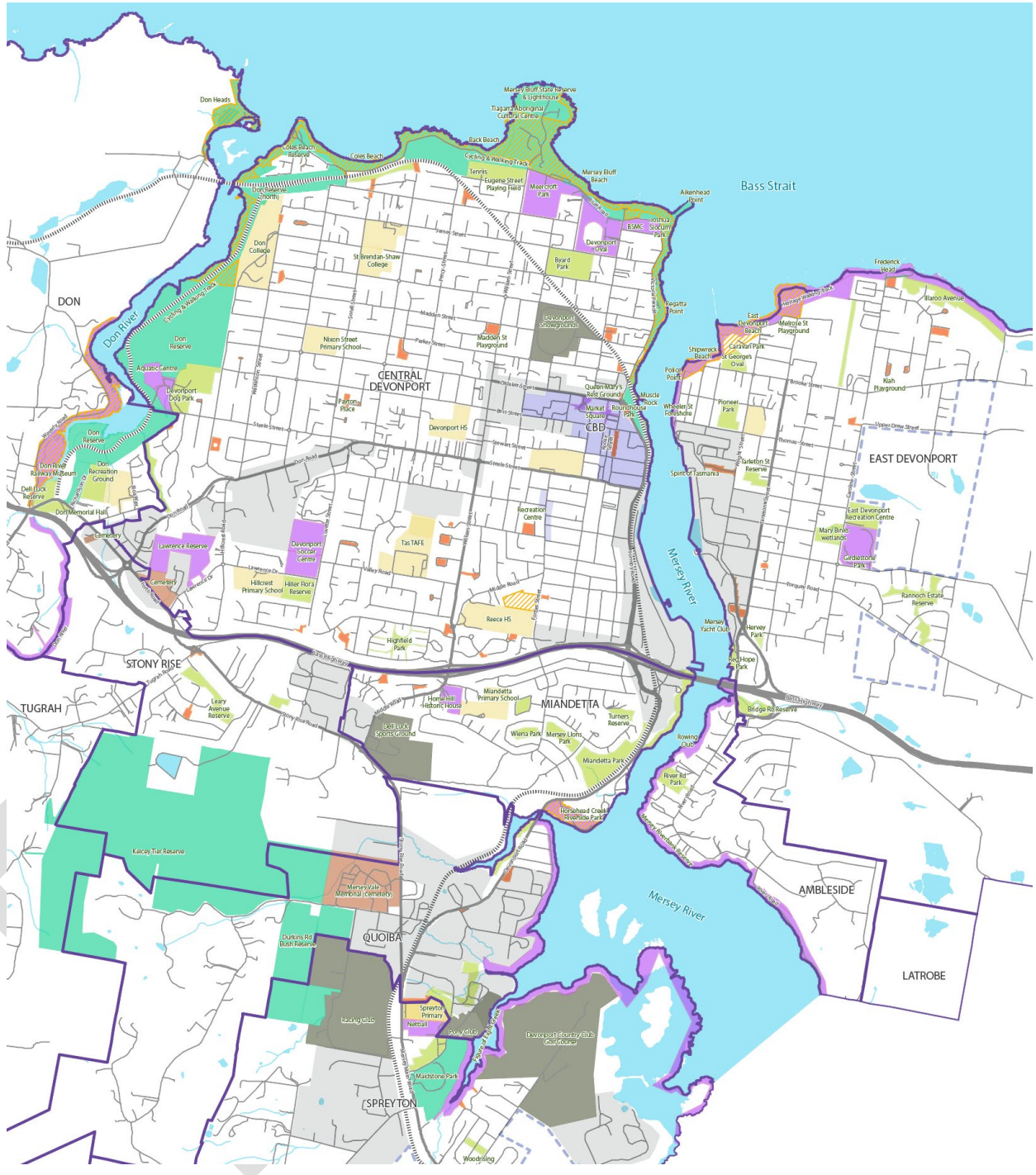


Figure 9 POS Hierarchy Map (refer Appendix A-3 for larger maps)

## Function

Function defines the role and purpose of each POS and provides guidance on infrastructure and facilities required within them. Each type may provide functionality at various levels in the hierarchy. Refer to Figure 7 and Table 4 for DOSS POS hierarchy categories.

**Table 4**      **Function Categories**

Function	Council Investment Level++	Description	Amount (% of total POS)
<b>Crown Land</b>	N/A	Land under Crown tenure/ownership, which is typically publicly accessible and may have community use value. Some areas may be under Council or Committee of Management; however, are not Council owned and therefore not under direct Council control or influence. Note: Crown Land NOT managed/leased by Council is <b>excluded</b> from POS calculations.	N/A
<b>Environmental Land</b>	Reserve (2015 DOSS map: CFF)	Includes vegetation offset sites, and some remnant native vegetation areas. These areas protect native vegetation and biodiversity, as well the offset loss of native vegetation in newly developed areas. They may have limited public access as their protection provides for and encourages enjoyment by the community in a manner that is sustainable in order to protect and enhance their ecological values.	270.2 (67%)
<b>Semi-natural</b>	Reserve (2015 DOSS map: WCT+ WM)	Semi-natural areas ranging from remnant native vegetation through to revegetated and semi-landscaped areas. May include land managed for natural/heritage conservation <u>not included</u> in Tasmania's protected system. Can include long relatively narrow, interconnected areas which may provide visual buffers or movement corridors/trails (people and/or flora and fauna). Recreational uses vary depending on compatibility with natural values. In some areas (i.e. district parks) informal recreation may be the primary use.  May include land adjoining creeks or rivers and areas set aside for drainage, stormwater management or water storage (but not encumbered lands).	48.6 (12%)
<b>Parks and Gardens</b>	Park (2015 DOSS map: CH, FSR, ICA, PS, VA, WBR)	Modified landscaped areas (formal/informal design) that provide informal recreation and activities. May have natural values, but not as the primary function. Can include children's play spaces, social gathering activities (bbq/picnic areas), water-based recreation (boating/swimming/fishing), leisure, recreation, cycling/MTB, and community gardens/horticulture.	25.3 (6%)
<b>Sport and recreation</b>	Park (2015 DOSS map: OS)	Areas primarily used for playing organised sport in an outdoor setting. May include public golf courses and public racecourses. Can also accommodate formal/informal recreation activities (e.g. picnic areas, playgrounds, walking tracks).	48.2 (12%)
<b>Cultural or Special Purpose</b>	Park (2015 DOSS map: CCG + HCP)	Unique or single purpose spaces that contribute to local character and provide a space for community use or events. May include urban spaces such as town plazas, squares, historical and cultural sites, or memorial parks.	12.8 (3%)

++ Council investment falls under 2 areas: Parks (developed sites) and Reserves (natural sites).





Figure 10 POS Function Map (refer Appendix A-3 for larger maps)



## 11. POS distribution analysis

### 11.1 Gap analysis methodology

The following section identifies gaps in distribution of POS across the municipality and contains recommendations to address these gaps. The analysis focuses on the higher density and central Devonport suburbs, as opposed to the surrounding west and south rural/agricultural zoned areas.

In a recent study about access to physical activity in regional Tasmania (by Sisitha et al)<sup>5</sup> in Devonport the average distance to natural amenity/ green space and recreational tracks, is 3.41 and 2.76 km respectively, whereas the literature indicates that distances of 300-400m have substantial health benefits. Therefore, the gap analysis mapping assesses existing POS distribution and reveals areas that are not within a 400 metre walking catchment from an existing POS (see Figure 8).

The modelling excludes the following aspects:

- Rural, low density, and agricultural zoned land
- Public open spaces with an area less than 0.5 ha (Pocket Parks)
- Routes with access to public open spaces blocked by significant barriers (e.g. major roads, waterbodies or steep topographic grades)

### 11.2 Gap analysis findings

The analysis reveals opportunities to increase and improve the provision of POS by providing additional POS, or by improving amenity and accessibility to existing public open spaces. Areas of suburbs that are lacking in POS provision are shown as the black dashed areas in Gaps in POS provision map (Figure 8).

Key findings regarding POS hierarchy, functions and gaps in POS provision, distribution and/or access across the municipality are as follows:

- **POS Hierarchy** (size and catchment) – the majority of POS within Devonport is categorised as Regional (63%), with the remainder as Local (22%) and District (15%).
- **POS Function** – a large proportion of the municipal POS is categorised as Environmental Land (67%) and only a small amount as Cultural/Special Purpose (3%). The remainder is Semi-natural (12%), Parks and Gardens (6%), or Sport and Recreation (12%).
- **Central Devonport** – has a good mix of POS hierarchy and functions, but has a large gap in POS provision in the central and south-eastern parts of the suburb.
- **East Devonport** – has good diversity of POS functions, and several Local and District spaces, but is lacking in Regional level hierarchy.
- **Spreyton** – has a good mix of POS hierarchy categories, but in terms of functions is lacking in 'Parks and Gardens' and 'Cultural or Special Purpose' types of POS.
- **Quoiba** – has a mix of hierarchy but only has 'Environmental' POS functions.
- **Stony Rise** – POS diversity could be improved, as the suburb has a couple Local parks and Regional level Kelcey Tier Reserve; however only 'Semi-natural' and 'Environmental' functions.
- **Tugrah** – is mostly rural/agricultural lands with the only POS being Kelcey Tier Reserve (Regional and Environmental).
- **Miandetta** – is mostly comprised of Local level spaces, with only one District and no Regional level POS. Diversity of functions is ok, but is lacking in Sporting POS.
- **Don** – is mostly rural/agricultural lands, but has some Local spaces and Regional level POS along the river, and has a good diversity of POS functions.
- **Ambleside** – POS diversity could be improved, as the suburb has a couple Local parks and District POS along the river, but only 'Semi-natural' and 'Environmental' functions.

<sup>5</sup> Sisitha Jayasinghe, Emily J Flies, Robert Soward, Dave Kendal, Michelle Kilpatrick, Timothy P. Holloway, Kira A.E. Patterson, Kiran D.K. Ahuja, Roger Hughes, Nuala M. Bryne and Andrew P. Hills. (2022) A Spatial Analysis of Access to Physical Activity Infrastructure and Healthy Food in Regional Tasmania. *Front. Public Health*, 01 December 2021 | <https://doi.org/10.3389/fpubh.2021.773609>.

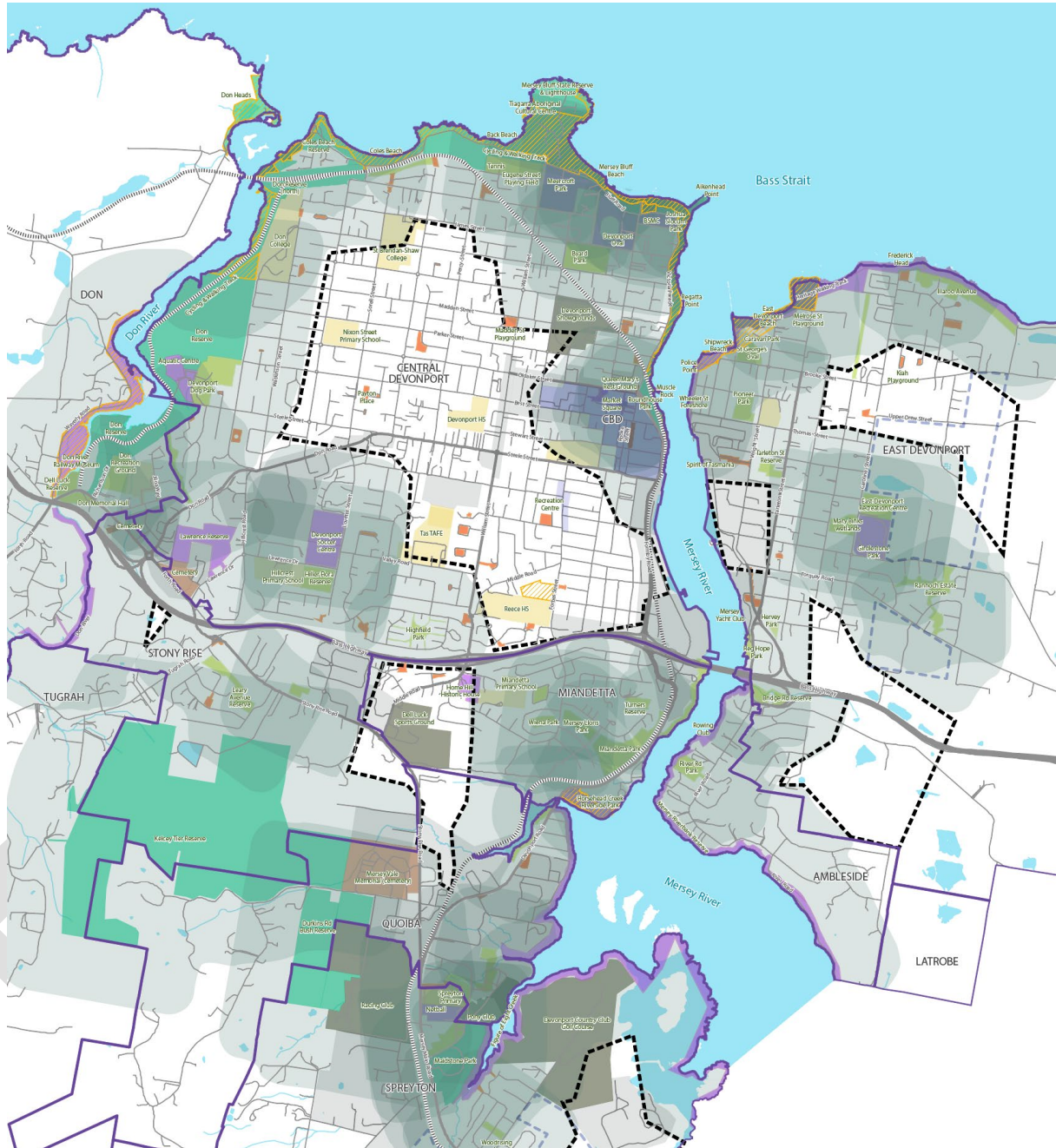


Figure 11 Gaps in POS Provision Map (refer Appendix A-3 for larger maps)

## 12. Recommendations

### 12.1 General Municipal-wide Recommendations

Below recommendations aim to improve the provision, diversity and access to POS across the municipality. Specific recommendations for each suburb are outlined in Section 10.2.

#### POS Provision

Quality, diversity and accessibility of public open spaces is key to fostering healthy, vibrant, resilient communities. To align with the CCOSP or other relevant strategies and to ensure suitable provision of public open space the following is recommended:

- Retain and enhance existing significant environment POS e.g. Kelcey Tier Reserve, Don Reserve, Hiller Flora Reserve, Bicentennial Park, and all foreshore and riverbank POS.
- In line with the report by Sisitha et al<sup>6</sup> new open spaces should be provided in areas where the DOSS gap analysis indicates limited POS within a 400m catchment and/or ensure access and connections to existing POS.
- POS should be evenly distributed across central, west and south areas of Devonport.
- Increase POS resource allocation to improve facilities appropriate to meet Devonport's future demographics, including more youth and older adults.
- Provide free and accessible POS infrastructure to support those of lower incomes to access physical activity options that do not require booking fees or memberships.
- Improve the quality of existing and future POS via capital works and embellishments (e.g. play areas, seating, shade, signage, drinking fountains).
- Commercial/Industrial zoned areas should provide POS for workers in the area or for local use, and to provide broader environmental values.
- Strong planning controls should be in place to ensure suitably wide corridors along riverbanks and coastal edges, to provide public access and protect natural values.
- Some POS areas are zoned General Residential (no permit required) which provides limited protection under the Devonport Planning Scheme; therefore a review is recommended to apply an Open Space Zone instead.
- The city is made of large blocks frequently broken up by cul-de-sacs which has resulted in numerous Pocket Parks (POS less than 0.5Ha in size) which are excluded from DOSS POS calculations. To improve gaps in POS provision (particularly in Central Devonport) it is recommended Council expand the size of these spaces through acquisition of adjoining properties if they become available for sale or redevelopment. As suggested in the CCOSP, 'a codified approach to this planning in the subdivision or development stage, could prompt discussions with landowners and coordinate development to the Council's advantage.'

#### POS Access

It is important to provide safe and accessible connections between POS and urban areas. The following recommendations align with the Devonport RNS and aim to improve walking and cycling access to POS (refer **Figure 12** for proposed access locations).

- Track and trail networks should connect to the broader region and planned in consultation with regional bodies and neighbouring LGAs.
- Improve access and connectivity between POS along the foreshore and riverbanks.
- Maintain and enhance river ferry crossing opportunities to link East and Central Devonport POS areas.
- Consider a street tree planting program to green and cool active transport routes within the CBD and across Central Devonport.
- Improve Bass Highway Bridge path connections to enhance connectivity and reduce barriers to access POS.

<sup>6</sup> Sisitha Jayasinghe, Emily J Flies, Robert Soward, Dave Kendal, Michelle Kilpatrick, Timothy P. Holloway, Kira A.E. Patterson, Kiran D.K. Ahuja, Roger Hughes, Nuala M. Bryne and Andrew P. Hills. (2022) A Spatial Analysis of Access to Physical Activity Infrastructure and Healthy Food in Regional Tasmania. *Front. Public Health*, 01 December 2021 | <https://doi.org/10.3389/fpubh.2021.773609>.



- Consider POS needs for community members aged 60+ (i.e. shaded walking routes with frequent spacing of seating and resting points).

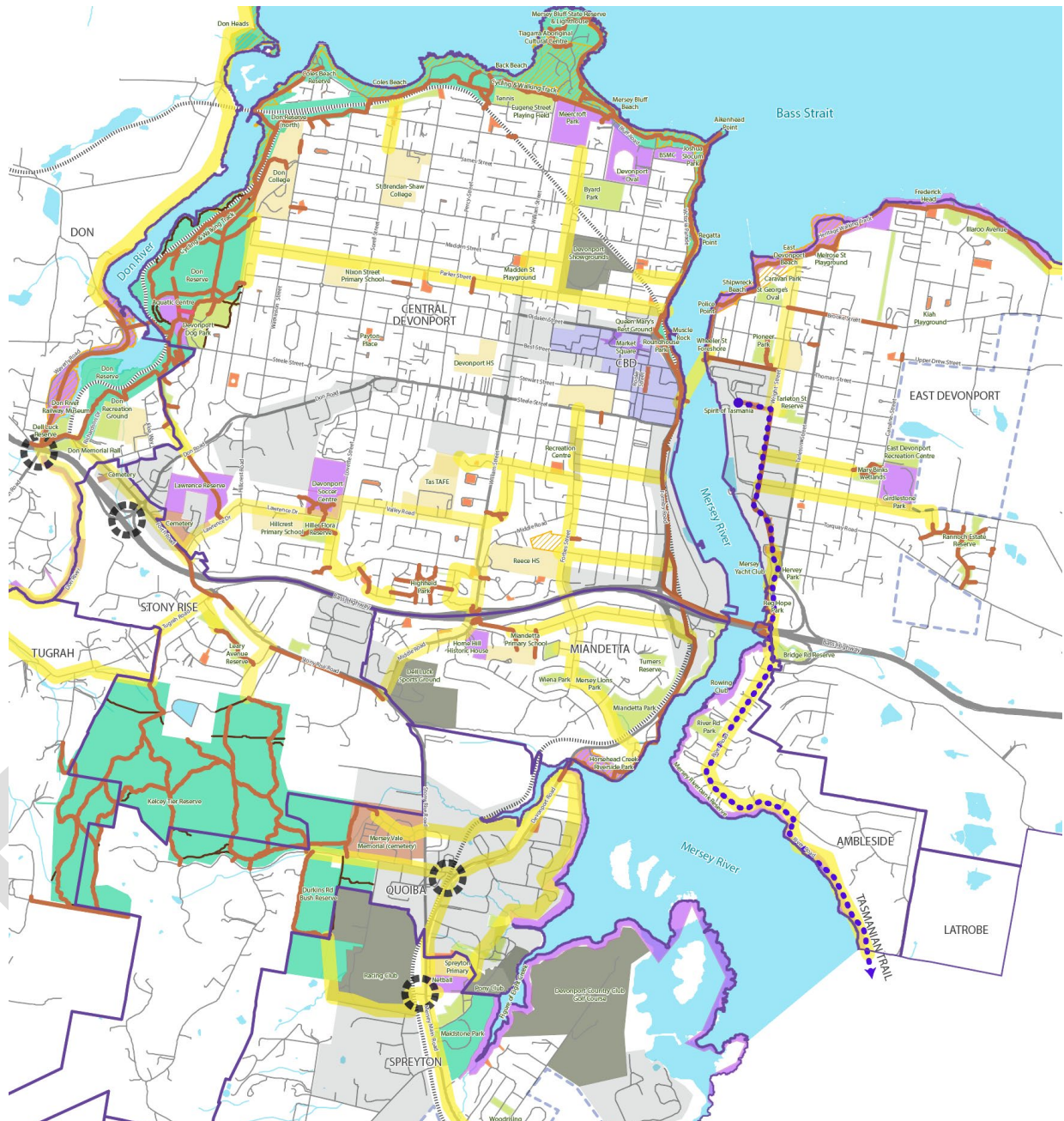


Figure 12 POS Access Map (refer Appendix A-3 for larger maps)

## 12.2 Specific Suburb Recommendations

### 12.2.2 Central Devonport

#### Engagement findings

The community love the natural beauty, access for dogs, new and clean facilities, green grass, beautiful views, river/beach, that it's peaceful, calm and well-maintained.

While many responses indicated that the level of service expectation was being met and that the areas are 'perfect as is', suggestions for encouraging people to stay longer include more play equipment in some areas, skate parks and bicycle facilities, shade and shelter, lighting in specific areas and food or drink options.

#### Gap analysis findings

- Gaps in POS provision indicate additional POS is needed in the central and south-east areas of the suburb. Opportunity for future POS provision could be considered by expanding existing Pocket Parks (as described in General Recommendations). There is also opportunity for Council to work with schools for public access of their open spaces; however, this cannot be relied upon to address Council's POS provision, as Private spaces are excluded from the DOSS.
- Significant portions of Crown land along the foreshore are excluded from the DOSS POS calculations (along the Mersey River and parts of Mersey Bluff and Coles, Back and Bluff Beaches). However, these spaces are significant for Devonport's POS network and foreshore environment; therefore, it is recommended management arrangements with DCC & Crown ensure POS quality, facilities and public use meet the needs of a Regional level POS.
- Devonport Showgrounds is Private land and therefore excluded from DOSS POS calculations. However, proposed changes to convert to residential should provide adequate POS to improve the POS provision in Central Devonport.
- Only 2 playgrounds exist (Madden St and Mersey Bluff) in the north only. Incorporate playgrounds in the south/west areas into future/existing POS.
- Continue to implement park Master Plan objectives for Highfield Park to improve POS quality.
- Don Reserve should continue to provide Regional level POS quality for its significant environmental and public use values. Continue to implement objectives of the Environmental Management Plan.
- Don River Railway and Museum is excluded from POS calculations; however it is a key visitor attraction and the POS quality and facilities surrounding it should be enhanced.
- The Aquatic Centre has surrounding POS, but the building/facility itself is not included in the DOSS POS calculations.

#### Access

- Provide a north-south route to connect POS (the Bluff, Meercroft and Byard Parks) to the Showgrounds and the CBD.
- Provide east to west connections to link POS areas between Don Reserve to Roundhouse Park/Victoria Parade.
- Improve access and connecting walking/cycling routes to link various POS areas in the south – from the Mersey River, to the TAFE, Hilcrest Primary School and west to the Don River. Consider options for placemaking/art with community input.

### 12.2.1 East Devonport

#### Engagement findings

Respondents love the large, open areas that they can walk, ride and spend time in. Key words included calm, peaceful, accessible, clean and nice. Values such as open space, variety of space and amenity were all strong themes with the community sentiment.

Improvements to pavement upgrades and additional BBQs and play equipment to suit all ages would encourage people to stay longer.

#### Gap analysis findings

- Gaps in POS provision indicate additional POS is needed in the north-central and south-central areas of the suburb.
- In the north, POS along the coast is a series of Local sized land parcels; however, together they make up an linear foreshore reserve and therefore are categorized as District hierarchy to acknowledge the broader catchment potential. POS can be improved particularly for the beaches and heritage walking track to attract more than local use.
- In the west is largely port and industrial uses, where POS can be improved. In particular at the Port where the Spirit of Tasmania is key for visitor arrivals and their first impression of Devonport.
- Continue to implement the park Master Plan objectives for Pioneer Park.
- 3 playgrounds provided in the north only. Incorporate playgrounds in the south/central areas into future/existing POS where required.

#### Access findings

- Provide a full walking and cycling route along the Bass Strait foreshore and the Mersey River (around the Port).
- Path connections to Latrobe LGA is important along the coastline.
- Provide safe walking/cycling along Wright St to Tarleton St, under the Bass Hwy and south along River Road. Opportunity to link to the Heritage Walking Track in the north, via Wright St north of the Port.
- Provide east-west connections from the Mersey River industrial area to Girdlestone Park and Rannoch Reserve.

### 12.2.3 Ambleside

#### Engagement findings

The respondents value the walking and cycling access that the path along River Road provides in both access and natural values.

Improvements in this area would include maintenance and safety works along the path including barriers separating from the road.

#### Gap analysis findings

- No gaps in POS provision, assuming public access and use of the Mersey Riverbank Reserve.
- Improve POS quality and amenities for local parks and the Mersey Riverbank Reserve.
- No playgrounds provided. Incorporate into future/existing POS.

#### Access

- Maintain walking/cycling access along River Road and the Mersey River to connect with Latrobe LGA and improve this section of the Northwest Coastal Pathway.

#### 12.2.4 Don

##### Engagement findings

Community responses indicate strong values towards the natural environment and appreciation of these spaces that are so close to the city centre and accessible. The natural beauty, trees, nature noises, wildlife, indigenous plants are all enjoyed and valued by users.

Improvements include more facilities at Dell Luck Reserve, seating and lighting, toilets and wider paths.

##### Gap analysis findings

- As the suburb is predominantly zoned rural/agricultural, provision of future POS will only be required if land is re-zoned for residential purposes.
- For POS on the west side of Don River, Council currently only leases the path. Recommend expanding the lease area, as an action in the Don Reserve EMP to enhance Council's ability to maintain and/or improve this POS asset.

##### Access

- Provide improved access and connections from Don River Railway and Dell Luck Reserve to the east.
- Contribute to the CCOSP recommendation, to provide an unbroken coastal path from Port Sorell to Stanley, by providing missing connections along the western edge of the Don River and along the coast through Lillico.
- Provide walking/cycling access via the proposed Don River Rail Trail path connection, connecting Don Reserve south to Tugrah and Kelcey Tier Reserve.

#### 12.2.5 Stony Rise

##### Engagement findings

People who use this area love having open space close to their homes, they appreciate the natural values, that it's quiet, scenic and safe. It's peaceful, close and a great area for exercising.

Improvements include play equipment and BBQs with a focus on being family friendly.

##### Gap analysis findings

- Gaps in POS provision indicate additional POS is needed in the west and east edges of the suburb, particularly if new residential development is proposed.
- A large portion of Kelcey Tier Reserve is in within the suburb, providing important Regional POS. Continue to implement actions from the Master Plan and Bushfire Management Plan.
- Improve quality and facilities provided in existing POS for local us (i.e..Leary Ave Reserve is located in new residential area, but only provides grass and trees (minimal public use amenities). Improve POS quality & offer for local residents.
- No playgrounds provided. Incorporate into future/existing POS.

##### Access

- Provide missing access links to Leary Avenue and to Kelcey Tier Reserve.
- Provide walking/cycling access via the proposed Don River Rail Link path connection.
- Improve the POS access barrier under the Bass Highway at Don Road.



### 12.2.6 Miandetta

#### Engagement findings

The community have a strong connection to the natural values of this area. The nature, trees and open space are highly valued. They also love the playgrounds, it's away from the road and has access to amenities including food and drinks. The open space is family friendly and encourages ball sports and exercise.

Improvements in these spaces include dog exercising areas, more tables and shade, BBQs and a pump track.

#### Gap analysis findings

- Gaps in POS provision indicate additional POS is needed in the western edge of the suburb, particularly if new residential development is proposed.
- Improve quality and facilities provided in existing POS for local use (e.g. Wierna, Mersey Lions, Miandetta Parks).
- Only one playground exists in Miandetta Park.

#### Access

- Improve walking/cycling access and connections through existing POS spaces and linking to the Mersey River.
- Opportunity in the long-term to provide continuous public access along the western edge of the Mersey River.
- Linear POS along the west edge of the Mersey River (south of the Bass Hwy) is behind industrial area and therefore difficult for public access. Protect for river environmental qualities in this POS, and if rezoned in future, provide community access and connections along the riverbank.
- Horsehead Creek Riverside Park (Boat Ramp) is excluded from POS calculations as it is Crown land; however, this open space could be improved to provide community use and amenity and water access to the Mersey River.

### 12.2.7 Quoiba

#### Engagement findings

The community love the natural values and appreciate the access to mountain bike trails and walking options that are so close to town. It's quiet, peaceful and has beautiful views.

Improvements suggested are more amenities at Horsehead Creek, more trails and improved maintenance on existing trails. Better car parking was also highlighted to improve access.

#### Gap analysis findings

- Mainly rural and industrial/commercial zoned, with some areas of residential in the north.
- Gaps in POS provision indicate additional POS is needed in the northern edge of the suburb, particularly if new residential development is proposed.
- Parts of Kelcey Tier Reserve and all of Durkins Road Reserve provide Regional level POS in the suburb. Implement actions from the Kelcey Tier Reserve Master Plan and Bushfire Management Plan.
- Quality of existing POS in the south and east of the suburb should be improved.
- Protect and enhance environmental POS along the Mersey River edge and consider providing continuous public access along the riverbank.
- POS calculations exclude Mersey Vale cemetery.
- No playgrounds provided. Incorporate into future/existing POS.



#### Access

- Improve the access barrier (rail line and Devonport Road) to POS areas (e.g. Mersey River and Kelcey Tier Reserve).

### 12.2.8 Spreyton

#### Engagement findings

The community love the natural values, the grassed areas for recreation, the accessibility and convenience and the bike facilities.

Improvements include a strong desire for a dog exercise facility, more landscaping, seats and play equipment. There were also some connectivity improvements that could be made to increase accessibility.

#### Gap analysis findings

- Gap analysis excludes rural/agricultural zoned land.
- There is a lack of POS if new residential development is proposed.
- Maidstone Park provides Regional level POS facilities, but POS quality, amenities and public access could be improved (i.e. ground hire fees apply) in line with the recommendations of the Sports Infrastructure Master Plan
- Improve the quality of existing POS (i.e. Maidstone Park) and improve the connectivity and use of the various POS land parcels through collective planning and vision for future residential use.
- Note: the Pony Club is excluded from POS calculations.
- Only one playground exists in Maidstone Park.

#### Access

- Protect and enhance environmental POS along the Mersey River edge and consider providing continuous public access along the riverbank.
- Consider access south of the Racing Club, to link to Durkins Reserve.
- Improve the access barrier (rail line and Mersery Main Road) to POS areas (e.g. Durkins and Kelcey Tier Reserves)

### 12.2.9 Tugrah

#### Engagement findings

People love the natural values of this area and appreciate the access to mountain bike trails and walking options that are so close to town. It's quiet, peaceful and has beautiful views.

Improvements in this area include more trails and improved maintenance on existing trails. Better car parking was also highlighted to improve access.

#### Gap analysis findings

- As the suburb is predominantly zoned rural/agricultural, provision of future POS will only be required if land is re-zoned for residential purposes.
- Implement actions from the Kelcey Tier Reserve Master Plan, e.g. Turgah Rd Track Head, park entries and access.

#### Access

- Provide walking/cycling access via the proposed Don River Rail Trail path connection.

### 13. Balancing conservation with usage

Given the high number of engagement responses the environment is a key aspect that people love about their open spaces, the DOSS provides the following analysis and recommendations about balancing conservation with public use of POS areas.

There are various demands for using POS for recreation, social gatherings (picnics, bbqs, parties) and periodic larger events (e.g. music, food, markets, tourism sport). These events encourage broader regional and intrastate visitors as well as contributing to a sense of community within Devonport by encouraging recreational interaction and social connectedness.

There are also many significant species and environmental values within Devonport and integrating ecological improvements into the DOSS will further ensure these species survive into the future. By identifying areas of conservation priority, areas can be identified to achieve community needs without conflicting with conservation requirements.

#### **Royal Melbourne Institute of Technology (RMIT) Student Research Paper on Bio-Connectivity**

A small RMIT student team was requested to assist with this component of the DOSS and to investigate opportunities to enhance bio-connectivity in Devonport through POS planning (refer **Appendix A-5** for the full RMIT report).

As outlined in Council's Environment Strategy 2019-2024, key threats to Devonport's biodiversity include:

- Urban development – including encroachment of private properties into bushland, unauthorised clearing and poisoning of native vegetation, and creation of new tracks in bushland reserves
- Invasive flora and fauna – including damage from uncontrolled domestic pets, impact of introduced species, the spread of weeds, and the dumping of domestic refuse in or near bushland reserves
- Increased native plant and animal diseases
- Increased frequency and intensity of bushfires
- Climate change and urban heating

The LGA's two largest formal reserve areas – Don Reserve and Kelcey Tier Greenbelt – are of particularly high conservation value and support significant remnant vegetation and faunal communities.

In addition to the area's large reserves, remnant vegetation is also found within smaller reserves, and unreserved areas on public and private land. These areas strengthen local habitat and biodiversity connections, as well as providing numerous public benefits such as shade, connection to nature, and contribution to neighbourhood landscape character. Therefore it is important to design and plan for sustainability, biodiversity and resilience, in particular for new development and residential areas.

### Recommendations to enhance biodiversity

The RMIT research identified key recommendations for the DOSS to enhance biodiversity:

- Continue to implement the actions of the Environment Strategy 2019 – 2024, to conserve biodiversity and protect riparian and coastal areas, and waterways.
- Prepare environmental management plans for sites containing significant environmental values, such as presence of a threatened species, and particularly high use sites to ensure use and management is sensitive to environmental values.
- Avoid clearing and removal of existing native vegetation, and damage to native vegetation adjacent to locations of POS upgrade and maintenance works.
- Provide suitable access to environmental POS and river corridors for passive enjoyment, while maintaining their existing natural character, values and biodiversity.
- Utilise sustainable materials and maintenance or management methods in all POS designs and upgrades.
- Provide or improve habitat links via provision of additional POS and/or improvements to existing POS and connections.
- Increase community education, awareness, and involvement to improve biodiversity outcomes.
- Protect and retain mature trees, as they remain viable in the landscape, and shade footpaths and roads by planting larger canopied species in wider nature strips.
- Implement Council's Tree Policy including maintaining existing trees and wildlife corridors between bushland areas for biodiversity and habitat, requiring developer-funded new tree planting as part of developments and subdivisions, and ensuring trees are protected during works.
- Enhance boundaries surrounding areas that necessitate turfed lawn (spaces used by sporting clubs, schools) by incorporating garden beds with native flora and diverse vegetation structure.
- Incorporate nesting boxes in green spaces that lack mature trees and tree hollows to improve connectivity for bird and mammal species.
- Some community members identified Collage Court, Dahlia Court, Orion Court as spaces that require enhancement, such as additional tree plantings and other native vegetation to support biodiversity and community enjoyment.
- Implement place-based Integrated Water Management plans in priority public open spaces to reduce dependence on potable water supply and keep public spaces green, cool, and improve community health (e.g. via stormwater harvesting, use of reclaimed water or raw water projects)
- Develop ESD and WSUD guidelines for POS to encourage sustainable design in public open spaces (e.g. energy, water, materials), to show which water sensitive urban design treatments are suitable for developments and public open spaces, and to mitigate pollutants from urban stormwater entering natural water systems and degrading habitat.
- Provide incentives for developers to demonstrate environmental stewardship. Work with developers and develop stronger requirements to retain and protect existing vegetation (especially natives), remnant vegetation areas and significant trees.
- Utilise Cradle Coast NRM's Local Planting Guide to ensure that selected species are suitable for their proposed location.

## 14. DOSS Action Plan

The DOSS Action Plan sets prioritised targets to realise the strategy objectives, and identifies additional areas of study required. The Action Plan allows community expectations for open spaces to be managed by providing a transparency around Council's intentions for POS improvements.

The actions are prioritised over a 10-year timeframe as follows:

- **Short** term: 1-2 years
- **Medium** term: 2-5 years
- **Long** term: 5-10 years
- **Ongoing**: Council's annual recurrent and capital works programs

Various Council departments are responsible for actions (e.g. Infrastructure and Works, Parks and Gardens, Governance, Natural Resources, Sports & Recreation, Statutory Planning, Strategic Planning, Communications & Marketing, and Community Development).

Allocation of suitable funds and resources will influence the proposed timeframes, including Council revenue, POS contributions collection, funding grants, and any land-use changes.

**Table 5 DOSS Action Plan – General POS Actions**

No.	Action	Priority / Timeframe	Responsibility
<b>Goal 1 - Equitable and Diverse</b>			
1.1	Provide additional POS in areas identified in the DOSS Gaps Analysis. In terms of Hierarchy, more District/Local size spaces are needed. In terms of Function, more Parks & Gardens and Cultural/Special Purpose POS types are needed.	Long	City Growth
1.2	Maintain and enhance large open spaces, walking tracks and play areas – and provide additional ones where required (in particular nature-based and all-abilities).	Medium	Infrastructure and Works
1.3	Increase POS resource allocation to improve facilities and services appropriate to meet Devonport's future demographics and vulnerable community cohorts (e.g. elderly, women, youth).	Medium	Infrastructure and Works
1.4	Provide free and accessible POS infrastructure to support those of lower incomes to access physical activity options that do not require booking fees or memberships.	Ongoing	Infrastructure and Works, Community Services
1.5	Commercial and Industrial zoned areas should provide POS for workers and/or for local use, and to provide broader environmental values.	Long	City Growth
<b>Goal 2 - Connected and Accessible</b>			
2.1	Implement recommendations from DOSS Gaps in POS Access (Section 10) to improve access to POS.	Medium	Infrastructure and Works
2.2	Continue to improve cycling and walking connections.	Long	Infrastructure and Works
2.3	Address POS access barriers at major road and rail lines (i.e. Bass Highway and Devonport Road).	Long	Infrastructure and Works

2.4	Widen the POS corridors along the coast and on both banks of Don, Mersey and Forth Rivers to improve public use and protect natural values (CCSOP).	Long	City Growth
<b>Goal 3 - Safe and Healthy</b>			
3.1	Undertake a POS safety assessment of existing public open spaces and sporting precincts to ensure CPTED principles are incorporated.	Medium	Infrastructure and Works
3.2	Incorporate climate change, risk and fire management implications into future POS plans.	Ongoing	Infrastructure and Works
3.3	Provide POS needs for community members aged 60+ (i.e. shaded walking routes with frequent spacing of seating and resting points).	Ongoing	Infrastructure and Works
3.4	Improve POS quality via capital works and embellishments (e.g. play areas, seating, tables, shelters, signage, barbecues, drinking fountains).	Medium	Infrastructure and Works
<b>Goal 4 - Social and Cultural</b>			
4.1	Improve POS infrastructure to support social gatherings (e.g. seating, tables, toilets, barbecues and shelters). Provide seating along walking tracks for elderly.	Ongoing	Infrastructure and Works
4.2	Develop an annual POS art and events program - collaborate with other authorities, artists and community groups to support public art and develop an annual program of events in public open spaces.	Long	Community Services, paranaple Arts Centre
4.3	Prepare a Traditional Owner Involvement Plan - to support engagement, planning, monitoring, evaluation, and reporting processes to increase participation with Aboriginal communities in POS management and projects.	Long	Community Services
<b>Goal 5 - Sustainable and Conserved</b>			
5.1	Maintain and enhance the natural environment for community access whilst ensuring conservation (refer Section 13 for specific biodiversity recommendations).	Long	Infrastructure and Works
5.2	Implement exiting and prepare new environmental management plans for sites containing significant environmental values.	Ongoing	Infrastructure and Works
5.3	Develop ESD and WSUD guidelines and Integrated Water Management plans for POS.	Medium	Infrastructure and Works
5.4	Provide or improve habitat links via provision of additional POS and/or improvements to existing POS.	Medium	Infrastructure and Works
5.5	Utilise sustainable materials and maintenance or management methods in all POS designs and upgrades.	Ongoing	Infrastructure and Works
5.6	Provide incentives for developers to demonstrate environmental stewardship and develop stronger requirements to retain and protect existing vegetation and mature trees.	Medium	City Growth
5.7	Utilise Cradle Coast NRM's Local Planting Guide to ensure that selected species are suitable for their proposed location.	Ongoing	Infrastructure and Works
5.8	Incorporate climate change research and actions that are intended to mitigate predicted impacts of climate change (e.g. retention of native vegetation for carbon storage, minimising emissions), and those that are aimed at impact adaptation (e.g. the role of foreshore 'buffers' to sea level rise and storm surge) (TAS POS Policy).	Short	Infrastructure and Works
5.9	Provide interpretive/educational signage for heritage and natural values.	Medium	Infrastructure and Works

**Goal 6 - Managed and Strategic**

6.1	Devonport Open Space Strategy Action Plan to be put forward to be further supported by the State Government's well-being framework.	Medium	Infrastructure and Works
6.2	Conduct an existing POS improvement plan, including audits and upgrades processes.	Long	Infrastructure and Works
6.3	Council to investigate development of TPP in relation to Health and wellbeing to ensure recreation and open space opportunities are aligned with overarching land use planning provisions.	Medium	City Growth
6.4	Establish requirements under permit conditions for developers.	Long	City Growth
6.5	Expand the size of existing Pocket Parks (<0.5Ha) to provide useful POS, through acquisition of adjoining properties.	Long	City Growth
6.6	Introduce a Public Open Space Contributions and Acquisitions Policy and related Monetary Reserves Management Policy in accordance with the Provisions of the Local Government (Building and Miscellaneous Provisions) Act 1993.	Medium	City Growth, Development Services
6.7	Prepare a Planning Scheme Amendment to support the DOSS objectives to rezone Council owned land parcels in General Residential zoning, to Open Space zoning.	Long	City Growth
6.8	Improve maintenance of POS assets, weeds, grass areas and rubbish.	Ongoing	Infrastructure and Works

**Table 6 DOSS Action Plan – Specific Suburb POS Actions**

No.	Action	Priority / Timeframe	Responsibility
<b>Central Devonport</b>			
C.1	Provide more POS to address the gap in provision in the central and south-eastern parts of the suburb. Opportunity for future POS provision could be considered by expanding existing Pocket Parks. There is also opportunity for Council to work with schools for public access of their open spaces.	Long	City Growth, Community Services
C.2	For the foreshore and riverbank reserves, ensure management arrangements between DCC & Crown ensure POS quality, facilities and public use meet the needs of a Regional level POS.	Ongoing	Governance, Infrastructure and Works
C.3	Devonport Showgrounds (if converted to residential) should provide suitable sized POS to improve the gap in POS provision in the area.	Long	City Growth
C.4	Incorporate playgrounds in the south/west areas into future/existing POS, including skate parks.	Medium	Infrastructure and Works
C.5	Improve access to POS from north to south and east to west, as outlined in the POS Access Analysis map.	Long	Infrastructure and Works
C.6	Provide more bicycle facilities, shade/shelter, lighting in specific areas, and food/drink options.	Medium	Infrastructure and Works
<b>East Devonport</b>			
E.1	Provide more POS in the north-central and south-central areas of the suburb, particularly of Regional hierarchy.	Long	City Growth

E.2	Improve POS quality and assets along the foreshore, including the heritage walking track to attract more than local use.	Medium	Infrastructure and Works
E.3	Incorporate playgrounds in the south/central areas into future/existing POS where required.	Medium	Infrastructure and Works
E.4	Improve access and POS quality near the Port and along the Mersey River	Long	City Growth, Infrastructure and Works
E.5	Provide additional BBQs.	Short	Infrastructure and Works
<b>Ambleside</b>			
A.1	Improve POS quality and amenities for local parks and the Mersey Riverbank Reserve.	Medium	Infrastructure and Works
A.2	Incorporate playgrounds into future/existing POS.	Medium	Infrastructure and Works
<b>Don</b>			
D.1	Recommend expanding the Council lease area on the west side of Don River for improved POS quality and as an action in the Don Reserve EMP.	Medium	Infrastructure and Works, Governance
D.2	Contribute to the CCOSP recommendation, to provide an unbroken coastal path from Port Sorrel to Stanley, by providing missing connections along the western edge of the Don River and along the coast through Lillico.	Long	Infrastructure and Works
D.3	Provide walking/cycling access via the proposed Don River Rail Trail path connection, connecting Don Reserve south to Tugrah and Kelcey Tier Reserve.	Long	Infrastructure and Works
D.4	Provide more facilities at Dell Luck Reserve (e.g. seating, lighting, toilets and wider paths).	Medium	Infrastructure and Works
<b>Stony Rise</b>			
R.1	Provide more POS to address the gap in provision in the west and east, particularly if new residential development is proposed (of Local and Regional level hierarchy POS that are other than Environmental or Natural POS Functions).	Long	City Growth
R.2	Improve quality and facilities provided in existing POS for local use (i.e..Leary Ave Reserve).	Medium	Infrastructure and Works
R.3	Incorporate playgrounds into future/existing POS.	Medium	Infrastructure and Works
R.4	Improve or provide access to Leary Avenue, Kelcey Tier Reserve and Don River Rail Link.	Long	Infrastructure and Works
R.5	Improve play equipment and BBQs with a focus on being family friendly.	Medium	Infrastructure and Works
<b>Miandetta</b>			
M.1	Provide more POS to address the gap in provision in the west, particularly if new residential development is proposed (of District/Regional level Hierarchy and Sporting POS Function).	Long	City Growth
M.2	Improve quality and facilities provided in existing POS for local use (e.g. Wiena, , Miandetta Parks).	Medium	Infrastructure and Works
M.3	Incorporate playgrounds into future/existing POS.	Medium	Infrastructure and Works
M.4	Improve walking/cycling access and connections through existing POS spaces and linking to the Mersey River.	Long	Infrastructure and Works



M.6	Improvements in these spaces include dog exercising areas, more tables and shade and BBQs.	Long	Infrastructure and Works
<b>Quoiba</b>			
Q.1	Provide more POS in the north, particularly if new residential development is proposed.	Long	City Growth
Q.2	Quality of existing POS in the south and east of the suburb should be improved.	Medium	Infrastructure and Works
Q.3	Protect and enhance environmental POS along the Mersey River edge and consider providing continuous public access along the riverbank.	Medium	Infrastructure and Works
Q.4	Incorporate playgrounds into future/existing POS.	Medium	Infrastructure and Works
Q.5	Provide more amenities at Horsehead Creek. Provide better car parking, trails and improved maintenance on existing trails.	Medium	Infrastructure and Works
<b>Spreyton</b>			
S.1	Provide new or convert existing POS to Functions of 'Parks and Gardens' and/or 'Cultural or Special Purpose' types of POS.	Long	Infrastructure and Works, Community Services
S.2	Maidstone Park provides Regional level POS facilities, but POS quality, amenities and public access could be improved (i.e. ground hire fees apply) in line with the recommendations of the Sports Infrastructure Master Plan.	Medium	Infrastructure and Works
S.3	Improve the quality of existing POS (i.e. Maidstone Park) and improve the connectivity and use of the various POS land parcels through collective planning and vision for future residential use.	Medium	City Growth, Infrastructure and Works
S.4	Incorporate playgrounds into future/existing POS.	Medium	Infrastructure and Works
S.5	Protect and enhance environmental POS along the Mersey River edge and consider providing continuous public access along the riverbank.	Medium	Infrastructure and Works
S.6	Consider access south of the Racing Club, to link to Durkins Reserve. Improve the access barrier (rail line and Mersery Main Road) to POS areas (e.g. Durkins and Kelcey Tier Reserves)	Long	Infrastructure and Works
S.7	Consider a dog exercise facility, more landscaping, seats and connectivity improvements to increase accessibility.	Medium	Infrastructure and Works
<b>Tugrah</b>			
T.1	Implement actions from the Kelcey Tier Reserve Master Plan, e.g. Tugrah Rd Track Head, park entries and access.	Medium	Infrastructure and Works
T.2	Provide walking/cycling access via the proposed Don River Rail Trail path connection.	Long	Infrastructure and Works
T.3	Provide better car parking, more trails and improve maintenance on existing trails.	Medium	Infrastructure and Works

## Appendices

### A-1 Terms and Abbreviations

A list of terms and abbreviations used within the Devonport Open Space Strategy include:

**Biodiversity** – the variability among living organisms from all sources, including terrestrial, aquatic, marine and other ecosystems and the ecological complexes of which they are part), at all levels of organisation, including genetic diversity, species diversity and ecosystem diversity. Source: Australia's Biodiversity Conservation Strategy 2010-2030.

**CBD** – Central Business District

**CPTED** – Crime Prevention Through Environmental Design (CPTED) is a crime prevention strategy that focuses on reducing the incidence and fear of crime in planning and design of cities and neighbourhoods.

**Crown land** – Land under Crown tenure/ownership, which is typically publicly accessible and may be considered highly valuable for community use and access. Some areas may be under Council or Committee of Management; however, are not Council owned and therefore not under direct Council control or influence. Therefore, Crown Land NOT

**DOSS** – Devonport Open Space Strategy

**Encumbrance** – a right to, interest in, or legal liability on real property that does not prohibit passing title to the property but that may diminish its value (i.e. an easement).

**Encumbered open space** – land that is constrained for development purposes (e.g. easements for power/transmission lines, sewer, gas, underground services; retarding basins/wetlands; waterways/drainage; landfill; conservation, and protected vegetation or heritage overlay areas). This land can be used for a range of activities (e.g. walking and cycling trails) but is not credited as public open space for public open space contributions.

**Environmental open space** – land in either private or public ownership and/or under Council management (such as environmental zones and offset sites) that has public-use potential, but potentially limited access. These areas protect native vegetation and biodiversity, as well the offset loss of native vegetation in newly developed areas. Their protection provides for and encourages enjoyment by the community in a manner that is sustainable, accessible and protects and enhances their recognised biodiversity, tourism, cultural, heritage and scenic values.

**ESD** – Environmental Sustainable Design

**Formal recreation (organised)** – the activity is organised by a club, association, school or community group and participation is by becoming a member of the club or on a fee-paying basis (e.g. stadiums, aquatic centres, sport facilities/courts for hire). This term covers these uses defined in the Tasmanian Planning Scheme -Devonport: Sports and Recreation.

**GDRGS**-Greater Devonport Residential Growth Strategy (yet to be endorse by Council).

**Informal recreation (non-organised)** – outdoor activities on land open to the public and used by non-paying persons for leisure or recreation, (e.g. cycle track, picnic or barbecue area, playground, and walking or jogging track). This term covers these uses defined in the Tasmanian Planning Scheme -Devonport: Passive Recreation

**IWM** – Integrated water management

**LGA** – Local Government Authority

**LGBMPA**-Local Government Building and Miscellaneous Provisions Act 1993

**LPPF** – Local Planning Policy Framework

**LUPAA**- Land Use Planning and Approvals Act 1993.

**MP** – Master Plan

**Native vegetation** - Plants that are indigenous to Tasmania, including trees, shrubs, herbs, and grasses.

**Playground** - an area designed for children to play freely which is predominately equipment based. Equipment can include a swing set, slide, climber, monkey bars, etc.

**Play space** - an area within public open space, designed for children to play freely which can be either equipment based or a modified landscape or a combination of the two. Landscaping can include a grassed mound, level grassed area for ball games, natural bushland, etc.

**Pocket park** - Open spaces less than 0.5 ha are not classified as POS in the DOSS. These small spaces tend to require considerable Council resources when compared to their negligible contribution to recreation or leisure.

**Private open space** – land that is privately owned or leased, which provides recreation and leisure benefits. This land may be publicly accessible but has limited or restricted access via a fee or membership application. Examples include non-government education facilities, private sports fields, golf courses, racecourses, and private shopping areas. These areas can contribute to the public realm (e.g. biodiversity, amenities, landscape character), but cannot be relied upon as available public open space in the long term, and therefore not included in the DOSS open space calculations.

**Public land** - is specific to land gazetted as public open space in accordance with the Local Government Act 1993 section 177A and comprises those parcels of land identified on Council's Public Land register.

**Public open space (POS)** - land in public ownership and/or under public management that is freely accessible and provides recreation, amenity, nature conservation and leisure benefits. This includes public parks, gardens, reserves, waterways, linear corridors for walking and cycling, publicly owned forecourts and squares, and any publicly owned outdoor sporting venues. These spaces are typically reserved in the planning scheme as Recreation and Open Space Zones. It does not include encumbered open space (refer definition above).

**POS catchment** - a 400 metre walking catchment from an existing POS is used to assess gaps in Devonport's POS provision, as 400 metres is widely accepted as a five minute walking distance.<sup>7</sup>

**POS minimum size** - new POS shall be a minimum area of 0.5 hectares (5000m<sup>2</sup>) and minimum dimension of 20 metres in width (similar to other states and national requirements e.g. NSW Greener Places Design Guide and the Heart Foundation Blueprint for an Active Australia).<sup>8</sup> This ensures sufficient POS area to accommodate demand, functional use, adaptability and long-term maintenance efficiency.

<sup>7</sup> Active Healthy Communities PedShed Analysis and Greener Places Design Guide NSW Draft 2020 – Issue no. 04

<sup>8</sup> Greener Places Design Guide NSW Draft 2020 – Issue no. 04 and Heart Foundation Blueprint for an Active Australia (Action Area 1 Built Environments)

**Public open space contributions** – levies to fund open space that can be mandated for developers under the Local Government (Building and Miscellaneous Provisions) Act 1993 . Councils commonly seek a monetary contribution to fund public open space when land is subdivided for development. The rate of contribution is generally based on a percentage of land or land value, or a combination of both.

**Recreation facilities** – infrastructure ranging from aquatic centres, playgrounds, sports fields and indoor and outdoor courts that enable people to partake in a recreation or sporting activity.

**Restricted public open space** – land in public ownership and/or under Council management that has public-use potential, but typically limited access. Examples include streetscapes (refer below), government schools, playing fields within the racecourse, cemeteries, transport reservations, public golf course, and encumbered open space (refer definition). These areas may provide some recreational benefit, but they have limited/restricted access and may not always be available for public use (i.e. a retarding basin holding water). These areas are complementary to the open space network; however, do not count towards Council's required public open space contributions.

**Sport** – the Australian Sports Commission defines a sport as: a human activity capable of achieving a result requiring physical exertion and/or physical skill which by its nature and organisation is competitive and generally accepted as being a sport.

**Streetscapes (road reserves)** – primarily transport routes for vehicles, cyclists and pedestrians, recognised to have amenity, biodiversity, urban cooling and passive open space benefits. Considered complementary to the open space network, providing green links and movement corridors to improve access and walkability. Landscaped areas within road reserves (e.g. nature strips and medians) are maintained by Council and/or adjoining land owners. These areas contribute to open space values, but they are not considered public open space, nor counted towards Council's required public open space contributions.

**Universal design** - the designing of environments for people of all ages and abilities.

**WSUD** – Water sensitive urban design. A sustainable water management approach that aims to provide water quality treatment, flood management and green landscapes. Key principles include minimising water resistant areas; recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground; encouraging onsite reuse of rain and incorporation of rain gardens; encouraging onsite treatment to improve water quality and remove pollution, and using temporary rainfall storage (retarding basins or wetlands) to reduce the load on drains.

## A-2 Background Review Summary

### About Devonport

In the 1820s, early European settlement in Devonport was largely for timber and farming, with population only increasing in the 1850s when coal was discovered. In 1890, two townships either side of the Mersey River (Formby and Torquay) joined to become Devonport. Following this, population grew further due to industry, farming, the Launceston railway line opening and the construction of a bridge across the Mersey River. There was further growth and residential development post-war from 1950-1970.

Currently, Devonport is Tasmania's third largest independent city. Surrounding settlements at locations such as Port Sorell, Shearwater, Forth, Spreyton, Latrobe, Ulverstone, Penguin, Sheffield, Railton, Turners Beach and Wilmot rely on Devonport for employment options and higher order social, entertainment, sporting, educational, retail, professional, and health needs.

The Port of Devonport handles a large portion of import and export cargos for Tasmania, and is a key entry point into Tasmania for tourists and locals. The Devonport Airport provides a regular passenger and freight carrying services to mainland Australia.

Major features include the Mersey and Don Rivers, the Mersey Bluff and Lighthouse, Bass Strait Maritime Centre, Paranple Centre, Don River Railway and Museum, Tasmanian Arboretum, Tiagarra Cultural Centre and Museum, riverfront parks and a new hotel (under construction) with a publicly accessible platform spanning across Formby Road and over the river.

### Growth and future development

#### Demographics and trends

From 2016 to 2021, Devonport's resident population has steadily grown from 25,162 to 26,150<sup>9</sup>. The table below provides Devonport's estimated resident population over the last 7 years, indicating an average year on year growth of 165 residents.<sup>10</sup>

Year	2016	2017	2018	2019	2020	2021
ERP	25,128	25,217	25,413	25 633	25 747	26,150

Released in June of 2022, the Greater Devonport Residential Growth Strategy 2021-2041 (GDRGS) adopts a deliberate policy direction for residential growth including the endorsement of a population growth target of 30,000 by the year 2030. The GDRGS identifies emerging anecdotal trends in regional population growth, stating:

*More recent trends in population growth in the Devonport area are also being reported in regional forums (such as the Regional Australia Institute) which identifies Devonport as performing well in regional growth and also inward migration. This seems generally indicative of a wider recent trend of migration into regional areas. Furthermore, in recent years and following the investment of Council's Living City urban renewal initiative, there is a growing*

<sup>9</sup> 2021 Devonport, Census All persons QuickStats, Australian Bureau of Statistics, retrieved 7 July 2022, <https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA61610>

<sup>10</sup> Region summary: Devonport(c), Australian Bureau of Statistics, retrieved 7 July 2022, <https://dbr.abs.gov.au/region.html?lyr=lga&rgn=61610>

sense of renewed economic confidence and subsequent positive growth. This has been reflected through indicators such as increased activity in development applications, property sales, and growing interest in new retail and commercial investments.




Compared to the national average, of those living in Devonport there is a higher proportion of people aged over 65, a higher proportion of Aboriginal and Torres Strait Islander peoples, and a higher proportion of people who left school before year 10.

The DOSS is important to address population growth and demographic trends, to ensure equitable distribution and access to POS and provide recreational opportunities, natural environment experiences, and social connections for the resultant physical and mental health outcomes of these activities.

**Figure 13** Summary of Devonport demographics (Source: ABS Index of IRSD)

### Changing lifestyle aspirations

As the latest Covid situation revealed, people moved in unprecedented numbers to regional locations such as Devonport seeking a lifestyle change. The ability to work remotely with ready access to nature and seaports makes Devonport an attractive 'sea change' destination. The growth in land development and urban sprawl has also presented Council with challenges and opportunities in how they will manage POS into the future.

		Devonport		Australia
		#	%	%
People who left school at Year 9 or below		4,075	16	11.3
Aboriginal and Torres Strait Islander Peoples		1,892	7	3.3
People aged over 65 years		5,433	21	15.7
Private dwellings without internet access		2,291	23	14.1
People who speak english not well or not at all		98	0	3.1

### Visitation and economic opportunities

Devonport currently has a relatively high proportion of day-trip visitation. The Spirit of Tasmania brings interstate visitors to Devonport via the Mersey River. It has long been acknowledged that the more inviting and attractive the waterfront areas on both the East and Western sides of the river are, the more likely visitors are to stay in Devonport. Based on 2013/14 financial year visitation data 88,000 tourists visited Devonport and the northwest Region, spending on average \$91.<sup>11</sup>

There is a positive economic result from increasing the public amenity and

liveability of a city in attracting new residents. Devonport City Council have identified this in past studies including the Living City Study<sup>12</sup> completed in 2014 and have demonstrated a commitment to these values in projects such as the Coastal Pathway, Bluff Precinct and Devonport Aquatic Centre. Linking these projects via the connections in public open space and having an overarching OSS to create cohesiveness will ensure maximum economic benefit for Devonport.

### Recreational trends

The Devonport Sports Infrastructure Master Plan notes an increase in demand for sporting infrastructure and it assesses sports participation and facilities of 9 sporting precincts across Devonport. The sports assessed include Football (Soccer), Netball, Basketball, Touch Football, Australian Football (AFL), Cricket, Hockey, Tennis, and Volleyball. The report indicates that 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,

<sup>11</sup> <https://www.livingcitydevonport.com.au/download/135/public-documents/3811/hill-pdaliving-city-regional-benefits-opportunities-report.pdf>

<sup>12</sup> <https://www.livingcitydevonport.com.au/download/135/public-documents/3811/hill-pdaliving-city-regional-benefits-opportunities-report.pdf>



there is a nation-wide shift towards self-organised (casual/social) physical activities, such as cycling, running, walking and mountain biking.

### **Growth areas and future development**

The urban areas within Devonport include a mix of residential, industrial and commercial uses, with a recent Planning Scheme amendment for the rezoning of the former Devonport showgrounds site for residential use in the heart of the study area. In addition, it is understood Council is developing a Residential Development Strategy to inform the future provision and release of residential land in the City. This Strategy will respond to Demographic indicators for supply and demand, development opportunities for infill residential development and potential conversion of zones.

The areas of Devonport, East Devonport and Spreyton make up the most substantial areas of residential density in the Devonport LGA. Rural Living areas are mostly located south of the Bass Highway in the areas of Tugrah, west of Quoiba, South Spreyton and Kelcey Tier, retaining a rural landscape character. According to Council's Greater Devonport Residential Growth Strategy (GDRGS), Rural Living areas have seen the greatest number of dwelling approvals within the Devonport LGA in the last few years.

The GDRGS details ten Investigation areas to accommodate Devonport's future growth for both the General Residential and Rural Living Zones. The spatial distribution of these areas is predominantly in the south-western section of the LGA. For future open space planning in these areas the following should be considered:

- A future public open space acquisitions and contributions policy should contain strong recommendations for the provision of land for open space opportunities in the investigation areas of the GDRGS for potential General Residential Zoning. These areas are removed from the current concentration of residential development and Council owned land.
- For land that has potential for inclusion in the Rural Living Zone, larger lot sizes would lessen the need for community park areas. Utilisation of opportunities for cash in lieu contributions or for trail connections to adjoining areas would be an opportunity to explore further.

Differences within suburb boundaries between these two Census years make it difficult to compare population change by suburb. However, allowing for these changes it is considered that there is an obvious increase in the suburbs of Tugrah (by 87.7%) and the Don.<sup>13</sup> However moving forward, the GDRGS has ambitious plans to attract residents and suitable open space areas need to be provided.

It is important to accommodate different types and sizes of development which are supported by sufficient infrastructure, services and amenity. Therefore, the DOSS provides an assessment of open space needs and preferred open space forms in these new growth areas, and makes recommendations regarding appropriate open space contribution levels and mechanisms for acquisition.

As mentioned above, of particular note to this Strategy, is the recent proposed amendment of the Planning Scheme for the rezoning of the Devonport Showgrounds from Recreation to General Residential, and the incorporation of a Specific Area Plan to guide this. The amendment is entering the public hearings phase of assessment by the Tasmanian Planning Commission. It seeks to rezone CT52055/1 86A Gunn Street, Devonport from the Recreation Zone to the General Residential Zone and insert the Devonport Showgrounds Redevelopment Specific Area Plan into the Planning Scheme. The surrounding

<sup>13</sup> Australian Bureau of Statistics. (2022). Search Census data. Retrieved from <https://www.abs.gov.au/census/find-census-data/search-by-area>



development mostly consists of established residential development, while the Devonport CBD is located approximately 250m south and the bank of the Mersey River is located approximately 350m east.

It is acknowledged that there are other areas of significant urban growth, however this site represents a significant opportunity for urban in-fill development to facilitate increased housing supply and introduces a substantial amount of land zoned for open space purposes in the central Devonport area. It is likely that further areas currently in other zoning such as industrial may be considered as potential for infill residential development. The recommendations contained in this Strategy considers the Showgrounds site and other land advised located on 117 Tasman Street, as having such potential.

## Current academic research in the Region

### Barriers and enablers to physical activity in regional Tasmania<sup>14</sup>

In this study on the barriers and enablers to physical activity in regional Tasmania, Jayasinghe et al (2022) have described a community and neighbourhood in a post COVID world which have more physical activity patterns and are to be subject to more influential communal activity and social engagement patterns. Within an urban environment, if the access to open space and physical activity areas is highly integrated, it has been proven that there is a direct correlation to activity and engagement.

As expected, subsequently, in regional towns that have a lower degree of open space and physical activity integrated, it has been found that residents in these areas are faced with different challenges in maintaining an active lifestyle. The study was a rating survey which looked at physical activity infrastructure, environment and for a range of community members that resided in the Burnie, Devonport or Circular Head LGA's.

The results of the survey concluded that most respondents were living in detached housing with access to a motor vehicle, and that a high degree of the physical activity infrastructure in NW Tasmania was available, with approximately 30% of this being free for users. Furthermore, it was concluded that the quality of infrastructure, proximity, availability and safety, traffic, infrastructure preference and visual aesthetic and maintenance were all highly rated as adequate or preferred by the respondents. Areas that have a lesser aesthetic or are subject to graffiti and crime having a lower degree of outdoor exercise present due to lack of adequate lighting and personal safety perceptions. This suggests that accessibility is not considered as a primary barrier to physical activity for the region.

The survey drew a distinction between the situation before and after the COVID pandemic, people reported uninhibited physical activity routines during lockdown, for which the long term outcomes are still unknown. The accessibility of open space and physical activity by residents is fundamentally connected to characteristics pertaining to the neighbourhood environment. For the three LGAs subject to the surveys, it was concluded that there was a wide variety of high quality physical activity infrastructure, and a widespread appreciation of the infrastructure. Subsequently, it has been identified that it may be a behavioural shift that is required in order to facilitate more physical activity in the residents in these LGA's supported by a range of environmental, social and policy legislative changes. These findings are noted in terms of the opportunity to understand and influence community behaviour and encourage spaces that respond to people's experience and identity.

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<sup>14</sup> Sisitha Jayasinghe, Robert Soward, Timothy P. Holloway, Kira A.E. Patterson, Kiran D.K Ahuja, Roger Hughes, Nuala M. Bryne and Andrew P. Hills. (2022) *Why some do but too many don't? Barriers and enablers to physical activity in regional Tasmania – an exploratory, mixed-methods study*. BMC Public Health 22:627. DOI: <https://doi.org/10.1186/s12889-022-13001-6>

## Spatial Analysis of Access to Physical Activity Infrastructure and Healthy Food in Regional Tasmania<sup>15</sup>

This paper investigated the spatial access of communities in regional Tasmania, including Devonport, to locations for physical activity and healthy food. The literature has noted that when access to physical activity infrastructure (PAI) and healthy food is reduced there is a correlation with physical inactivity and obesity. There are 78 physical activity infrastructure sites in Devonport (including open spaces, gyms, fitness centres and schools), and 26 healthier food outlets (supermarkets, specialty food stores, fruit and vegetable markets).

Of relevance to the DOSS is the average distance to natural amenity/ green space and recreational tracks, which are 3.41 and 2.76 km respectively. The accepted Australian standard is generally that physical activity infrastructure be within 800m (10-minute walk) of residents, and the literature has indicated that distances of 300-400m have substantial health benefits.

Open spaces also provide opportunities for sporting activities that are less common in more remote areas. This study does note that “for effective public health promotion and sustainable reduction of obesity prevalence, a better understanding of preferences and patterns of utilization of open spaces is required”. The actionable strategies recommended by the article for strategic and policy levels of government are:

1. Increase public awareness of available PAI—particularly the free-to-access natural amenities and green space.
2. Increase connectivity between PAI resources through provision of better transport options.
3. Nutrition education and increased public awareness of Tier 1 food outlets.

Potential recommendations for the Devonport Open Space Strategy include prioritising new open space provision in areas where there is limited physical activity opportunities within a walkable catchment or ensuring that public transport options connect with open spaces for those over 400m from a space, consistent with previous recommendations.

## Policy and strategy context

The Devonport Open Space Strategy (DOSS) acts as an overarching planning document for all Council strategies and documents related to public open space (POS). Key documents reviewed are summarised below.

### Tasmanian open space policy and planning framework

The Tasmanian Open Space Policy and Planning Framework (TOSPF) was prepared by Inspiring Place Pty Ltd with HM Leisure Planning Pty Ltd, with the aim of facilitating good open space planning and for a more state-wide approach. The work was undertaken in 2010 and prepared for Sport and Recreation Tasmania, Department of Economic Development, Tourism and the Arts<sup>16</sup> to correspond to the timing of the work undertaken under the Regional Planning Initiatives. The purpose of the project was to provide policy guidance and establish a framework for open space planning. This was to benefit the sustainable development and maintenance of a comprehensive open space system, and

<sup>15</sup> Sisitha Jayasinghe, Emily J Flies, Robert Soward, Dave Kendal, Michelle Kilpatrick, Timothy P. Holloway, Kira A.E. Patterson, Kiran D.K. Ahuja, Roger Hughes, Nuala M. Bryne and Andrew P. Hills. (2022) A Spatial Analysis of Access to Physical Activity Infrastructure and Healthy Food in Regional Tasmania. *Front. Public Health*, 01 December 2021 | <https://doi.org/10.3389/fpubh.2021.773609>.  
<sup>16</sup> [https://www.dpac.tas.gov.au/divisions/policy/premiers\\_health\\_and\\_wellbeing\\_advisory\\_council](https://www.dpac.tas.gov.au/divisions/policy/premiers_health_and_wellbeing_advisory_council)

to bring a clear focus to the delivery of open space infrastructure by Councils, the State and Federal Governments.

In summary the document provides the following:

- A definition of open space
- A description of the benefits of its provision
- Trends that influence open space provision
- Issues around open space planning
- Stakeholder views

Four principle objectives were formulated to support the following vision:

"Tasmania will have a diverse, comprehensive, and sustainable open space system, providing health and well-being, environmental, sport and recreation, social, and economic benefits. The Tasmanian open space system will be developed and managed in response to the needs of the community and visitors, whilst respecting our unique environment."<sup>17</sup>

A total of 60 recommendations were set out, grouped to cover policy areas of planning and governance, land management, training and education, design, marketing and promotion. It is noted that this document is now a decade old and considerable changes have been experienced in Tasmania since its publication.

The DOSS meets the objectives of the TOSFP to further provide policy guidance and maintain the open space network as an integrated system, not as independent spaces.

### **Other relevant State Government initiatives**

Tasmania's first Wellbeing Framework

On the 4<sup>th</sup> May 2022, Tasmania's new Premier the Hon Jeremy Rockliff, announced his Government's commitment to developing the State's first Wellbeing Framework. The aim of this framework is to ensure wellbeing priorities are embedded in the Government's targets, measures, policies and services and will be launched later in 2022<sup>18</sup>. There is an opportunity for Devonport to demonstrate a similar commitment to Community wellbeing and as a potential opportunity for funding for implementation of actions. Council has commenced development of a health and wellbeing plan.

Premier's Health and Well Being Advisory Council

The Tasmania Statement – Working together for the Health and Wellbeing of Tasmanians was originally signed in 2019 and updated in August 2021. This Statement commits to a collaborative approach towards long term solutions to improve the health of Tasmanians by addressed social and economic influencing factors. Tasmania's open spaces are recognised here as a key to supporting the continuing improvement of health and wellbeing. The Statement includes the recognition that:

"We have an opportunity as Tasmania grows, to plan our communities in a way that creates healthy, liveable and connected spaces"

The Health and Well being Advisory Council (Department of Premier and Cabinet) has also been established to facilitate cross-sector approaches to achieve the vision of being the healthiest population by 2025.<sup>19</sup>

### **Tasmanian Planning Policies**

The Tasmanian Planning Policies (TPP) are intended to be a new part of Tasmania's land use planning system, a scoping paper has been released by the Minister for Local Government and input was invited about the topics and issues to be included. This draft scoping paper

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<sup>17</sup> [https://www.communities.tas.gov.au/\\_\\_data/assets/pdf\\_file/0019/14527/Tasmanian\\_Open\\_Space\\_Policy\\_-\\_Summary.pdf](https://www.communities.tas.gov.au/__data/assets/pdf_file/0019/14527/Tasmanian_Open_Space_Policy_-_Summary.pdf)

<sup>18</sup> [Premier of Tasmania - Progressing Tasmania's first Wellbeing Framework](#)

<sup>19</sup>

indicates that Liveable Settlements has been identified as a potential topic to guide the development of a TPP and issues to be addressed under this topic could be:

- Planned and contained settlements
- Pleasant places to live – amenity and avoiding land use conflicts
- Integrating land use and transport
- Health and wellbeing – recreation and open space opportunities
- Community – health services and education

The draft TPPs will be released for public exhibition for comment on their content and implementation statements, following a report and recommendations considering this by the Tasmanian Planning Commission they will come into effect and will inform the review and revision of the regional land use strategies.

There is the opportunity to align the Devonport Open Space Strategy with this process to ensure it is consistent with these overarching land use planning provisions.

### **Regional Land Use Strategies**

Tasmania's three regional land use strategies were first declared in 2011 with each providing strategic direction for land use and development over a 25 year period. The policies contain strategies related to open space environments and are intended to be implemented in statutory provisions in a Planning Scheme, and utilised to guide decision making in relation to planning scheme amendments.

A number of amendments have been made to the Land Use Strategies since declaration and much discussion has arisen around the need for their review as a result of the Planning Reform process currently underway in Tasmania. In particular the State have indicated a comprehensive review all three strategies will be undertaken following the implementation of the future Tasmanian Planning Policies<sup>20</sup>. In terms of the relevance for open space environments and the relationship with the Open Space Strategy, the Minister is required to consult with relevant planning authorities under section 5A(4) of the Land Use Planning and Approvals Act 1993. Council will have an opportunity to have a say on any concerns regarding changes to open space consideration as a part of this process.

The Devonport Local Government Area sits within the Cradle Coast Regional Land Use Strategy area, the document is entitled *Living on the Coast – The Cradle Coast Regional Land Use Planning Framework*. Although not a statutory or strategic land use document per se, the DOSS should have a sound consistency with this regional land use strategy.

Whilst the Regional Strategy document itself is constructed as a broader policy framework, it is the content at Part C which details the actual strategy. In setting out what can generally be described as high level and broad strategic direction for land use planning in the region, the Regional Strategy identifies five general policy considerations:

1. Implementation
2. Wise Use of Resources
3. Support for Economic Activity
4. Places for People
5. Planned Provision for Infrastructure

Under Part 4.3.1 (g) (iii) and (vii) Places for People-liveable and sustainable communities, the strategy promotes the implementation of a structure plan and regulatory instruments for each centre which:

<sup>20</sup> Information Sheet RLUS-1-Reviewing and amending the Regional Land Use Strategies, Department of Justice, January 2019.

"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. Promote active and healthy communities through arrangements for activity centres, public spaces, and subdivision layout which facilitate walking and cycling."

Specifically, under Part 4.9 (a)-(e) Land Use Policies for Active Communities, the strategy promotes the implementation of open space strategies that align with the TOSPPF and the Cradle Coast Regional Open Space Strategy:

- Assist implementation of the Tasmanian Open Space Policy and Planning Framework 2010 and the Cradle Coast Regional Open Space Strategy 2009 and other related sport and recreation plans and strategies endorsed by government agencies and planning authorities
- Facilitate equitably distribution of accessible built and natural settings in a variety of locations for formal and informal recreation, including for unstructured and structured physical and contemplative activity, sport, personal enjoyment, positive social interaction, spiritual well-being and the achievement of human potential
- Facilitate opportunity for recreation and open space land within all settlement, nature conservation and resource areas in accordance with population requirements and environmental capacity
- Require adequate open space and recreation capacity is available or planned to meet requirements from new development applying a process consistent with that outlined in the Tasmanian Open Space Policy and Planning Framework 2010.

The strategies, policies and objectives of the Cradle Coast Regional Land Use Strategy are largely reflected in the Tasmanian Open Space Policy and Planning Framework 2010 and the Cradle Coast Regional Open Space Strategy 2009. Between each of the documents there is a substantial amount of overlap.

The DOSS would provide the community with a quality experience of open space that is consistent with the Tasmanian Open Space Policy and Planning Framework 2010, the Cradle Coast Regional Open Space Strategy 2009 and Council's Road Network Strategy (GHD May 2022).

### **Cradle Coast Open Space Plan (CCOSP)**

The Cradle Coast Open Space Plan forms the first part of the Cradle Coast Regional Open Space Plan, summarising the framework, key issues and strategic direction for nine local Councils in the West and Northwest of Tasmania.

The document begins by defining terms, noting that public open space has a variety of forms and functions. While some public open space may not be owned by Council and land of any tenure may contribute to local provision, the DOSS is specifically intended to support appropriate provision and use of open space in public ownership.

The strategy highlights four key metrics to assess demand and supply of open space:

- The type and size of settlement will influence what open space is required
- The size of the expected catchment will determine the size of the open space provided
- The function of the open space will influence what facilities are provided within it
- The landscape setting will influence both size and function.

Organised sport is one factor in open space, and should not be the focus of the strategy. While public sports grounds are needed, open space encompasses more than football pitches and bowling greens.

Key issues identified in the CCOSP are the major river systems and coastline which are specifically applicable to Devonport. While pockets of vegetation protection are important, there are no national parks located in the Municipality. Other more specific issues are identified in relation to Devonport:

- Strong planning controls should be in place to ensure public open space along the coast is not degraded especially where competition from other uses including road and rail corridors may erode form and function. A coastal path providing essentially unbroken connection from Port Sorrell to Stanley is suggested.
- Major rivers in the Devonport area are the Don and Mersey. Suitably wide corridors on both banks should protect natural values while facilitating appropriate use. Planning controls may extend to protecting vistas. Part of the eastern bank of the Forth River is in the Municipality as well.
- The Porcupine Hill Forest Reserve is the only existing area of regional significance, and are not the focus of the strategy.

The COVID pandemic and changing desirability of the area may force an update of this section of the strategy in future years. Notwithstanding, the strategy notes that a shift in residents' expectations of public space requires a new way of thinking. Devonport will require an increased investment in public open space to meet aspirational targets. Other demographic trends, like the ageing population in certain areas, should also be considered.

It is suggested focus on central civic areas can differentiate settlements and provide competing regional benefits to attract different types of investment and cultural pursuits. Collaboration with neighbouring LGAs may encourage a similar approach within the region.

Five Ps are the actions of this plan, in order from regional to local considerations:

- Policy
  - Create regional inventory and prepare regional plans
  - Support expertise including planning and management of public open space
  - Campaign for new parks
- Provision
  - Translate this plan and other relevant policies to local planning schemes
  - Protect public corridors along waterways and the coast
  - Protect important vegetation in other zones, consider rezoning
- Projects
  - Appropriate land acquisition
  - Construction of facilities for all ages and abilities
  - Use road reserves to create new corridors and other open space purposes such as drainage
- Planning
  - Regular inventory of supply and demand according to the standard matrix above
  - Liaise with neighbouring councils when planning new spaces or retrofitting old spaces at subregional level and larger
- Process
  - Harmonised approval process (this is overrun/completed with the new Tasmanian Planning Schemes being rolled out)
  - Masterplanning requirements including surrounding area to highlight connectivity



### Legislative provisions

The *Local Government (Building and Miscellaneous Provisions) Act 1993* gives Council the authority to acquire public open space as a part of any subdivision proposal and to require cash in lieu of open space or to refuse a subdivision application because it should include or omit public open space.

Previous TASCAT (formerly RMPAT) decisions have placed more emphasis on the need for specific assessment of open space requirements before requiring its provision or the payment of cash in lieu. The Tribunal has also confirmed that it is appropriate for Council determine the issue of open space contributions prior to determining any application. This is most often done in the form of a policy for public open space acquisitions and contributions. A policy for this purpose does not need to be rigid or prescriptive but can give a rationale for decision making in respect to the requirements of the Act, and establish clear objectives and principles for the provision of suitably located, well designed open space. In addition, such rationale can guide the appropriate use of any cash in lieu contributions made. It is considered that such a policy is required as an immediate priority, in order to utilise the opportunity to secure funds for the ongoing provision and improvement of Public Open Space in the City.

It is also noted that these opportunities have also been considered in the recent Local Government Association of Tasmania *Infrastructure Contributions Discussion Paper* (April 2022). This paper is an overall examination of infrastructure contributions schemes in Australian States and considers open space provision. Infrastructure provision in the form of public open spaces is noted as the most common policy and strategy approach for the example Councils. LGAT notes that the strength of this lies in the authority and legislative power to do so under the *Local Government (Building and Miscellaneous Provisions) Act 1993*.<sup>21</sup>

### Devonport Road Network Strategy 2021

The Devonport Road Network Strategy (RNS) outlines the means for a road network suitable for Devonport and its road users. The RNS provides a long-term vision for the transport network to meet the needs of the community, business, tourism and industry through two-to-ten year goals.

Council is currently updating the 2016 Devonport's Road Network Strategy, in which there is a focus on greater connectivity and safety for pedestrians and bike riders. There is value in integrating the RNS with the DOSS, as safe and easy connections are critical to allowing community to access and use of POS; therefore, the DOSS identifies key areas where access to POS can be improved.

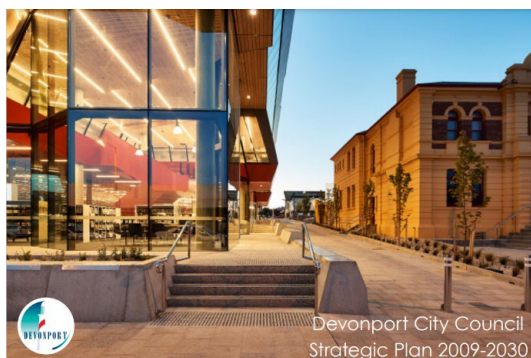
The key issue related to POS and the RNS is that within the Devonport CBD there is conflict for pedestrians and cyclists when connecting to peripheral POS areas. Outside of the CBD are opportunities for the consideration of increased activity and movement for transport modes such as cycling, and for pedestrian access or "walkability". Following the finalisation of the actions of the RNS the Council would be able to further consider the specific ways spaces can:

- Create increased walkability such as active travel to and from Education facilities, light retail and within the CBD using a 400 metre catchment around the key activity areas.
- Create active transport journeys between places of activity.
- Create a cycle or walkway that incorporates opportunities to stop and rest and rehydrate or talk to a neighbour.
- Incorporate features that recognise elements of Country and its Traditional Custodians, the Tasmeginn people.

<sup>21</sup>Infrastructure Contributions Discussion Paper, April 2022, Local Government Association Tasmania.

- Incorporate interpretations of Devonport's European cultural heritage; its rich industrial and maritime history.
- Incorporate sculptures or art pieces by local artists or schools.
- Create safe areas for ice cream trucks or food vans to stop.

### Devonport Strategic Plan 2009-2030



The Devonport Strategic Plan 2009-2030 outlines how Council plans to achieve its vision for Devonport to become a thriving and welcoming regional City living lightly by river and sea. The DOSS assists in achieving the Goals, Outcomes and Strategies of the Strategic Plan.

The DOSS builds on the Strategic Plan, endorsed by Council in 2019 and aligns with other plans and policies.

**Table 7 Strategies from the Strategic Plan supported by the DOSS**

Number	Outcome	How DOSS Supports the Strategy
Strategy 1.2.1	Support the conservation and maintenance of biodiversity including coastal landscapes and preservation of areas of remnant vegetation	Conservation and biodiversity recommendations are included via university research
Strategy 2.1.1	Apply and review the Planning Scheme as required, to ensure it delivers local community character and appropriate land use	It is recommended a Council Acquisitions and Contributions Policy be drafted to guide POS decisions
Strategy 2.3.5	Provide and maintain sustainable parks, gardens and open spaces to appropriate standards	Assists Council's planning, property management and infrastructure areas in deciding the appropriate form and location of open space for the future
Strategy 3.2.1	Support tourism through the provision of well designed and managed infrastructure and facilities	The Council and State Government's commitment to the LIVING CITY vision is enhanced by the DOSS to create a city where people want to work, live and visit
Strategy 3.2.4	Promote our natural environment and assets to underpin tourism opportunities	Recommendations for POS provision and access supports improved tourism by emphasising valued natural icons
Strategy 4.1.1	Provide and manage accessible sport, recreation and leisure facilities and programs	The DOSS compliments the Council Sport and Recreation Strategy
Strategy 4.1.3	Promote passive recreational usage including walking, bike paths, trails, parks and playspaces	The DOSS assesses POS quality and provision and recommends locations for improved facilities and/or access

**Goal 2 specific strategies relevant to DOSS**

Outcomes and Strategies	Alignment of Recommendations and Implementation Measures
<p>2.1 Council Planning Scheme facilitates appropriate property use&amp; development</p> <p>2.1.1 Apply and review the Planning Scheme as required, to ensure it delivers local community character and appropriate land use</p> <p>2.1.2 Provide consistent and responsive development assessment and compliance processes</p> <p>2.1.3 Work in partnership with neighbouring Councils, State Government and other key stakeholders on regional planning and development issues</p>	<p>Council's Statutory and Strategic land use planning documents have been reviewed.</p> <p>Recent Planning decisions for the Devonport Showgrounds and Stony Rise area have been considered.</p> <p>The DOSS will assist Council's planning, property management and infrastructure areas in deciding the appropriate form and location of open space for the future.</p> <p>It is recommended a Council Policy be drafted to guide the provision of open space in the City.</p> <p>The Open Space Strategy has considered the Cradle Coast Regional land use strategy and the NW regional open space network strategy and so Council is placed to partner with neighbouring Councils, the State and regional initiatives.</p>
<p>2.2 The Devonport brand supports our marketing and promotion</p> <p>2.2.1 Maintain a local brand that supports our competitive advantages</p> <p>2.2.2 Develop an integrated approach to local branding in partnership with business and community groups.</p>	<p>The Engagement Approach, Analysis against the Loveable Cities Framework and Analysis and Recommendations for the spaces themselves supports the development of branding for the City as a place to live, invest, work, shop and visit.</p> <p>Local and unique opportunities and community identity and experiences are a competitive advantage to demonstrate the importance of social value and benefit in the investment in placemaking and infrastructure provision.</p>
<p>2.3 Infrastructure priorities support well planned, managed and appropriately funded development within our unique City</p> <p>2.3.1 Develop and maintain long term Strategic Asset Management Plans</p> <p>2.3.2 Provide and maintain roads, bridges, paths and car parks to appropriate standards</p> <p>2.3.3 Provide and maintain stormwater infrastructure to appropriate standards</p> <p>2.3.4 Provide and maintain Council buildings, facilities and amenities to appropriate standards</p> <p>2.3.5 Provide and maintain sustainable parks, gardens and open spaces to appropriate standards</p>	<p>Council has an obligation under the Local Government Act to Provide and Maintain a range of infrastructure. The Open Space Strategy and the development of a Council Acquisitions and Contributions Policy will ensure the opportunities to do so for open space areas under the Local Government Miscellaneous Provisions Act 1993 are maximised and based in sound planning principles.</p>

Outcomes and Strategies	Alignment of Recommendations and Implementation Measures
<p>2.4 Promote the development of the CBD in a manner which achieves the LIVING CITY Principles Plan.</p> <p>2.4.1 Implement initiatives from the LIVING CITY Master Plan.</p> <p>2.4.2 Lobby and attract Government support to assist with the implementation of the LIVING CITY Master Plan.</p> <p>2.4.3 Implement initiatives to encourage private investment aligned with the outcomes of the LIVING CITY Master Plan.</p>	<p>The Council and State Government's commitment to the LIVING CITY vision is enhanced by an approach where the planning for public spaces and infrastructure actively creates parts of the City where the community want to work, live and visit.</p> <p>One of the key components of creating the LIVING CITY Master Plan was for it to be a reflection of what the community wanted (p 4 LIVING CITY Master Plan). The Open Space Strategy focusses on the community's aspirations for public spaces and provides a pragmatic fit for purpose assessment and locality analysis to allow the Council to implement it's vision.</p> <p>The announcement of the Premier of Tasmania's commitment to a well-being framework presents opportunities to put this Strategy and key recommendations forward for funding and other assistance.</p> <p>The land development process provides a statutory opportunity to use private development investment funds for the provision or improvement of public spaces.</p>

## A-3 DOSS POS Analysis Mapping



## A-4 Engagement Summary Report

DRAFT





# Open Space Strategy

## Stakeholder Engagement Summary

Devonport City Council

31 May 2022

→ The Power of Commitment

Matilda



<b>Project name</b>		Open Space Strategy – Devonport City Council					
<b>Document title</b>		Open Space Strategy   Stakeholder Engagement Summary					
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 **The Power of Commitment**

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# 1. About the project

This project has been undertaken to develop an Open Space Strategy to protect and enhance public infrastructure and other assets for the benefit of the Devonport community. The Strategy will identify underutilised open space, improve the integration of open space development assessment processes to secure a pleasant, efficient and safe working, living and recreational environment for the City of Devonport.

The development of the Strategy will assist Council in making decisions on public open space (POS) contributions at the time of subdivision, identify opportunities to acquire or protect important open space connections, preserve natural values and improve the general amenity of council owned open space.

The Strategy will establish distribution of spaces and their accessibility to set and meet expectations of “levels of service” from the community and will inform asset management and maintenance programs through the development of an action plan spanning the Strategy’s life. The Strategy will provide exponential social and economic benefit to the region through early planning to ensure best use of capital expenditure and cash contributions, alignment of POS provisions with community expectations and an action plan for continuous improvement to the region’s open spaces.

## 2. Stakeholder engagement summary

### 2.1 Consultation objectives

The key objective of the stakeholder engagement for this project was to facilitate meaningful community engagement by creating inclusive channels and forums to foster and encourage active input, elicit feedback and capture valuable local knowledge to enable community ownership of project outcomes.

The purpose of the engagement was to:

- clearly explain project objectives
- receive feedback from as many members of the community as possible to inform the development of the Open Space Strategy
- foster Council’s trusting and positive relationships with the community.

### 2.2 Summary of consultation

A Stakeholder and Community Engagement Plan was developed identifying key stakeholders, outlining key messages, activities, project timing and feedback opportunities to support the project objectives. Stakeholder engagement content was prepared to provide information around why an open space audit was being undertaken and how the audit will enable the council to draft an open space strategy. Content was also prepared to inform the community about how they could provide feedback about their perceptions and usage of open space.

GHD’s ‘Loveable’ framework was used to develop a survey which invited the community to share what they loved about Devonport’s open spaces. Questions aimed to collect community perception and opinion on amenity, facilities, usage, users, quality and accessibility, and were framed to collect both quantitative and qualitative responses. Surveys were released for 36 open space locations across the council area with QR code signage installed in each location allowing community to access the survey online via a smart device.

Four community pop-up sessions at Highfield Park, Pioneer Park, Mersey Bluff and Miandetta Park were carried out to support the broader roll out of the online surveys. Children and adults were invited to design their dream open space through an interactive drawing activity.

The aim of the pop-up sessions was to elicit active community input to supplement survey responses, capture and allow a broader demographic, including children to respond, and provide council staff and Councillors with a face-to-face opportunity to engage with their community, to help build trusting and positive relationships.

During the pop-up sessions council staff were able to provide information about the development of the Open Space Strategy, answer questions, listen to community feedback and gain deeper insight into what the community value, how they currently use their open spaces and their future aspirations. The pop-up sessions provided important anecdotal data about a variety of spaces and community users as well identifying future engagement opportunities to involve the community and better engage schools. The pop-up sessions were important in demonstrating Council's genuine commitment to listening to and involving the community as part of infrastructure development, and establishing sound relationships for future projects.

A total of 487 survey responses were collected as well as numerous drawings by children who participated in the pop-up sessions. One of the drawings, by Matilda is featured on the cover of this report.

Surveys and pop-up sessions were promoted via the media, social media platforms, council website and public signage. The Mayor featured in The Advocate and on SeaFM speaking about the project and encouraging community participation.

The resulting community feedback was collated and analysed providing GHD planners and Council with a rich source of data to inform and contribute to the development of the Open Space Strategy.

A summary of the stakeholder engagement activities that were undertaken can be seen in the table following.

## 2.3 Stakeholder engagement activities

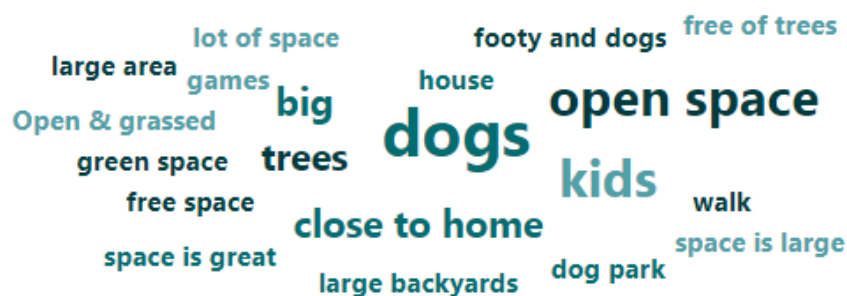
Activity	Description
Survey	Feedback survey- questions on which spaces respondents love and use regularly, what could be improved, what they would like to see in other places, etc.
Public display	Display showing aerial map of open spaces with pop out images of the spaces to trigger memory, emotion. Survey available in hard copy at display.
Project letter	Letter to ratepayers/residents introducing the project and providing details of consultation opportunities.
Pop Up Sessions	Four sessions inviting the community to design their dream open space, demonstrated through drawing. Surveys were available in hard copy. Combined with two community events (Pioneer Park and Highfield Park). Opportunity for Council to meet the community, discuss the project and listen to feedback.
Signage on confluence	Signage at open space locations with QR code linked to survey. QR code - location specific.
Newsletter	Council newsletter, school newsletters with project information including pop-up sessions and survey links.
Facebook	Introduction to project and links to survey
Website	Introduction to project and links to survey
Email	participate@ghd.com email address used to capture feedback
Phone number	6210 0662 phone number used to capture feedback

## 2.4 What do the community love about their open spaces?

*"A dog park, as at least half the house holds around here have dogs, with it growing with each new house built" "*

*"How big and quiet it is"*

*"Open grassy area near houses"*



## 2.5 What would people like to see more of in their open spaces?

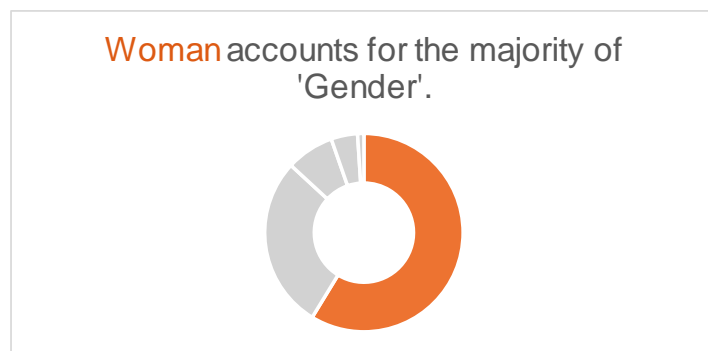




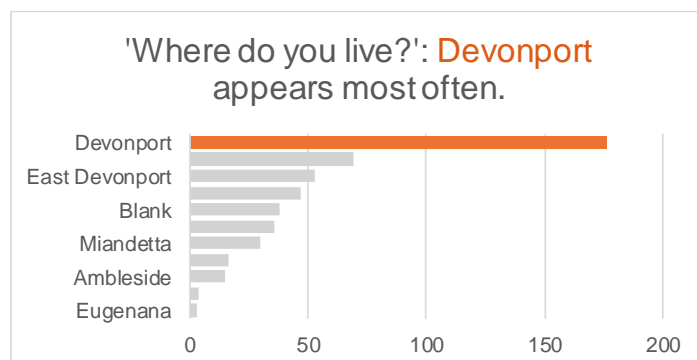
## 2.6 Profile of respondents

### Gender

Gender	Age 31-45 years	46-65 years	19-30 years	65+ years	0-18 years	Blank	Grand Total
Woman	109	134		43			286
Man	28		69		40		137
Blank						38	38
Prefer not to say	21						21
Non-binary	5						5

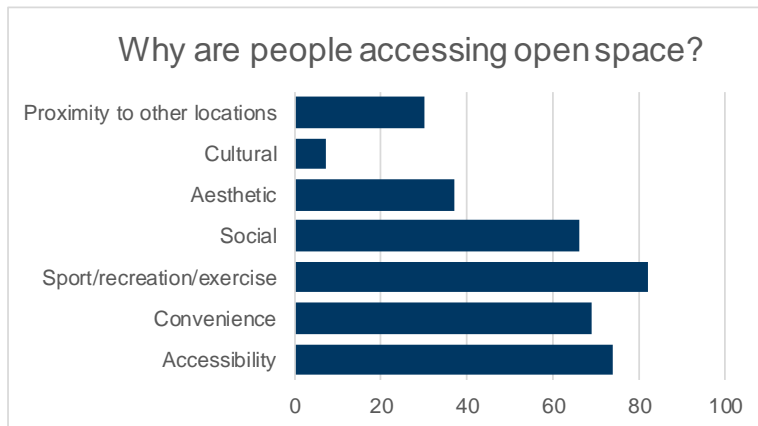


### Suburb



## 2.7 Usage of open space

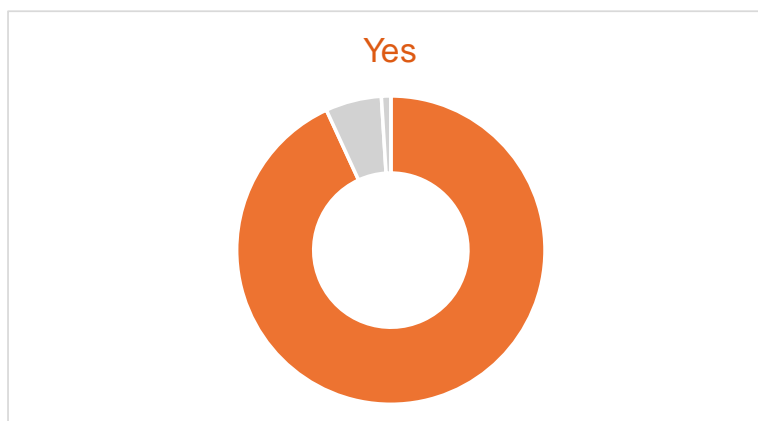
**Why are people accessing open space?**



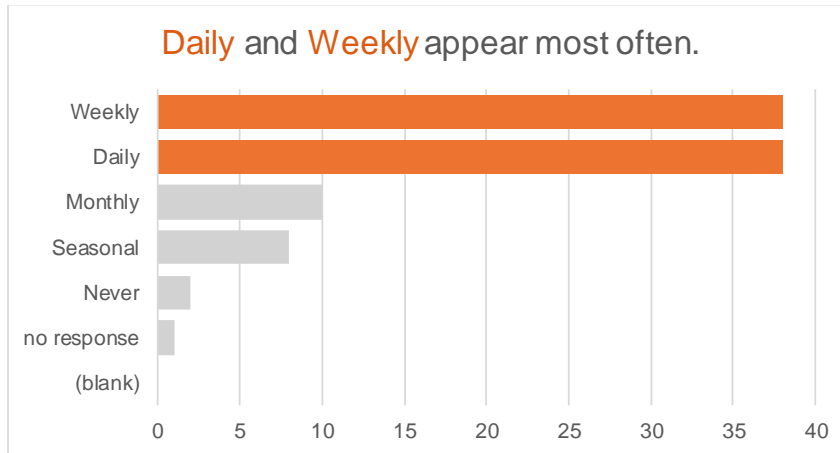
**How do you make your way to open spaces?**



**Is it easy for you to access open spaces?**

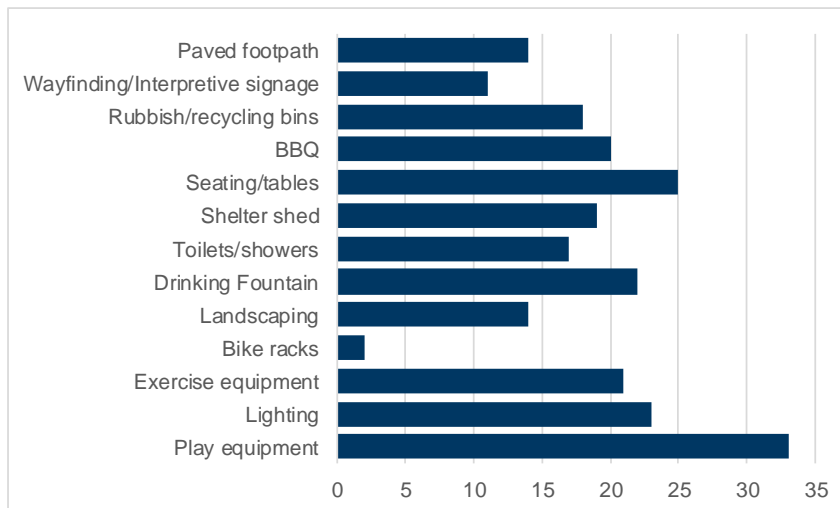


**How often do you use open spaces?**



## 2.8 Desired amenity

**What would you like added to this space?**



## 2.9 Surveys and pop-up session locations

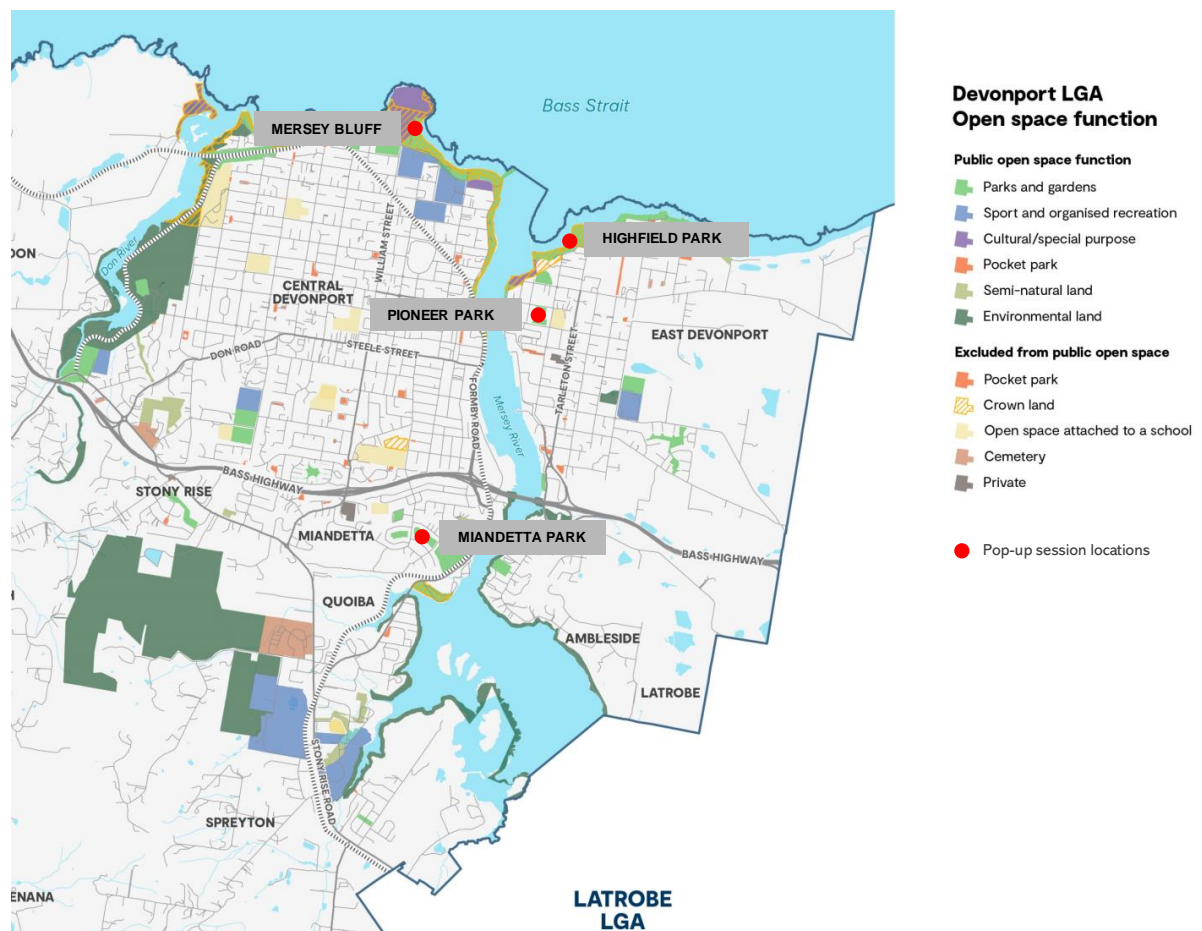


Figure 1 Map showing open space function and pop-up session locations

Surveys were collected from the following locations:

Location	No. of responses	Location	No. of responses	Location	No. of responses
Mersey Bluff	34	Victoria Parade	36	Pioneer Park	21
Woodrising Avenue	34	MacArthur Drive	6	Leary Avenue	40
Hiller Flora Reserve	6	Turners Reserve	2	East Devonport Foreshore	28
Kiah Place	0	Mary Binks Wetland	2	Rannoch Estate	4
Reg Hope	2	St Georges Park	3	River Road	7
BSMC	0	Aikenhead Point	7	Back Beach	11
Coles Beach	3	College Court	3	Dahlia Court	3

Fenton Way	1	Madden Street	4	Victoria Street	1
Market Square	4	Rooke Street Mall	1	Waterfront Park	3
Kelcey Tier Greenbelt	9	Clayton Drive	5	Highfield Park	8
Don Hall/Dell Luck Reserve	7	Don Reserve	39	Horsehead Creek	4
Miandetta Park	20	Nyora Court	5	Council Website	184

## 2.10 Community feedback

Community sentiment was generally very positive about Devonport's open spaces. The responses demonstrated they are an active and invested community who are committed to contributing to the ongoing improvement and future of their city and region.

Feedback identified community values, current usage, including types of activities undertaken, frequency of use and the community's immediate and long-term aspirations for their open spaces. Data shows that users and usage varies depending on location and facilities currently offered. This indicates that Devonport has a variety of place 'personalities' created by a unique combination of social and physical characteristics.

The survey focussed on initiating a conversation to draw out information about the community's most treasured aspects of their open spaces asking, 'What do you love most about Devonport's open spaces?', followed by questions aimed at ascertaining the level of service being currently provided by existing amenities and eliciting comment on what improvements the community desired.



**Figure 2** Word cloud showing responses to "What do you love most about Devonport's open spaces?"

Broadly speaking, walking, including dog walking, sport, exercise and socialising with family and friends are the main purposes for which people are using open space currently with convenience, accessibility and aesthetic characteristics influencing usage. Most people make their way to open space via car/motorbike or walking/running. Cycling/scooting/skating are the next most common forms of travel to and from these spaces.

People are overwhelming happy with the accessibility of open space, however dependence upon cars to provide access was also noted as a concern. People are accessing the majority of spaces on a weekly or daily basis, year-round.

In relation to improvements, people would most like more play equipment and rubbish/recycling bins. Landscaping with additional plantings and water features were also popular. Increased amenities such as barbecues, shelter sheds, seating, toilets/showers and exercise equipment were also favoured. Facilities for children were of particular importance with all spaces indicating that providing accessible spaces for equitable play, balancing the needs of boys and girls, exercise and socialising for families and young people is very important.

### **3. Next steps**

An Open Place Strategy will be prepared and presented to council to guide future open space planning.





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## A-5 RMIT Bio-Connectivity Study



# Bio-Connectivity in Devonport

**Maya Rychner & Claudia Keogh**

~~This report must be considered to be a **draft** as it has not yet incorporated comments by the project supervisor nor client~~

## Executive Summary

This report has been produced to support GHD in the preparation of an open space strategy for the City of Devonport by addressing the following research question: “How can Devonport’s open space network be enhanced to improve bio connectivity and create a more lovable city?”. The City of Devonport offers habitat to numerous species of conservation significance, yet urbanisation can impede on these species’ movement through the urban matrix, leading to population decline, reduced biodiversity and local extinction. In order to ensure these species survive now and into the future, it is crucial to establish connectivity between habitat-providing urban green spaces.

These issues were addressed through the following objectives:

- Determine the key attributes of biodiverse sensitive urban design in the context of public open spaces in the City of Devonport
- Analyse the results of stakeholder engagement survey to understand how the community of Devonport views their public open spaces and biodiversity to ensure the strategy aligns with the values of the community
- Identify areas of public open space that are suitable habitat for key fauna species, and areas that have potential to be enhanced to allow for improved connectivity between habitats in public open spaces.

We utilised a mixed methodology consisting of an academic and grey literature review, to: determine the best practice of POS planning; review open space strategies produced for other local governments; and seek innovative redesigns of open spaces. Thematic analysis of the stakeholder engagement survey and geospatial analysis of the study area was conducted. This report found that the City of Devonport lacks open space throughout the city centre and that the key remnant habitat is found along the coast and surrounding the hydrological features. Many of the city’s existing public open spaces do not yet provide quality habitat for biodiversity but could be enhanced to act as stepping stones, hence linking habitat features.

To address the issues identified, the following recommendations are made:

1. Maintain and protect existing natural assets - old growth trees, waterbodies, existing natural and remnant vegetation classes
2. Enhance existing public open spaces by introducing habitat using BSUD principles- increase understory vegetation, prioritise native vegetation choices, implement GI like nesting boxes/rain gardens, etc.,
3. Increase connectivity between public open spaces using green infrastructure - increase the provision of street trees and mitigate road barriers with understorey vegetation

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## Abbreviations

OSS - Open Space Strategy (reference to GHD's Open Space Strategy for the city of Devonport)

POS - public open space

GI - green infrastructure

BSUD - biodiversity sensitive urban design





The Devonport City Council commissioned engineering and planning consultant company GHD to prepare an Open Space Strategy for the city. The purpose of the Open Space Strategy is to identify underutilised open space and deliver more recreation spaces. GHD aim to analyse the distribution of current public open spaces in the city, improve the connectivity of open space and provide more recreational areas for the community. The Open Space Strategy will provide strategic direction for the management, provision and future planning of public open space in Devonport over the next 10 years. Whilst GHD have focused on the human and recreational needs for open space, they requested our team to investigate opportunities to enhance bio-connectivity in the city through public open space planning. There are many significant species present within Devonport, and integrating ecological needs into the OSS would further ensure these species will survive now and into the future.

## 2.0 Context

### 2.1 The City of Devonport

Devonport is located on the northern coast of Tasmania, about 100km north-west of Launceston CBD. The city had an urban population of 23,046 at the 2016 census, and was estimated to have a population of around 25,000 in 2021 (Id Community 2021). Devonport is situated at the mouth of the Mersey river, where the Spirit of Tasmania docks from Melbourne (Discover Tasmania 2022). Tourism is an important industry in the city as its location provides a thoroughfare to greater Tasmania for travellers taking the ferry journey across the Bass Strait (Discover Tasmania 2022). The Bass Highway runs through the city and provides a major transportation link.

The city encompasses a total land area of 116 square kilometres (Id Community 2021). Devonport features both urban and rural land uses, with a vegetable crop and dairy farming industry dominating rural land uses (Id Community 2021). Urban land uses include a mixture of residential, commercial and industrial areas.

The Devonport City Council has an aspirational population goal of 30,000 by 2030, and have made it significantly easier to rezone land for residential housing through the adoption of a regional growth plan (Bingham 2022). Whilst this may provide benefits to the local economy, the reduction of red tape around land rezoning may result in further loss of remnant vegetation and biodiversity habitat through development, subdivision and conversion to residential lots. With the growth of Devonport further encroaching into biodiversity habitat, it is crucial to ensure enough habitat connectivity is provided throughout the urban matrix.



Figure 1: Map of Tasmania



## 2.2. Loveable Cities

Throughout most of human history, societies have been most concerned with survival. As humanity continues to develop, the rise of agriculture and increased productive ability has meant that most humans have the means to be fed and sheltered. Now that these basic needs of liveability have been met, planners and designers are tasked with the duty of creating a city that can transcend liveability, to achieve genuine affinity to a place one can truly love. It is widely understood that green and blue spaces and areas which host biodiversity have positive impacts on human wellbeing, particularly in urbanised areas offering more sustainable human development (Naeem et al. 2016).

A lovable city can be envisaged as one that provides for its residents through the following themes; health and wellbeing, social and cultural, amenity and infrastructure, local empowerment and commerce (GHD 2020). In a recent contribution to the academic literature, Kourtiti et al. (2022) has developed a framework for the concept of city love, proposing that the intangible, emotional & social elements create attachment and pride in an individual, while the tangible, physical & functional elements create satisfaction and loyalty.

Table 1 presents how biodiverse city offers both tangible and intangible elements in alignment with the lovable cities framework themes.



Figure 2: GHD's 'Loveable City' Framework

Table 1: Loveable City Themes and Biodiversity in Cities

Loveable City Themes	Tangible offerings of a biodiverse city	Intangible offerings of a biodiverse city
Health and wellbeing	Ecosystem services Climate security	Wellbeing Active lifestyle
Social and cultural	Provision of activities	Belonging and identity Connection to Country Cultural expression
Amenity and infrastructure	Built and natural environment Supportive infrastructure Diversity of place	Aesthetic value
Local empowerment	Diversity of jobs Participation in nature	Sense of ownership

## 3.0 Academic Literature Review

There is an extensive swathe of peer-reviewed literature on best practice in public open space planning for biodiversity. Using the RMIT library database, we began with the search string “biodiversity open space planning” which returned 37,000 articles. A more specific search string using key words “biodiversity”, “connectivity” and “urban” returned 26,000 results, however, when adding in the phrase “open space planning” to the former search string, RMIT library produced 142 peer-reviewed articles. We sifted through these articles to form the basis of our academic literature review.

Almost all articles highlighted the importance of habitat connectivity to ensure species can move, migrate, forage and reproduce in the urban matrix (Pirnat & Hladnik 2019; Ignatieva, Stewart & Meurk 2011; Lepczyk et al. 2017; Garrad et al. 2017). It is critical to establish habitat corridors between green infrastructure hubs and green open space, to increase functional and structural connectivity (Gong & Hu 2022). The stability of the species has a direct correlation with the complexity of the network structure. This is because urban areas contain large amounts of unsuitable land cover which is uncondusive with habitat, hence impeding species movement and sometimes leading to local extinctions (Almenar et al. 2019). The academic literature identifies two main ways to increase connectivity for biodiversity: through structural elements (e.g. green corridors, street trees, waterways, stepping stones) or through mitigation efforts to reduce barriers (e.g. wildlife underpasses, overpasses) (LaPoint et al. 2015). However, the effectiveness of these vary depending on the species/taxonomic group, as each species has different habitat requirements and movement capacities (Kirk et al. 2018). The literature also stresses the importance in recognising the difference between functional and structural connectivity - where structural connectivity only accounts for the available habitat, and functional connectivity considers different species’ ability to move across a landscape (Kirk et al. 2018; Gong & Hu 2022).

The academic literature also conveyed the importance of the quality of green space and their vegetation attributes. Through their extensive Melbourne study, Threlfall et al. (2017) identify three key vegetation attributes that impact on biodiversity: the density of large native trees, volume of understorey vegetation and percentage of native vegetation. Overwhelmingly, their research showed that the volume of understorey vegetation is the most influential factor in increasing occupancy of various species, with native vegetation and large trees also displaying positive impacts (Threlfall et al. 2017). Many other peer-reviewed articles support the contention that the promotion of complex understorey, native vegetation and large trees in urban green space management will have significant positive impacts on biodiversity (Threlfall et al. 2017; Prevdello, Almeida-Gomes & Lindenmayer 2017).

Additionally, the literature review identified key challenges to ecological connectivity within urban areas. Differences in the ownership and management of urban green spaces can present a challenge for biodiversity-focused planning (Aronson et al. 2017). Many current land management practices are barriers to ecological conservation and can threaten biodiversity in urban areas. These include the presence of turf grass lawn, tree and shrub pruning, pesticide/herbicide use, and introduction of non-native flora and fauna species (Aronson et al. 2017). In addition to management practices, man made structures such as roads persist as a challenge to connectivity, with the literature identifying road mortality as a significant threat to species in Tasmania (Englefield et al. 2019; Jones 2000; Magnas et al. 2004).

In a recent addition to the academic literature, Kirk et al. (2021) summarises how structural elements and mitigation efforts can be addressed by proposing fundamental biodiversity sensitive urban design requirements, as evidenced in their extensive case study on the application of biodiversity sensitive urban design. They highlight the protection of existing assets, enhancing existing infrastructure and facilitating linkage across barriers in the landscape as key to a biodiverse urban space. Ultimately, our academic literature review provided useful information on the key opportunities and challenges to ecological open space planning.

## 3.1 Grey Literature Review: Other Council's Open Space Strategies

Council Open Space Strategy	Key Principles	Biodiversity Considerations
Sorell TAS 2020	<ul style="list-style-type: none"> <li>To facilitate regional growth</li> <li>Responsible stewardship and a sustainable organisation</li> <li>To ensure a liveable and inclusive community</li> <li>Increased community confidence in Council</li> </ul>	<ul style="list-style-type: none"> <li>Appointment of a part-time community engagement/ NRM officer.</li> <li>Formalise underdeveloped POS to reduce impacts on the coastal environment</li> <li>Protection of greenbelt land to create areas of refuge for vulnerable endemic flora and fauna</li> </ul>
Launceston TAS 2015	<ul style="list-style-type: none"> <li>To create spaces fit for purpose</li> <li>Equity in distribution and range of spaces</li> <li>Diversity of spaces</li> <li>Accessibility of spaces</li> <li>Quality of design</li> <li>Affordable provisions and cost efficacy</li> </ul>	<ul style="list-style-type: none"> <li>Protecting existing trees and new vegetation additions</li> <li>Identifying areas with limited value and improve them with alternate uses</li> <li>Suggesting community horticulture which could act as biodiversity links</li> <li>Suggests 2 locations for potential acquisition for the purpose of conserving bushland to encourage biodiversity</li> </ul>
Kingborough TAS 2019	<ul style="list-style-type: none"> <li>Establish an integrated and consistent open space policy and planning framework</li> <li>Capacity to manage an open space system that contributes to environmental sustainability.</li> <li>Social inclusion, community connectivity and community health and wellbeing.</li> </ul>	<ul style="list-style-type: none"> <li>Protect and enhance the values of the natural environment through strategic and coordinated natural resource management</li> <li>Contribute directly and indirectly to climate change mitigation and adaptation; - facilitate active transport (i.e. non-motorised), minimise emissions, and lower the community's carbon footprint</li> <li>Support in a co-operative way, various land managers and the community working in partnership to achieve environmentally sustainable outcomes</li> </ul>
Darebin VIC 2020	<ul style="list-style-type: none"> <li>Meeting community open space needs</li> <li>Rewilding Darebin: improving biodiversity</li> <li>Creating a Green Streets Network</li> </ul>	<ul style="list-style-type: none"> <li>Increase appreciation for biodiversity</li> <li>Protect local species</li> <li>Engage the community as partners in biodiversity protection</li> <li>Make indigenous bushland character the default choice</li> <li>Develop a network of green streets in Darebin</li> </ul>
Surf Coast Shire VIC 2016	<ul style="list-style-type: none"> <li>Understand community preferences and desires</li> <li>Ensure council's public open spaces are well managed, well maintained and accessible &amp; optimal open space outcomes are achieved in new land developments Protect green belts for landscape connectivity, biodiversity and amenity</li> </ul>	<ul style="list-style-type: none"> <li>Integrating environmental protection values into more recreation areas</li> <li>Seeking suitable unused road reserves to be included in the open space network to enhance connectivity</li> <li>Protection of natural assets to increase outdoor recreation and ecotourism opportunities</li> </ul>
Metropolitan Melbourne VIC 2021	<ul style="list-style-type: none"> <li>Improved community health and wellbeing</li> <li>Healthier biodiversity</li> <li>Enhanced climate change resilience</li> <li>Maximised economic and social benefits</li> </ul>	<ul style="list-style-type: none"> <li>Creation of 29 new pocket parks</li> <li>Transformation of stormwater drains and creeks into accessible waterways and open space</li> <li>"Greening the Pipeline" project which aims to redevelop disused infrastructure to connect existing reserves</li> <li>Progressive acquisition of land to develop a chain of parks linking POS</li> </ul>

## 3.2 Case Studies: Innovative POS Creation in Urban Areas

### The High Line - New York

The High Line is a linear park in New York that was created from a disused rail line. The design of the green space incorporates biodiversity needs into its structure. The High Line is planted with endemic, drought-tolerant vegetation species that provide important resources for biodiversity (Friends of the High Line 2022). It is home to butterfly, moth, bird and more than 400 wild bee species (Friends of the High Line 2022).

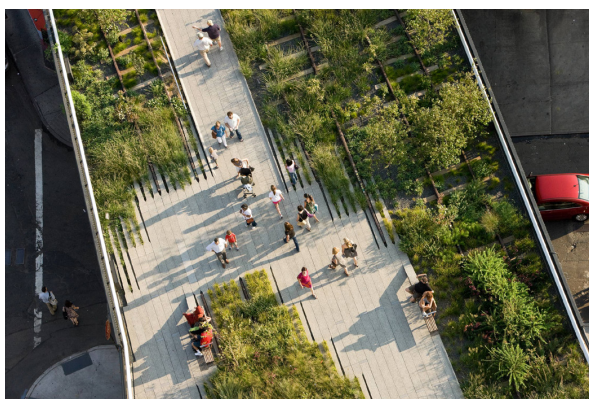


Image: the High Line NY; Source: thehighline.org

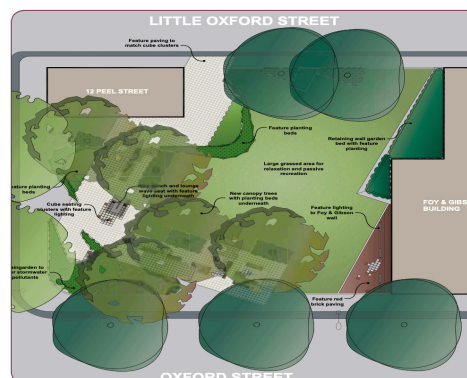


Image: Peel Street Park Concept Plan  
Source: Yarra Council 2010

### Peel St. Park - Collingwood

Formerly a public car park with 28 car spaces, Peel Street Park is an example of innovative urban green space creation in a highly urbanised area (DTPLI 2013). The park integrates both recreational and ecological functions, and incorporates seating, a rain garden to capture and treat rainwater, garden beds, drought tolerant native species and canopy trees (DTPLI 2013). The process of planning and delivering the park took the Council around 2 years.

### Lemnos Square (Foote Street Reserve) - Albert Park

In 2009, a section of Foote street in Albert Park was closed to create a new urban green space (DTPLI 2013). The square connects with nearby Gasworks park, hence simultaneously providing new POS and increasing green space connectivity. The creation of Lemnos square required extensive collaboration between the City of Port Phillip council and Department of Education and Early Childhood Development, and also community consultation. This case study showcases an innovative solution to the lack of green spaces in highly urbanised areas, where delivering new POS is often met with high land costs, administrative difficulties and fragmented land ownership (DTLPI 2013).



Images: Lemnos Square before (2009) and after (2019)  
Source: google maps street view



## 4.0 Methodology

### 4.1 Feedback Survey

GHD conducted a survey as part of their stakeholder engagement plan, preceding their creation of Devonport's public open space strategy over the period of 1/03/22 to 31/03/22. This survey received a total number of 487 responses in person and online, addressing 32 public open spaces. Rich, qualitative data was provided which was then analysed by thematic frequency to quantify the results.

### 4.2 GIS Mapping

A predominant part of our methodology consisted of GIS mapping, which we conducted using Tasmanian Government geospatial data from ListMap. Considering that this project is focused on the distribution of POS and biodiversity habitat, GIS mapping provided the most useful tool to collate, analyse and display spatial information. GIS is an ideal platform for representing information and subsequently informing effective decision making (Gimpel et al. 2018). We used the application QGIS (version 3.10) to undertake our mapping.

### 4.3 Habitat Analysis

The first stage of habitat analysis involved determining the species with their range in the City of Devonport. We decided to limit our scope to species of conservation significance. Consultation of the Biodiversity Values Database identified species of conservation value in the locality, supported by Species Profile and Threats Database to further identify habitat needs and concerns for the species of interest in accordance with the Environment Protection and Biodiversity Conservation Act 1999. Geospatial information including Tasmanian Planning Scheme zones, local government area reserves, local vegetation classes, and hydrological features was derived from ListData.



Image: the Spirit of Tasmania docked at Devonport  
Source: wikipedia.org

## 5.0 Results

### 5.1 Survey Feedback

The results of the Community Engagement survey conducted by GHD as part of the stakeholder engagement process reflected that the community of Devonport value biodiversity in their public open spaces, providing quantitative and qualitative data. We analysed the data provided for the questions “what do you love most about this space?” and “what would you like to see more of in Devonport’s open spaces?”.

Figure 3 presents the proportion of respondents who said they love the biodiversity supporting elements of their public open spaces and figure 4 shows the proportion of respondents that would like to see biodiversity supporting changes.

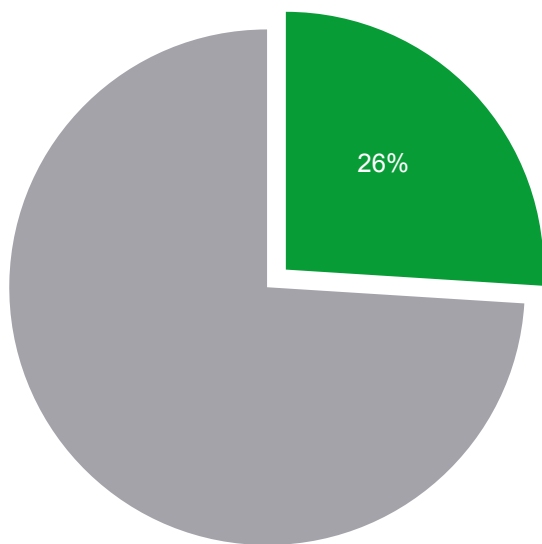


Figure 3: Proportion of Devonport residents who love biodiversity elements of their POS

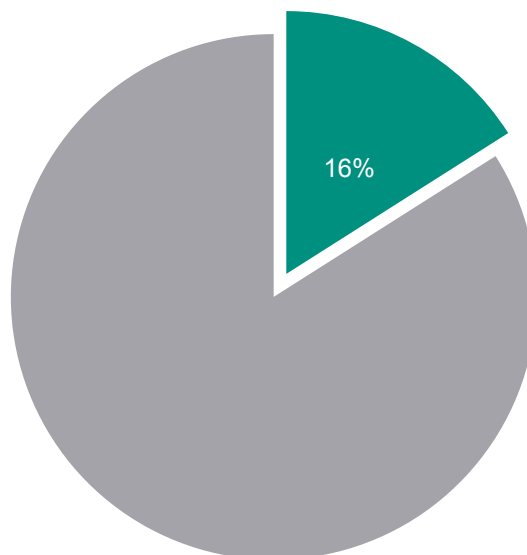


Figure 4: Proportion of Devonport residents who would like to see biodiversity supporting changes

#### Survey quotes from 3 Devonport residents:

“I love the untouched riverine flora and fauna, there are numerous threatened species. Very few cities have this on their doorstep - this needs to be protected.”

“Habitat loss is a huge concern.”

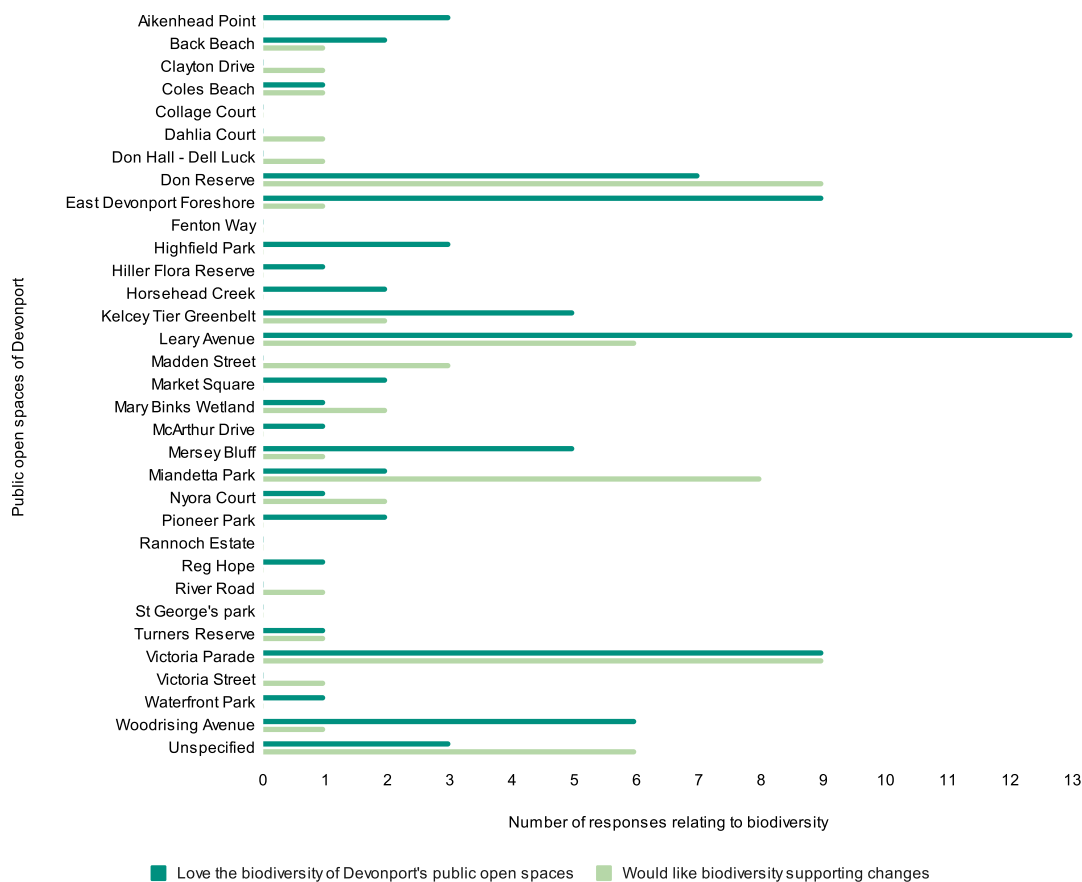
“When I get home late from work I can enjoy some natural areas. I can see bandicoots and some wallabies and sometimes a penguin or two. And it helps me rejuvenate from the natural world and eases stress.”

Figure 5 shows the number of respondents who had biodiversity related responses to the questions “what do you love most about this space?” and “what would you like to see more of in Devonport’s open spaces?” regarding public open spaces in Devonport.

These results indicate that the residents of Devonport value biodiversity significantly, affirming the relationship between biodiversity and loveability. Figure 5 shows that Leary Avenue, East Devonport Foreshore, and Victoria Parade received the highest frequency of biodiversity related responses and that the public have identified Miandetta Park, Victoria Parade and Don Reserve as spaces that require more biodiversity consideration.



Figure 5: Devonport residents' biodiversity related survey responses according to POS



## 5.2 GIS Mapping

In terms of GIS mapping, we produced four maps in total. Figure 6 displays the current public open space in Devonport, as classified into typologies of: general open space, recreational open space, public land and local government reserves. The map shows that open space in Devonport is predominantly focused along the northern coast and Don river. Figures 7 & 8 place 200m buffers around every open space polygon to identify the most significant gaps between POS, which are possible biodiversity 'wastelands' in regards to their lack of habitat connectivity. It is evident that the largest POS gaps are located in central Devonport.

Figure 9 displays the vegetation classes of public open spaces in the City of Devonport. A significant proportion of the POS land has been modified, with these parcels represented by their zone. When analysed in conjunction with table 2, we know that many of Devonport's vegetation classes provide core and known habitat or breeding grounds for many conservation significant species.

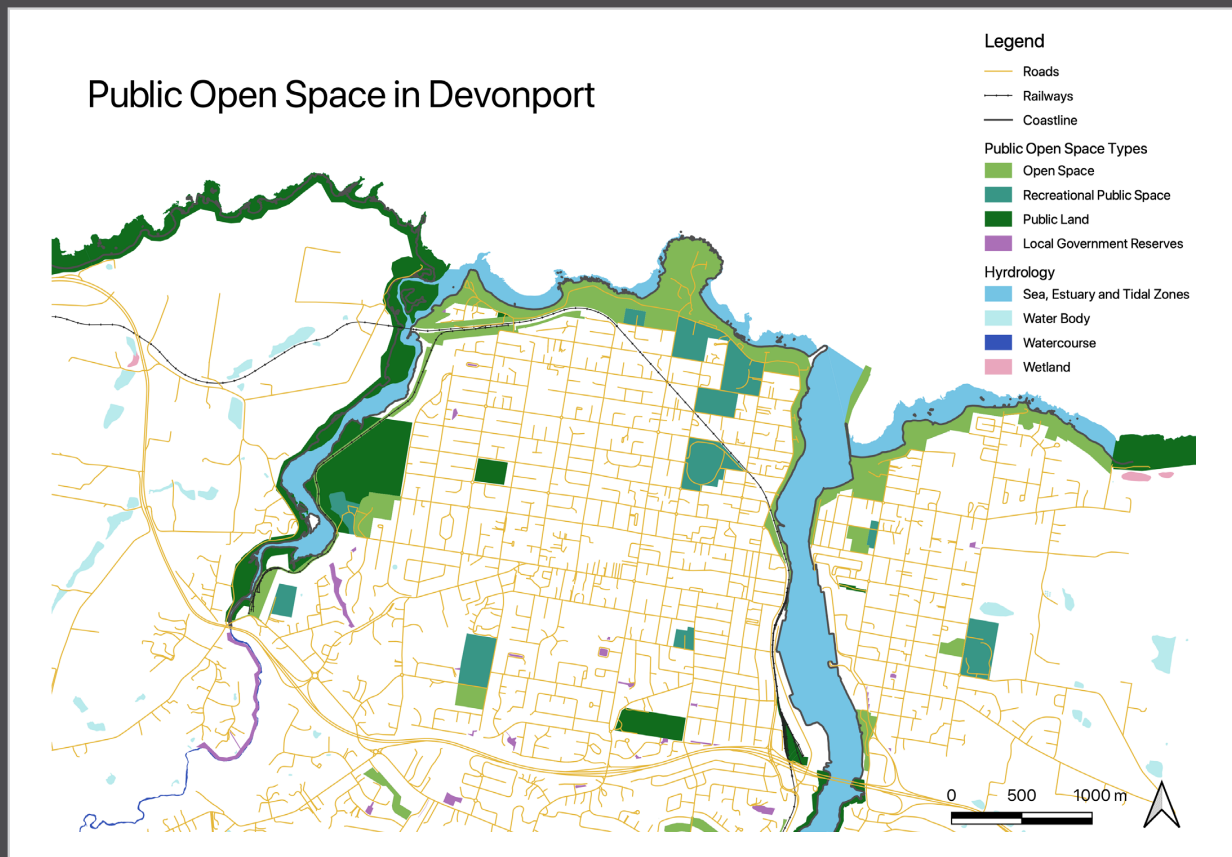


Figure 6: Public Open Space in Devonport

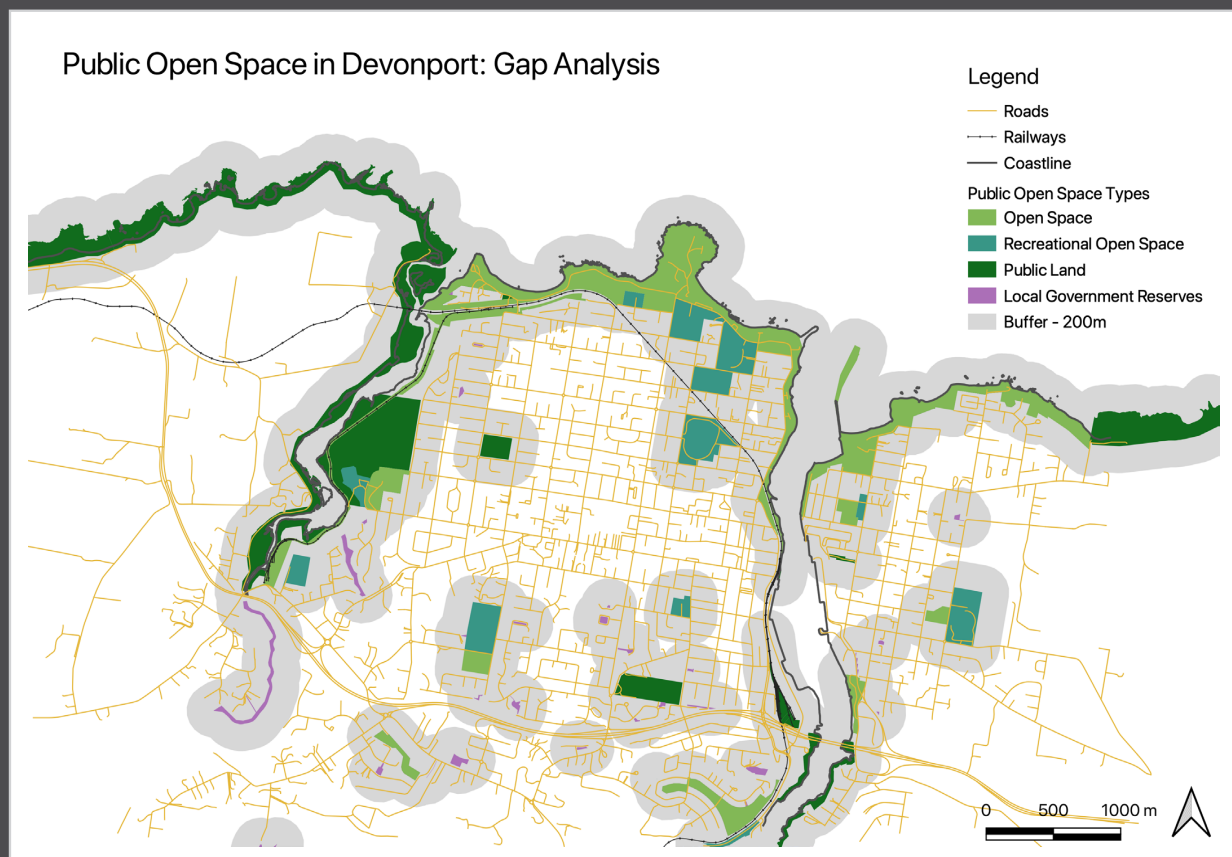


Figure 7: Public Open Space in Devonport Gap Analysis

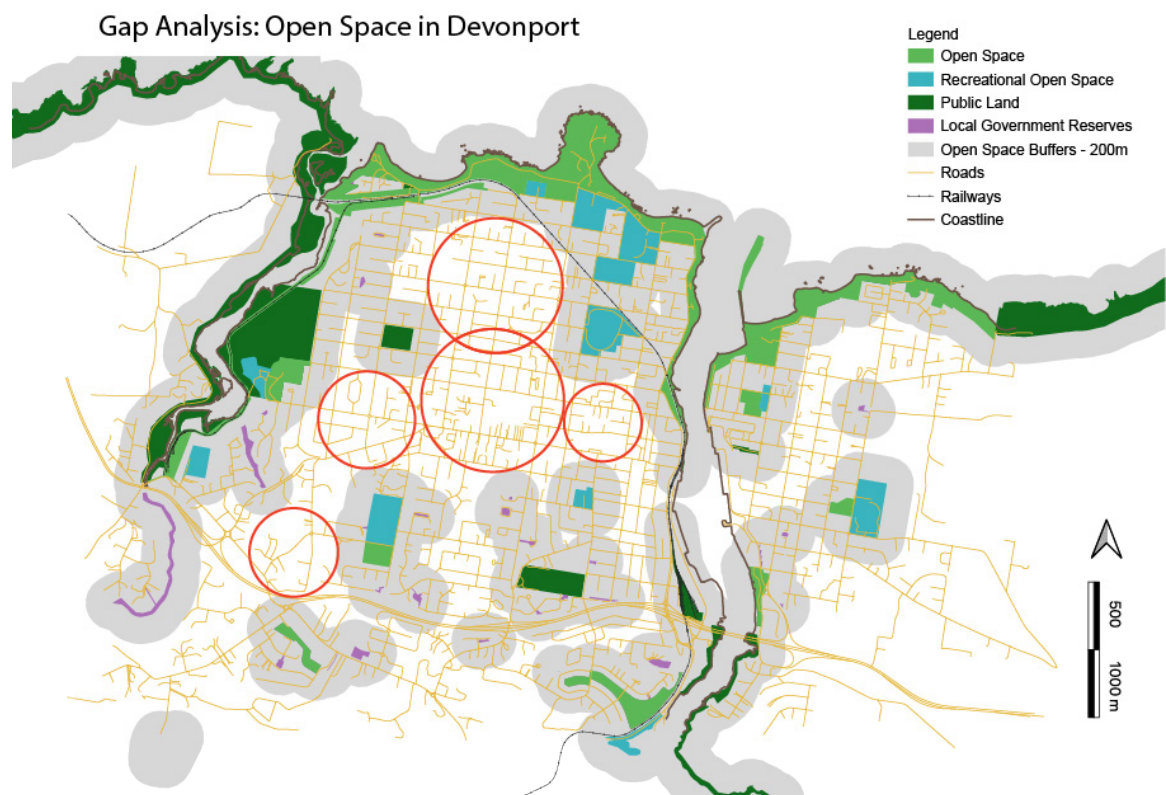


Figure 8: Public Open Space in Devonport Gap Analysis

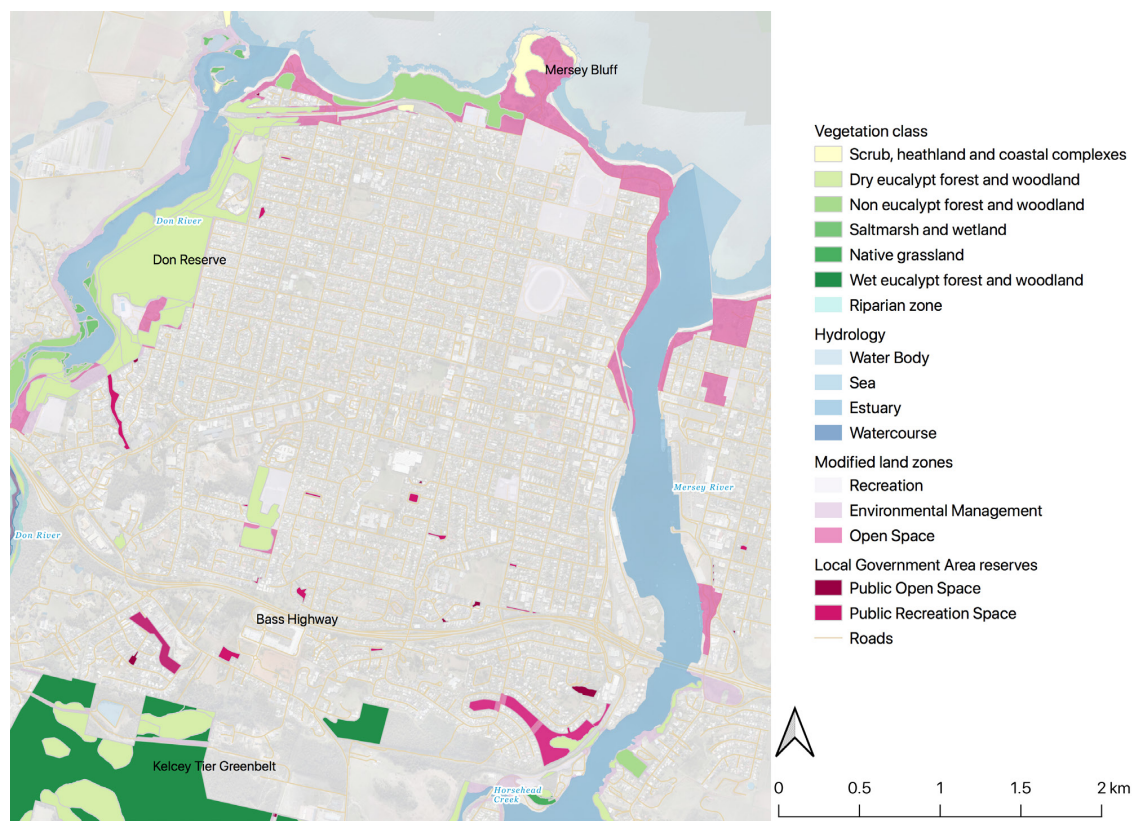


Figure 9: Vegetation Classes of Devonport

## 5.3 Habitat Analysis

Devonport is within the core range, known range, and breeding area of several conservation significant species. Table 2 presents these species, detailing their unique habitat needs and suggests a suitable vegetation class for their habitat, as visualised in figure 9.

Table 2: Conservation Significant Species in the City of Devonport

	Species	Conservation Status	Habitat Needs	Suitable Vegetation Class
Core Range	Azure Kingfisher ( <i>Zeyx azureus diemenensis</i> )	Endangered	Forested riparian zone, overhanging vegetation for shade and capturing prey. Steep banks to create burrow nests.	Riparian zone
	Spotted-tailed quoll ( <i>Dasyrurus macalatus macalatus</i> )	Vulnerable	Complex structure: high canopy, dense understorey, groundcover vegetation. Ability to create a burrow with small entrance - hollow logs, woody debris, caves/rocky crevices.	Wet eucalypt forest and woodland Riparian zone
	Eastern quoll ( <i>Dasyurus viverrinus</i> )	Endangered	Dry forests, native grasslands, heathland and scrub. Requires rocks, logs and burrows to create a den.	Dry eucalypt forest and woodland Scrub, heathland and coastal complexes Native grassland
	Green and gold frog ( <i>Litoria raniformis</i> )	Vulnerable	Large permanent water bodies preferred. Submerged vegetation important for breeding; grassland needed for foraging. Dense vegetation, debris, soil cracks needed for refuge.	Waterbodies Watercourses Riparian zone
	Masked owl ( <i>Tyto novaehollandiae castanops</i> )	Vulnerable	Dry, native forest. Trees with large hollows (>15cm diameter). Agricultural areas may hold remnant trees.	Dry eucalypt forest and woodland
Known Range	Central North burrowing crayfish ( <i>Engaeus granulatus</i> )	Endangered	Undisturbed wetlands and streams. Clayey soils preferred to support complex and extensive burrows. This species is endemic to the Devonport area.	Wetlands, streams and waterbodies
Breeding Area	Swift parrot ( <i>Lathamus discolor</i> )	Endangered	Species migrate to Tasmania in summer for breeding. Mature eucalypts needed to foraging and nesting. E Ovata preferred for foraging.	Dry eucalypt forest and woodland



## 6.0 Discussion

### POS gaps: implications for bio-connectivity

The POS and gap analysis maps both clearly indicate a lack of public open space throughout the Devonport city centre. The open spaces are predominantly located around the outside of the city and along the coast, with some POS types also scattered in the city's south near the Bass Highway. The maps indicate that there appears to be ecological connectivity along the coast, through public spaces such as Mersey Bluff, Don Reserve and the Kelsey Tier Greenbelt. However, there is a substantial lack of bio-connectivity through the city centre, which may impede species' movement, reproduction and foraging activities. For any species attempting to move through the Devonport city centre, the urban matrix does not provide an interlinked habitat network, therefore undermining structural and functional connectivity. For bird species, this might not have a significant impact, however, for ground dwelling species like the eastern barred bandicoot and spotted tail quoll, the urban landscape impedes movement and imposes harsh edge effects. The Tasmanian Government's 'biodiversity values database' provides evidence of this as these ground-dwelling species are often the victims of road kill in Devonport (FPA Tasmania 2022).

### Quality of existing POS

In addition to a lack of ecological connectivity throughout the centre of the city, many of the current POS in Devonport do not support quality habitat. Figure 10 visualises four local government reserves with high connectivity potential, while figure 11 illustrates the issues of vegetation structure in these parks.

These pocket parks host a turfed grass lawn area, between 3-7 trees each and lacking understory vegetation. Presence of turf grass lawn is a barrier to ecological conservation and supports minimal, if any, biodiversity (Aronson et al. 2017). Conversely, increased understory vegetation influences the occupancy of a range of species and provides quality habitat, increasing the occupancy of a range of taxa (Threlfall et al. 2017).

Whilst figure 11 does not represent all the POS across Devonport, it does display common trends including a strong presence of turf grass lawn, little to no understorey vegetation, scattered medium-large trees and minimal street trees. Devonport's current POS are lacking these vegetation attributes, most notably in terms of understorey volume. Evidently, many of the city's green spaces do not provide quality habitat. However, this can be enhanced through GI interventions, which may include: increasing understorey volume, increasing percentage of native plants, providing nesting boxes and introducing native grass species.

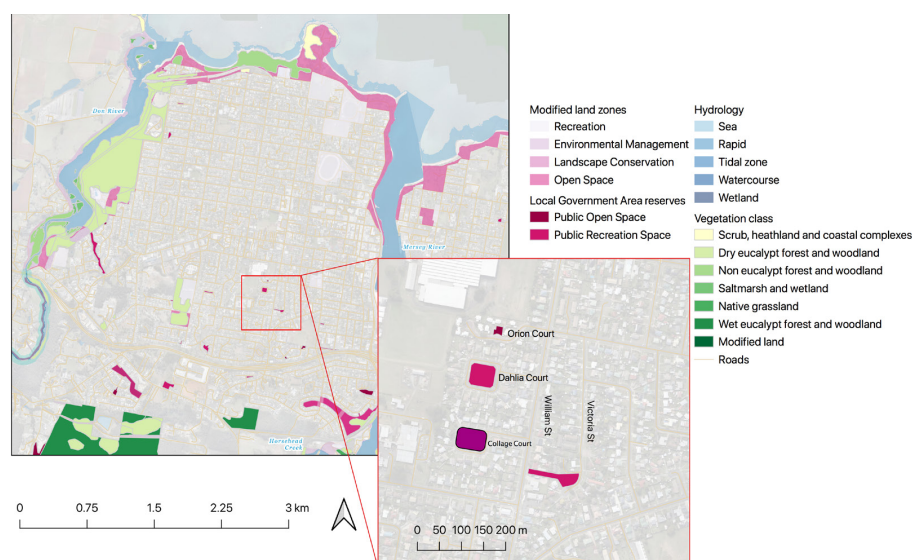


Figure 10: Local Government Reserve Pocket Parks: Orion Court, Dahlia Court and Collage Court



Figure 11: College Court pocket park  
Source: google maps street view



Figures 12 & 13: William Street and Victoria Street, Devonport  
Source: google maps street view

Rich qualitative data provided by the survey offered local site history: “I have lived in College Court for 20 years now and over that time the trees have died and been blown over but never replaced. I would like to see more trees planted to replace those that have been lost”, and insights into the vision the community has for these spaces: “Tasmanian native small trees and flowering shrubs [in Dahlia Court] to attract birds and provide a home for them”.

Along with Devonport’s strong perpetuation of turf grass lawn, Figures 12 and 13 reveals that there are limited street trees along Victoria Street and William Street, which is a recurring theme throughout the urban area, limiting the function and structural connectivity of nature strips.

### Existing Habitat for Endangered Species

The data presented in table 2 and figure 9 explore the habitat needs of conservation significant species with their range known to be within the City of Devonport. Table 2 outlines seven vulnerable and endangered species, their unique habitat needs and vegetation classes which would offer suitable habitat attributes. Figure 9 visualises the natural vegetation class of public open spaces and the zoning of any parcels classed as modified land. Combined, this data highlights areas of public open that must be considered for protection. Three endangered species are discussed in further detail.

#### Swift Parrot (*Lathamus discolor*)

The swift parrot is a migratory species which inhabits South-eastern mainland Australia in the winter and migrates to Tasmania for breeding season in the Summer. The species requires dry eucalypt forest environments that offer established hollows for breeding and nesting, with a preference towards swamp gums for foraging and feeding.

The key POS of interest for the swift parrot are situated along the eastern bank of the Don River and small patches north of the Bass Highway. Tree hollows are a significant asset, developed over long periods of time therefore protection of existing vegetation in this area is crucial. A tree younger than 100 years is unlikely to contain hollows, it can take as many as 200 years for a suitable hollow for nesting and breeding to form (Koch 2017).

#### Central North Burrowing Crayfish (*Engaeus granalatus*)

The central north burrowing crayfish range is limited to the greater Devonport area, therefore the City of Devonport has a responsibility to protect this unique creature. This species is rarely seen above ground, creating burrows in clayey soil surrounding wetlands, streams and waterbodies. The most significant proportion of suitable habitat is located between Mersey River and Figure of Eight Creek, within the Greater Devonport Local Government Area, but outside the core area of interest for this study. Other suitable habitat zones can be found between the third and fourth meander of the Don River, on both the east and west banks, and another portion of wetland surrounding the small island where Don River flows into Bass Strait. To protect this species, there should be no clearing of vegetation and native flora should be prioritised. Care should be taken if other surrounding areas of the POS are redeveloped, as machinery will compact the soil and degrade the habitat. (Threatened Species Section 2022)



### The Eastern Quoll (*Dasyurus viverrinus*)

The eastern quoll is considered extinct on the mainland of Australia and only persists in the wild of Tasmania, therefore protection of its remaining habitat is crucial (Threatened Species Scientific Committee 2015). The key POS that offer remnant habitat to the eastern quoll are located on Mersey Bluff which offers a portion of scrub and heathland, two key parcels of dry forest are situated in the Kelcey Tier Greenbelt and a portion in the lower area of Devonport, north of the Bass Highway, in addition to a small patch of native grassland between south of the Bass Highway between Mersey River and Horsehead Creek. Roadkill is one of the major threats to this species, therefore mitigating connectivity barriers is key to their conservation (Jones 2000).



Image: swift parrot  
Source: wilderness.org.au

### Roadkill as a result of limited connectivity

As identified in the literature review and understood from the survey feedback, roadkill is a particular threat to species in the urban environment. This challenge can be mitigated to improve connectivity through the urban matrix of public open spaces. Increased connectivity also improves gene flow between isolated pockets of habitat, improving genetic diversity in animal populations (Kirk et al. 2021). Underpasses should be utilised to support burrowing animals such as quolls (see table 2), which are particularly vulnerable to road mortality (Jones 2000; Magnas et al. 2004). These crossings have two purposes; to limit the restriction on animal movement caused by roads and to reduce the level of resulting roadkill.

Tasmania has a unique issue as the only location where platypus are regularly reported as roadkill victims. The species seem to prefer crossing road surfaces rather than present crossings as culverts offered due to a number of factors such as the terrestrial habit of Tasmanian platypus and more significantly, access and safety of the passages (Magnas et al. 2004). Improvements to platypus crossings should include passageways wide enough so that the animal can turn around easily, placements along natural watercourses, and improved structural design to increase attractiveness for the animals to utilise the crossing (Australian Platypus Conservatory 2021).



Image: eastern quoll  
Source: parks.tas.gov.au

## 7.0 Recommendations

### 1. Maintain and protect existing assets

Existing vegetation and native plant diversity are key attributes of urban areas that host high biodiversity (Threlfall et al. 2017). Existing natural assets are invaluable and irreplaceable, therefore stewardship through responsible use and protection of the natural environment is imperative to ensure intergenerational environmental equity.

This can be achieved through the following actions:

- Following the direction of The City of Devonport's tree policy (2021) which seeks to conserve and enhance the City's streetscapes, open space and bushland.
- All clearing and removal of existing native vegetation should be avoided and existing vegetation can be enhanced with plantings of native species identified in the Cradle Coast local planting guide (2013) to strengthen existing understory.
- Care must be taken when conducting works and upgrades to POS that borders or is nearby existing remnant vegetation to protect species from habitat disturbances.
- Implement WSUD strategies to mitigate pollutants from urban stormwater entering natural water systems and degrading habitat.
- Seek local knowledge and landcare engagement from the community of Devonport.

### 2. Enhance existing public open spaces to increase habitat potential

Enhancing existing open space is a fundamental requirement of biodiversity sensitive design (Kirk et al. 2021). As evident from our results and findings, many of the current public open spaces in the city of Devonport do not support quality habitat for species. Factors found through our research which contribute to the low habitat potential of the existing POS in Devonport include; high proportion of turfed lawn groundcover, a lack of understory, mid story and native vegetation, and a need for more canopy trees. There are a number of spaces of modified land, these spaces have been visualised in figure 9 by their zone. These spaces, in addition to local government area reserves, are ripe for enhancement.

This can be achieved through the following actions:

- Following the direction of The City of Devonport's tree policy (2021) which seeks to allocate budget resources for new tree planting projects, tree replacement and tree removal, and to plant new trees as part of Council projects where appropriate.
- Areas that necessitate turfed lawn (spaces used by sporting clubs, schools) can have their boundaries enhanced with garden beds hosting native flora and diverse vegetation structure.
- Implementing nesting boxes in green spaces where there is a lack of mature trees and tree hollows to improve connectivity for bird and mammal species.
- Collage Court, Dahlia Court, Orion Court have been identified by the community as spaces that require enhancement. These spaces require additional plantings of trees and other native vegetation to improve the capacity to support biodiversity and enjoyment of the community.

### **3. Increase connectivity between public open spaces using green infrastructure**

Habitat connectivity is crucial to ecological stability, by allowing species to move, forage, reproduce and migrate, which prevents population bottlenecks and local extinctions (Pirnat & Hladnik 2019; Ignatieva, Stewart & Meurk 2011; Lepczyk et al. 2017; Garrad et al. 2017). Given that Devonport is highly urbanised yet still supports a significant biodiversity community, connectivity is critical to ensure species' survival now and into the future. As our GIS mapping has indicated, POS and habitat is predominantly located on the coast and along hydrological features. The centre of Devonport presents large open space gaps, which detract from bio-connectivity and provide harsh edge effects for species attempting to move through the urban matrix. Increased habitat connectivity can be achieved through the following actions:

- Increasing the amount street trees between POS, in line with the City of Devonport's tree policy (2021).
- Providing small pockets of habitat between POS to increase connectivity - this may require innovative solutions as the area is highly urbanised, which might include GI solutions such as green walls and green roofs (however, we acknowledge this may not be within Council scope).
- Increasing understorey vegetation along roads to mitigate harsh edge effects.
- Utilising wildlife overpasses on busy roads with high amounts of roadkill (such as the Bass Highway) to facilitate species' movement.
- Implementing wildlife underpasses on busy roads with high amounts of roadkill, to facilitate species' movement.

Whilst these strategies are effective at increasing habitat connectivity, their effectiveness often depends on the taxa's ability to move across a landscape. We suggest that further research could identify those species of highest conservation priority, which would inform the type of green infrastructure required to increase bio-connectivity.



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Devonport City Council

P.O Box 604

Devonport, Tas, 7310

Re: Mobile food vending in The Bluff precinct

To whom it may concern,

My name is Dane Layton and I am the owner of 'Drift' café at the Bluff Beach in Devonport.

I am writing to you following conversations with Matthew Skirving and Kylie Lunson regarding mobile vending at the bluff precinct, particularly in the paved promenade area between our venue and the kids playground at The Bluff.

I believe that food vendors are a great thing and do bring vibrancy and life to public areas, that being said it is important that the balance is right as I do not believe it fair that a rent paying business with fulltime staff should not be suffering as a result.

It is becoming increasingly hard for us to cover costs while there are mobile food vendors benefiting from the location that we pay rent for when these mobile vendors do not have to endure the quiet winter months, ongoing running costs and full-time staff wages that we do as a business. These quieter winter months have always made a loss for us and the only way we can continue to trade through is with the profits from our busy summer months. With limited capacities, this extra income through summer comes from takeaway food/coffee/ice cream sales. Fulltime businesses, such as ours are important to ensure that locals and tourists alike can be catered for consistently throughout the year, whilst mobile vendors can roll in when there is money to be made. With a limited customer pool in this location, inevitably their sales are taking away from sales that our business would have made otherwise.

We have seen increased losses to our takeaway sales as a result of the increase in the number and frequency of mobile vendors at the Bluff Precinct.

Due to the layout of the Bluff precinct and as there is very limited parking in the Bluff precinct area, mobile vendors can take from much needed car parking spaces which are there to be exclusively used for customers of the restaurants(Drift and Mrs Jones) and when customers cannot gain a carpark close by then they will go elsewhere. We often have customers(especially the elderly)who will call to cancel reservations at the last minute as they cannot find parking nearby.

When mobile vendors are placed between our venue and potential customers at the playground it is completely understandable that these customers will go to the mobile vendor close by rather than



coming to Drift for the same products. This would be similar to a mobile vendor parking in the mall and selling lunch food in front of brick and mortar businesses selling similar offerings. With the way that the Bluff precinct is setup, the effect on our sales is similar if not greater as customers are cut off from access to us by the mobile vendors.

Kids and parents at the playground are custom that we rely on as we have no passing pedestrian traffic and our business relies on the custom that these groups bring.

Taking into account the above, I propose that the following changes are made to mobile vending guidelines:

- To not allow mobile vendor trading at the bluff precinct prior to 2pm on any day of the week
- No trading within a specified distance of established brick and mortar food businesses
- Encourage mobile vendors to service public, iconic natural Devonport locations and areas with kids playgrounds which are not already serviced by existing food/drink businesses and where a good atmosphere can be created(. Bluff Headland, Coles Beach, Don rivermouth, Mersey rivermouth, Splash, new waterfront park)
- Vendors selling different types of food etc. should be encouraged to use the area at the same time(dinner food, dessert food, ice cream etc. etc.)

On top of these I do believe it would be a good idea for council to provide supporting infrastructure(seating, rubbish/recycle bins, access to power, etc. etc.) to encourage vibrancy and activity in some beautiful spots around Devonport which are not currently serviced by bricks and mortar food/drink businesses.

I look forward to hearing from you in relation to the above.

If this matter is to be discussed publicly I would like the opportunity to be involved and contribute to the discussion.

Please do not hesitate to contact me if you would like to discuss at [eat@driftdevonport.com](mailto:eat@driftdevonport.com) or on 0407243208.

Yours Sincerely,

Dane Layton



Owner

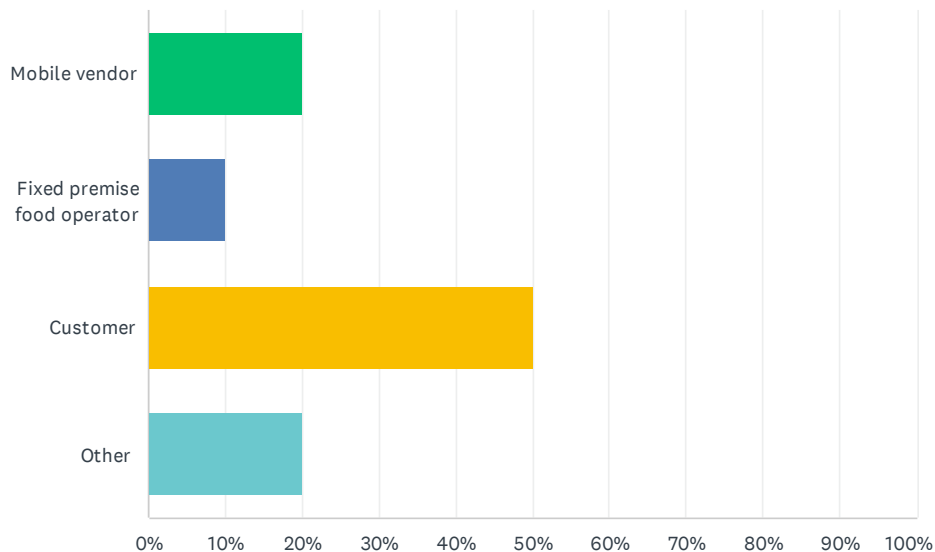
Drift



## Devonport Mobile Vending Guidelines

## Q2 Are you one of the following?

Answered: 10 Skipped: 0

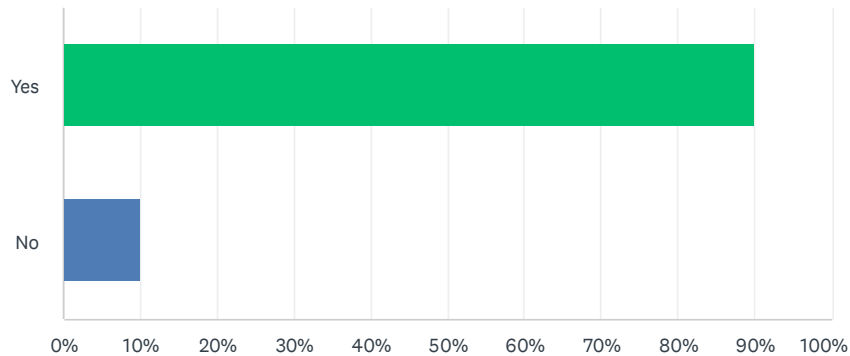


ANSWER CHOICES	RESPONSES
Mobile vendor	20.00% 2
Fixed premise food operator	10.00% 1
Customer	50.00% 5
Other	20.00% 2
<b>TOTAL</b>	<b>10</b>

#	COMMENT (OPTIONAL - 250 WORD LIMIT)	DATE
1	As a fixed food operator, it is very difficult to compete with food vans, as they have very limited overheads compared to fixed operations, from my experience many capitalise on the cash economy, allowing them to pay staff cash, so avoiding higher legal wage expenses, superannuation and tax payments, for staff and business. I love food vans but feel they should be limited to events or if this isn't the case make it a fee off \$100 a night, still cheap rent as no other overheads, apart from gas/ power, products and staff. Unlike a fixed premises which has many overheads	5/24/2022 11:06 AM
2	the council would benefit from adding the attached document to their permit form for people that use LP Gas in their van <a href="https://www.cbos.tas.gov.au/__data/assets/pdf_file/0008/404972/Storing-and-using-LPG-at-public-events-V3.0.pdf">https://www.cbos.tas.gov.au/__data/assets/pdf_file/0008/404972/Storing-and-using-LPG-at-public-events-V3.0.pdf</a>	5/13/2022 8:32 AM
3	All 3 actually!	5/11/2022 10:28 AM

### Q3 Are you aware of the current Mobile Vending Guidelines and booking process?

Answered: 10 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	90.00%	9
No	10.00%	1
TOTAL		10

#	COMMENT (OPTIONAL - 250 WORD LIMIT)	DATE
	There are no responses.	

## Q4 What do you like about the guidelines and booking process?

Answered: 4   Skipped: 6

#	RESPONSES	DATE
1	- Booking process looks simple and I like that it doesn't let people book out too far in advance - Limited to 4.5 hours to make it fair for all	5/21/2022 8:17 AM
2	I think they are fair and reasonable	5/14/2022 12:08 PM
3	It is fast and effective however there needs to be more spaces available for us as vendors. Particularly with plug in power options.	5/12/2022 12:53 PM
4	It is very easy to reserve a location and to see which locations are available.	5/11/2022 10:28 AM

## Q5 What do you dislike about the guidelines and booking process?

Answered: 4 Skipped: 6

#	RESPONSES	DATE
1	- Not enough consideration made for existing brick and mortar business' trading hours, especially those in very close proximity to food van trading areas	5/21/2022 8:17 AM
2	It's very easy to book online but 4 and half hours is not enough to be honest. Cooking, dishes and cleaning after selling foods and then you didn't get enough sale... it's killing us.	5/12/2022 1:21 PM
3	Not enough locations	5/12/2022 12:55 PM
4	Time limits aren't long enough.	5/12/2022 12:53 PM

## Devonport Mobile Vending Guidelines

## Q6 What changes do you feel need to be made to the guidelines?

Answered: 5   Skipped: 5

#	RESPONSES	DATE
1	I feel that the guidelines need to be adjusted to take existing brick and mortar business' in to account more, especially in areas such as the Bluff where there are other business' who serve takeaway items trading very close by. There should not be multiple food vans trading within 100m of existing business' during peak periods when the existing business' are trying to make a profit and also paying rent. - More emphasis needs to be put on food vans being limited to only the areas highlighted in red on the trading location photos, as many food vans park outside of these areas. For example- will park on the Bluff Promenade instead of in the Bluff carpark	5/21/2022 8:17 AM
2	I think outdoor events of any kind can benefit from the mobile vendors being available to be part of the festivities, as long as existing retail vendors are not disadvantaged.	5/14/2022 12:08 PM
3	1.) Make it longer the time the food vendor stays. 2.) Hope there's an option to use Power (Parks)	5/12/2022 1:21 PM
4	More locations	5/12/2022 12:55 PM
5	More options, more time at each area. More power plug in options.	5/12/2022 12:53 PM



## Q7 What suggestions do you have to improve the booking process?

Answered: 3   Skipped: 7

#	RESPONSES	DATE
1	- Booking process seems great	5/21/2022 8:17 AM
2	1.) Make it longer the time the food vendor stays. 2.) Hope there's an option to use Power (Parks)	5/12/2022 1:21 PM
3	It would be cool to see who else has booked and where?	5/11/2022 10:28 AM

## Devonport Mobile Vending Guidelines

## Q8 Any other comments?

Answered: 5   Skipped: 5

#	RESPONSES	DATE
1	Need to look after restaurants in the area, as we have all done it tough the past few years. The investment in infrastructure by private enterprise and local government is designed to support the region's tourist capability while the introduction of many food vans doesn't enhance the tourist experience, how ever it does threaten the long term viability of fixed premise venues.	5/24/2022 11:06 AM
2	1.) Make it longer the time the food vendor stays. 2.) Hope there's an option to use Power (Parks)	5/12/2022 1:21 PM
3	Mobile vendors bring people to the city, they should be welcomed in many areas.	5/12/2022 12:55 PM
4	We love being vendors in Devonport and have quite alot of people who follow us. We bring people to areas in Devonport and would love to have more available options of places we can vend from.	5/12/2022 12:53 PM
5	Devonport is quite well advanced in this area compared to neighbouring councils.	5/11/2022 10:28 AM

# Mobile Vending Guidelines for applications

Review date July 2024



Devonport City Council

## 1. Introduction

Mobile vending relates to an individual, organisation or business selling or offering goods for sale (including food) from a mobile vehicle on a public street, reserve or carpark.

Devonport City Council recognises that mobile vending can add to the vibrancy of the City. However, Council is also aware that they need to manage the competing needs and interests of local business, residents, consumers and users of the facilities.

Anyone wishing to use public roads, reserves or car parks for mobile vending requires Council approval.

Mobile vending is regulated under the *Vehicle and Traffic Act 1999* and Council's *Reserves, Parks and Gardens By-Law*.

This guideline has been developed to assist operators to apply for a permit for mobile vending and to comply with the requirements of the permit.



## 2. General Principles

These guidelines have been developed to:

- outline conditions and permit process for mobile vending;
- assist applicants in preparation of their application; and
- ensure consistency in application of the process.



### 3. Definitions

Mobile vending vehicle – for the purpose of mobile vending, a mobile vending vehicle is defined as any vehicle that is road registered such as trucks, minivans, caravans or enclosed trailers. Only vehicles where trade is wholly from inside the vehicle can trade as a mobile vending vehicle.

Mobile food vendors - for the purpose of mobile vending, a mobile food vendor- is defined as any vehicle that is registered as a Mobile Food Premise-Business within Tasmania under the Food Act 2003 (the Act). In accordance with the Act, a mobile food van is classified as a mobile structure - "a vehicle, trailer, cart, tent, stall, booth, pontoon, table, barbeque, pizza oven, or other mobile structure, that is not permanently fixed to the whole, or part, of a building, structure or land, in, at or from which food is, or is intended to be, handled or sold".

In accordance with Section 88 of the Act, a certificate of registration of a State-Wide Mobile Food Business issued to a mobile structure by one Council, satisfies the requirements of ~~food~~ registration in respect of that food business throughout Tasmania.



#### 4. Mobile Vending Permits

Mobile vendors wishing to trade in any public place within the Devonport Local Government area must hold a 'Mobile Vending Permit' issued by the Devonport City Council.

- To be eligible for a mobile vendor permit, in addition to payment of the permit fee, the applicant must provide evidence of current Mobile Food [Premises-Business](#) Registration Certificate and a copy of Public Liability Insurance (to a minimum of \$20 million).
- Mobile Vending Permits will be issued for a three month or twelve-month period. The permit remains valid until the expiry date or until such time as the vendor ceases to operate or trade, or the permit is cancelled.
- Mobile Vending Permits are only for the business identified on the permit and are non-transferable.
- The Permit Holder is responsible to re-apply for a permit when their existing permit expires – permits are not automatically renewed.
- The fee for Mobile Vending Permits will be listed in Council's Annual Fees & Charges. Refunds will not be provided for any cancelled, inactive or superseded permit.
- Permits granted to mobile vendors to operate are for one vehicle only. A business seeking to operate from more than one vehicle must apply for a separate permit for each vehicle. A non-motorised van/trailer coupled with a vehicle solely used to tow is defined as one vehicle.





## **5. Permit Conditions**

The mobile Vending Permit Holder is responsible to ensure:

- Public access to parking, loading, taxi and bus zones, footpaths, roads, driveways and wheelchair access points must not be hindered at any time by the permit holder or their customers. Access to public infrastructure, including public seats, bike racks, rubbish bins, must not be restricted by the permit holder or their customers.
- Mobile vendors are not to provide tables, trestles, tents, chairs, boxes, crates or other seating, dining or shelter infrastructure for customers to use without prior approval by the General Manager.
- The permit holder must also ensure that customers do not queue across or block footpaths, roadways, driveways or other pedestrian or traffic access means.
- Mobile vendors must operate in a location where a 1500mm (minimum) wide sealed access is available to access the serving hatch. Mobile vendors must not operate adjacent to nature strips or other soft or pervious surfaces.
- Public access - Road registered mobile vehicles parked on the road reserve are to serve customers from the footpath side of the vehicle only and park the vehicle in the direction of the traffic flow.
- Mobile vendors must place out for use while trading, at least one rubbish bin (minimum 50 litres) adjacent to the serving hatch for refuse, and preferably a second bin for recyclables. All rubbish deposited must be removed by the vendor and disposed of responsibly. Council rubbish bins must not be used to dispose of the vendor's waste.
- Wastewater and waste oil are not to be deposited into the stormwater system and must be contained according to environmental health standards and correctly disposed of.
- Where Council is forced to undertake extra cleaning or rubbish removal as a direct correlation to the vending activity, the permit holder may be required to reimburse Council for these costs.
- The mobile vendor must, where possible, utilise power sources that generate low or inaudible noise emissions. The mobile vendor must also ensure that noise related to trade, including from customers, does not become a nuisance, and that amplified music or public address systems are not used.
- Vendors must comply with all relevant environmental health laws, and Australian Standards that apply to operating from a mobile vending vehicle. The vehicle should be well presented and clean, and roadworthy, and is not to emit any unnecessary odour or fumes.
- Mobile vendors must not leave the vehicle from which they conduct their business parked unattended on a public road at a location specified on their permit for a period longer than one hour.
- The permit holder is responsible to make good any damage caused to Council assets or infrastructure, in connection with their mobile vending activity. Any direct damage caused to Council infrastructure (such as bins, seats, trees, footpaths) by the mobile vendor, will result in the permit holder being on-charged for payment of Council's costs for repairing or replacing the damaged infrastructure.

- Permits will be cancelled by Council should the permit holder breach any of the permit conditions listed within the permit and this guideline.

## **6. Types of Mobile Vending**

### **6.1. Pre-approved trading locations**

Once a vendor has received a Mobile Vending Permit, they may choose to trade from a number of locations throughout the City that have been pre-approved for mobile vending. These locations were selected based on their suitability from a road safety and convenience perspective. Other locations may be considered on application and on a case by case basis (refer to section 4.2).

Trading is permitted seven days a week, between the hours of 6:30am and 8.00pm. A vendor may trade for a maximum of 6 hours (4 ½ hours at the Bluff) continuously in any one location on any given day. A vendor cannot trade from the same location on two consecutive days. Trading is only permitted from a mobile vending vehicle.

~~Trading is permitted seven days a week, between the hours of 6:30am and 8.00pm. A vendor may trade for a maximum of 4½ hours continuously in any one location on any given day. A vendor cannot trade from the same location on two consecutive days. Trading is only permitted from a mobile vending vehicle.~~

A booking system is utilised to enable vendors to book locations, dates and times (subject to availability). The booking system enables all vendors have fair and equitable access to their preferred location/s and that one operator does not monopolise a particular location. The booking system is accessible via Council's website. If it is found that vendors are making bookings that are not used, preventing other vendors from being able to book locations, then Council reserves the right to cancel the Mobile Vending Permit.

Parking for towing vehicles is not permitted at the same site as the vendor. The Mobile Vending vehicle needs to be dropped off to the locations and a legitimate parking space found for the towing vehicle.

Pre-approved trading locations are:

- Bluff Precinct – refer attachment B:
  - Bluff Playground Carpark (eastern end; western end and centre) – maximum of 3 vendors
  - Bluff Headland Carpark (near Lighthouse) – maximum of 1 vendor
  - Bluff Headland Road East – maximum of 1 vendor
- Victoria Parade Precinct – refer attachment C:
  - Vietnam Veterans/Aikenhead Point Carpark – maximum of 1 vendor
  - Cenotaph Carpark – maximum of 2 vendors
- Coles Beach Precinct – refer attachment D:
  - Coles Beach Carpark – maximum of 3 vendors
- East Devonport Precinct – refer attachment E:
  - Melrose Street – maximum of 1 vendor
  - Wheeler Street – maximum of 1 vendor
  - Thomas Street Carpark – maximum of 1 vendor
  - Pioneer Park Thomas Street – maximum of 1 vendor
  - Reg Hope Park – maximum of 1 vendor
- Don Precinct – refer attachment F:

- Dell Luck Reserve – maximum of 1 vendor
- ~~Lillico Strait Precinct – refer attachment G:~~
  - ~~Conservation Area Carpark – maximum of 1 vendor~~
- Bass Highway Precinct – refer attachment [HG](#):
  - Devonport Visitor Information Bay – maximum of 1 vendor
- CBD Precinct – refer attachment [H](#):
  - Market Square

## 6.2. Mobile vending on nominated site

If a pre-approved location is not suitable, Council will consider applications for Mobile Vending on a nominated site if the site is owned/managed by Council. A vendor may choose to seek approval for a nominated site prior to obtaining a Mobile Vending Permit.

Council requires vendors seeking permission to operate from a nominated site to specify the particular location and times that they propose to operate from.

Council will assess the suitability of each nominated site from a general public safety and convenience perspective, taking into account the surrounding activities and the nature of the vehicle being used by the mobile vendors.

Any permit granted to mobile food vendors to operate on a nominated site does not guarantee availability or exclusivity of a particular location.

Trading is permitted seven days a week, between the hours of 6:30am and 8.00pm. A vendor may trade for a maximum of 6 hours (4 ½ hours at the Bluff) continuously in any one location on any given day. A vendor cannot trade from the same location on two consecutive days

~~Trading is permitted seven days a week, between the hours of 6:30am and 8.00pm. A vendor may trade for a maximum of 4½ hours continuously in any one location on any given day. A vendor cannot trade from the same location on two consecutive days.~~

## 6.3. Mobile vending at endorsed events

The mobile vending application process does not apply for vendors to operate from a public road, reserve or car park as part of a Council supported, endorsed or managed event. Applications for this purpose are made through Council's Events Application process.



**6.4. Mobile vending on property not owned/managed by Council**

If a location for mobile vending is not on site that is owned/managed by Council the vendor must seek permission from the property owner/manager. The vendor must also ensure that the proposed mobile vending location is in accordance with the *Tasmanian Planning Scheme – Devonport Local Provisions Schedule 2020*.

**7. No Permit Required**

Mobile vendors operating from a particular location for less than 15 minutes are permitted by Council to operate from a public road without a Mobile Vending Permit so long as they comply with the conditions set out in this policy.

Nevertheless, this permission may be revoked by the General Manager if it is considered that public safety is at risk.

**8. Authority to issue permits**

Mobile vending on a public street - Section 56C of the *Vehicle and Traffic Act 1999* states that a person requires a permit to set up or use a stall, stand or vehicle on a public street for the purposes of selling any goods, and that a permit for such activity may be issued by the General Manager. In assessing whether to grant a permit, the General Manager must take into account relevant traffic conditions and the safety and convenience of the public.



Mobile vending on 'public reserve' - The General Manager is also authorised to permit the selling of items in a public reserve under the *Reserves, Parks and Gardens By-Law 2017* Clause 10 (1).

Permits are issued for a 3 or 12 month period. Permits must be displayed at all times when operating.

**9. Authority to cancel permits**

A permit may be cancelled at any time if the permit holder breaches any conditions of the permit, including failure to pay the permit fee.

Council reserves the right to alter, add to or remove any of the conditions of the permit at any time, which will be communicated to the permit holder as soon as possible.

Additionally, Council may change or limit the time, duration, frequency or location that a mobile vendor may trade. External influences such as potentially dangerous weather events, the condition of roads, paths or reserves in the vicinity of the permitted location, as well as planned or unplanned events or works to infrastructure, may cause a booking to be varied or cancelled. No compensation for loss of trade will be paid under such circumstances, or where a permit is cancelled due to a breach of the terms and conditions of the permit.

## 10. Frequently Asked Questions?

### 10.1. What information is required to apply for a Mobile Vending Permit?

The following information is required from an applicant when submitting an application to Council for a Mobile Vending Permit:

- Completed Mobile Vending Application Form  
<https://www.devonport.tas.gov.au/mobile-vending-application-form>.
- Mobile Vending Fee:
  - A fee is payable to Council for the assessment of the application and preparation of the permit.
- Public Liability Insurance:
  - A current copy of public and products liability insurance for the sum of \$20 Million.

Failure to submit all the above details may result in delays in processing the application.



### 10.2. How do I book a 'Pre-approved' location?

Once a mobile vendor has a Mobile Vending Permit (refer question 10.1) you just need to go to the booking system on Council's website to make a booking  
<https://outlook.office365.com/owa/calendar/MobileVendingBooking@devonport.tas.gov.au/bookings/>

### 10.3. What is the Assessment Process?

On receiving an application Council staff will:

- Check that all relevant information has been received.
- Check the application to ensure it meets the intent and requirements of the Mobile Vending Guidelines.
- Inspect the site and check accuracy of submitted plans (for applications that are not at preapproved locations).
- Undertake an assessment of the application.
- Assess requests for locations that are not pre-approved (if applicable) and make a recommendation to the General Manager.
- Approve or refuse the application.



- Formally advise the applicant of Council's decision.

**10.4. What if I need to amend my permit?**

Contact the Council to arrange for your permit to be amended.

**10.5. What if I sell my business?**

Permits are not transferable between businesses or if a business is sold. The new operator would need to apply to Council for a new permit.

Permit fees are non-refundable.

**10.6. How do I renew my permit?**

The following information is required from an applicant when renewing an application to Council for a Mobile Vending Permit:

- Completed Mobile Vending Application Form  
<https://www.devonport.tas.gov.au/mobile-vending-application-form/>.
- Mobile Vending Fee:
  - A fee is payable to Council for the assessment of the application and preparation of the permit.
- Public Liability Insurance:
  - A current copy of public and products liability insurance for the sum of \$20 Million.

**10.7. What is the process for enforcement of Mobile Vending Permits?**

Upon receipt of a complaint for a breach of Council's Mobile Vending Guidelines (including dates, times and location of the breach), Council will:  
~~Upon receipt of a complaint for a breach of Council's Mobile Vending Guidelines, Council will:~~

- Investigate the complaint
- Cancel the permit should it be found that the permit holder has breached any of the permit conditions listed within the permit and this guideline.





ATTACHMENT A – SITE PLAN OF PRE-APPROVED MOBILE VENDING LOCATIONS





**BLUFF PRECINCT:**

1. **BLUFF PLAYGROUND CARPARK (Max. 3 vehicles; Red area denotes permitted parking for mobile vendors; subject to availability – public car park):**

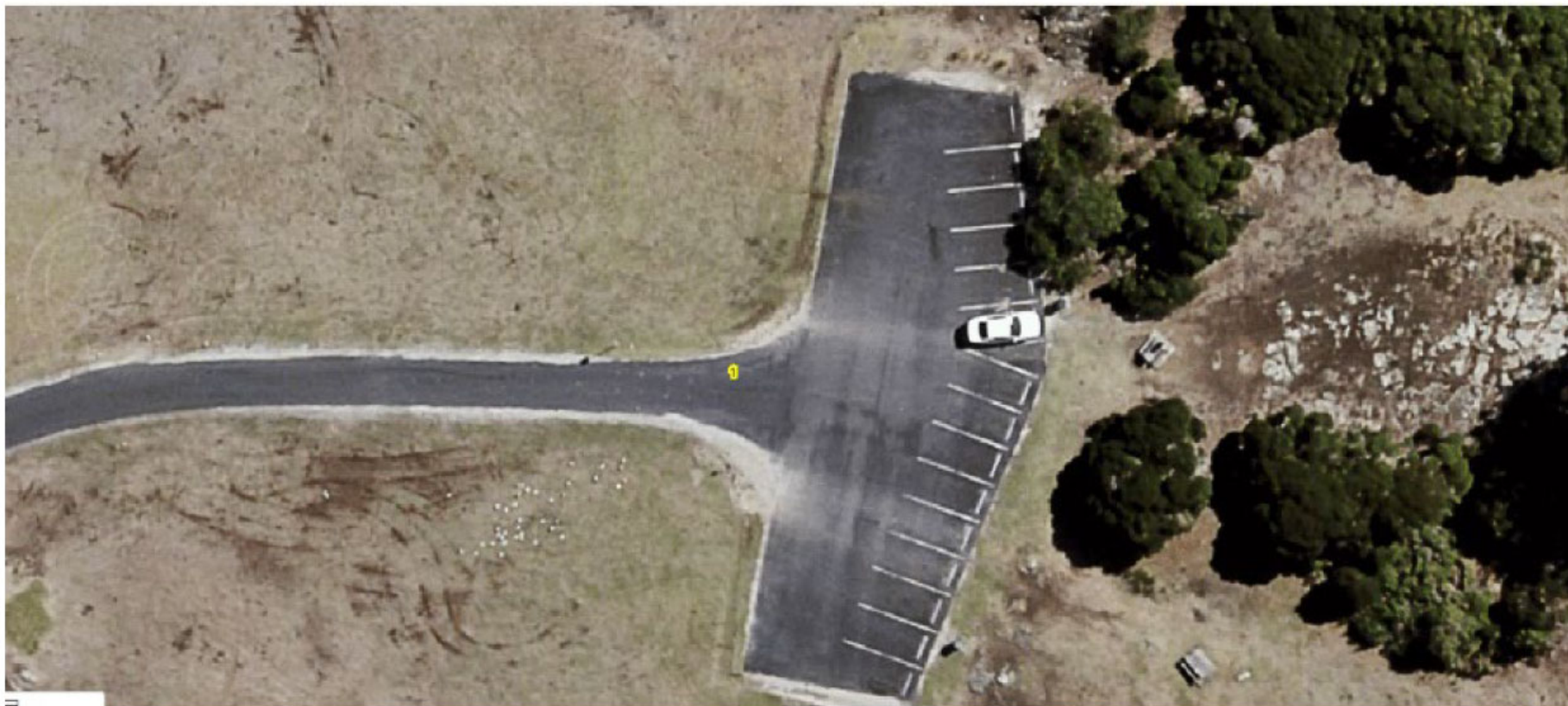


**2. BLUFF HEADLAND CARPARK (Max. 1 Vehicle; Red area denotes permitted parking for mobile vendors; subject to availability – public car park):**





**3. BLUFF HEADLAND ROAD EAST (Max.1 Vehicle; Vendor can select own spot in this car park; subject to availability – public car park):**



**VICTORIA PARADE PRECINCT:**

**4. VIETNAM VETERANS/AIKENHEAD POINT CARPARK (Max. 1 vehicle; Red area denotes permitted parking for mobile vendors; subject to availability – public car park):**





**5. CENOTAPH CAR PARK (Max. 2 Vehicles; Red area denotes permitted parking for mobile vendors – most northern and southern spaces in car park; subject to availability – public car park):**





ATTACHMENT D – COLES BEACH PRECINCT PLAN

**COLES BEACH PRECINCT:**

**6. WESTERN CAR PARK (Max. 3 vehicles; Vendors can select own spot in this car park, but must consider pedestrian access; subject to availability – public car park):**



**EAST DEVONPORT PRECINCT:**

**7. MELROSE STREET (Max. 1 vehicle; Vendor can select own spot in this car park, but must consider pedestrian access; subject to availability – public car park):**



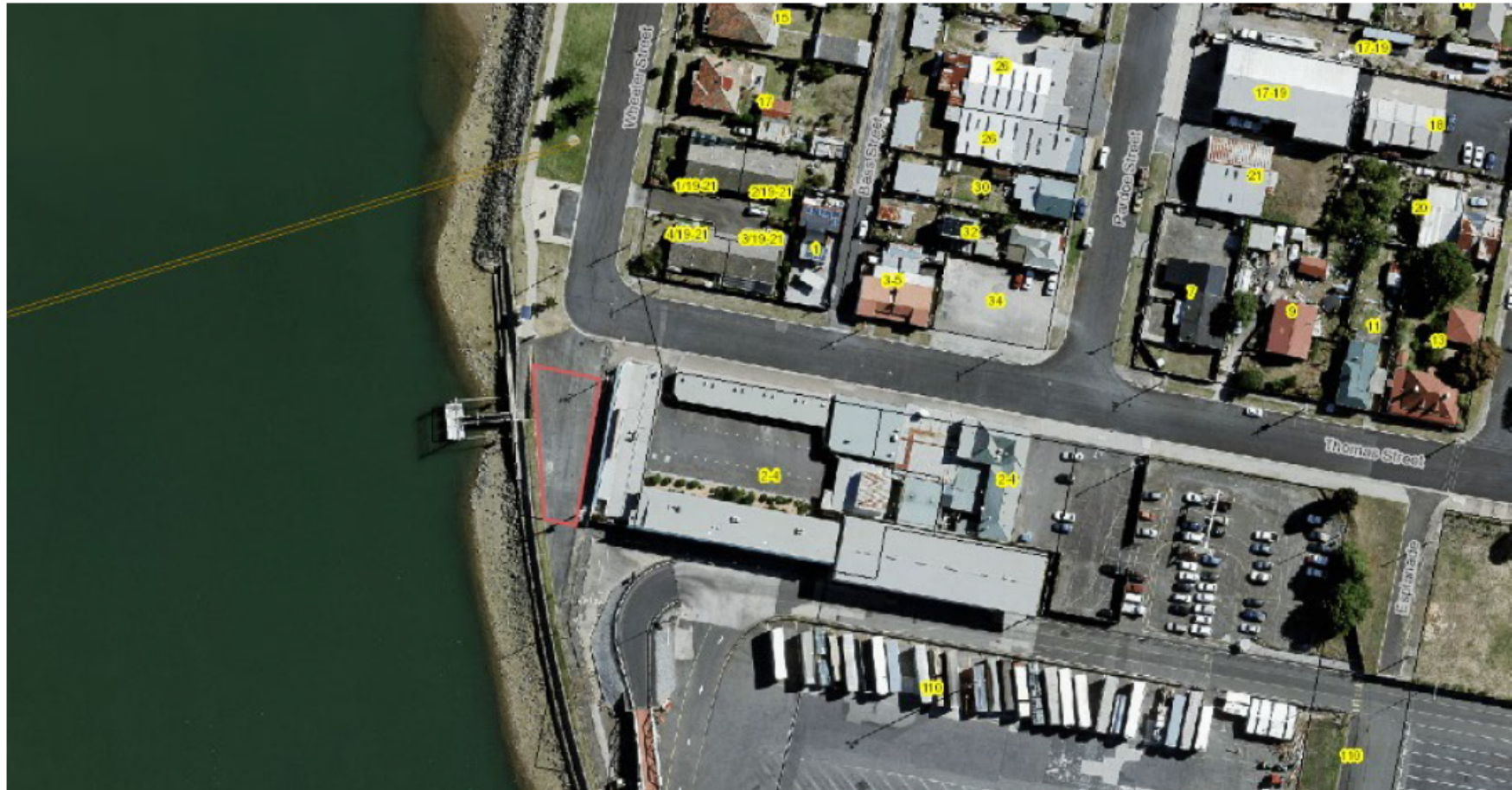


**8. WHEELER STREET (Max. 1 vehicle; Red area denotes permitted parking for mobile vendors; subject to availability – public car park):**





**9. THOMAS STREET CAR PARK (Max. 1 vehicle; Vendor can select own spot in this car park, but must adhere to parking restrictions in this car park; subject to availability – public car park):**





**10. PIONEER PARK THOMAS STREET (Max. 1 vehicle; Vendor can select own spot along Thomas Street outside Pioneer Park (on northern side of Thomas Street), but must adhere to any parking restrictions on road and not park in front of residential properties; subject to availability – public road):**





**11. REG HOPE CAR PARK (Max. 1 vehicle; Vendor can select own spot in this car park – subject to availability – public car park):**





**DON PRECINCT:**

**12. DELL LUCK RESERVE (Max. 1 Vehicle; Red area denotes permitted parking for mobile vendors; subject to availability – public car**





**LILICO STRAIT PRECINCT:**

**CONSERVATION AREA CARPARK (Max. 1 vehicle; Vendor can select own spot in this car park, but must adhere to parking restrictions in this car park; subject to availability – public car park – Additional Department of State Growth conditions - van must be located well inside the site no closer than 10 m from the nearest edge of any Bass Highway traffic lane; The site access - entry/exit lanes and a clear through lane - must be kept clear and accessible at all times for general public use and so any customer vehicles can safely park clear of these areas)**



**BASS HIGHWAY PRECINCT:**

**DEVONPORT VISITOR INFORMATION BAY: (Max. 1 vehicle; Vendor can select own spot in this car park, but must adhere to parking restrictions in this car park; subject to availability – public car park – Additional Department of State Growth conditions - van must be located well inside the site no closer than 10 m from the nearest edge of any Bass Highway traffic lane; The site access - entry/exit lanes and a clear through lane - must be kept clear and accessible at all times for general public use and so any customer vehicles can safely park clear of these areas)**





**BASS HIGHWAY PRECINCT:**

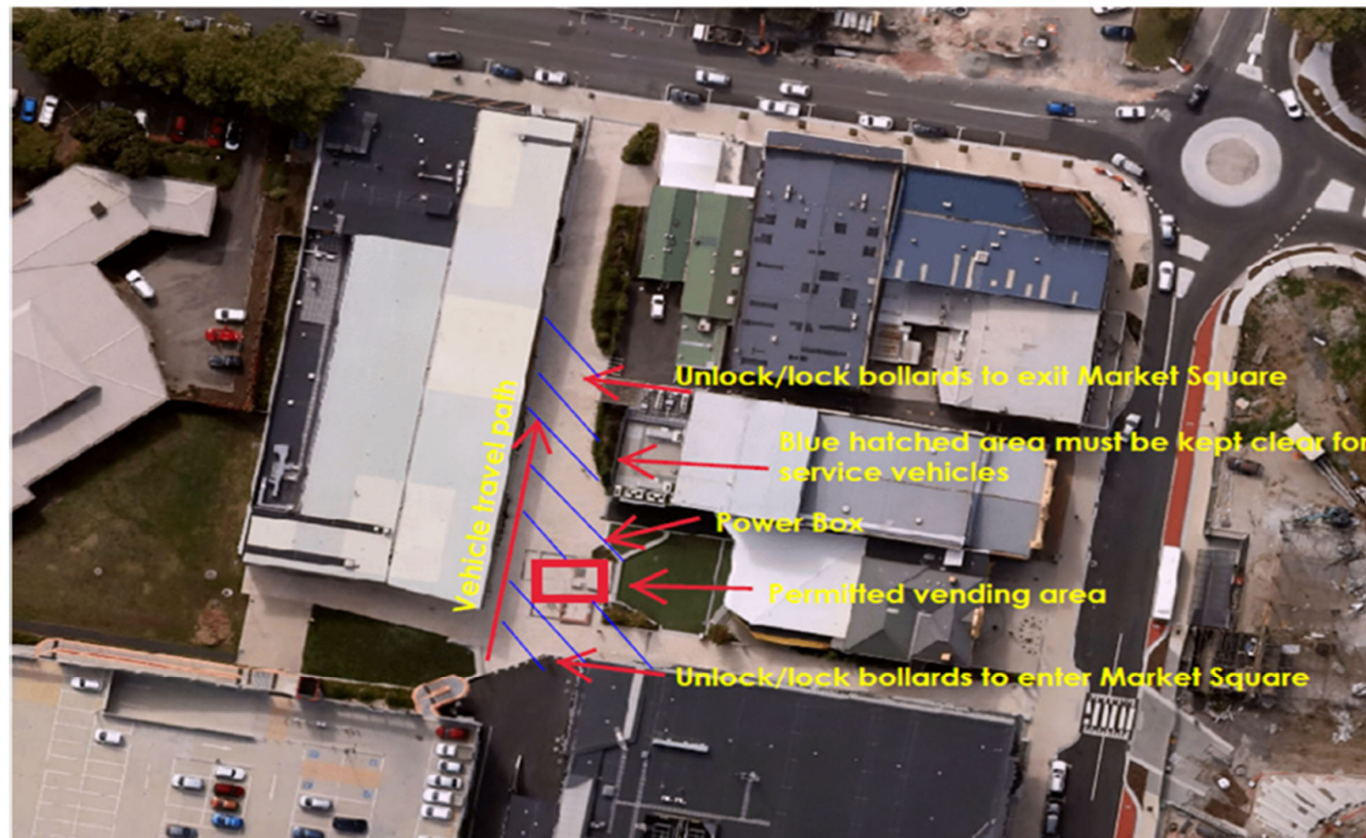
**13. DEVONPORT VISITOR INFORMATION BAY: (Max. 1 vehicle; Vendor can select own spot in this car park, but must adhere to parking restrictions in this car park; subject to availability – public car park – Additional Department of State Growth conditions - van must be located well inside the site no closer than 10 m from the nearest edge of any Bass Highway traffic lane; The site access - entry/exit lanes and a clear through lane - must be kept clear and accessible at all times for general public use and so any customer vehicles can safely park clear of these areas)**





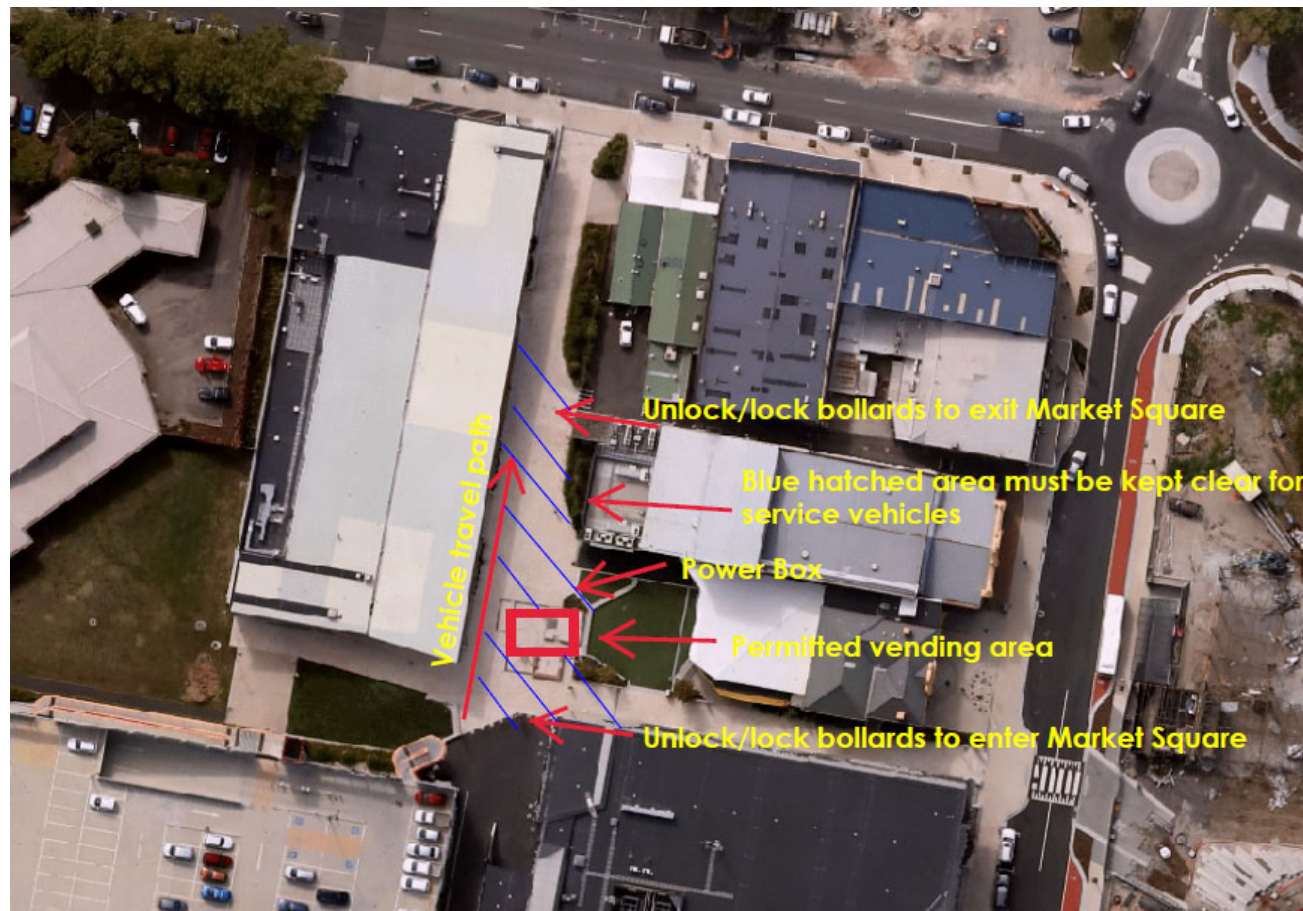
## CBD PRECINCT:

14. MARKET SQUARE: (Max. 1 vehicle; Red area denotes permitted parking for mobile vendor, subject to availability. Collect key from Level 2 paranaiple centre to unlock bollards. Key must be returned at the end of the nominated time. Any authorised vehicle accessing or exiting Market Square is to proceed at a speed of no more than 10kph and are to activate vehicle hazard warning lights when entering and exiting the area).

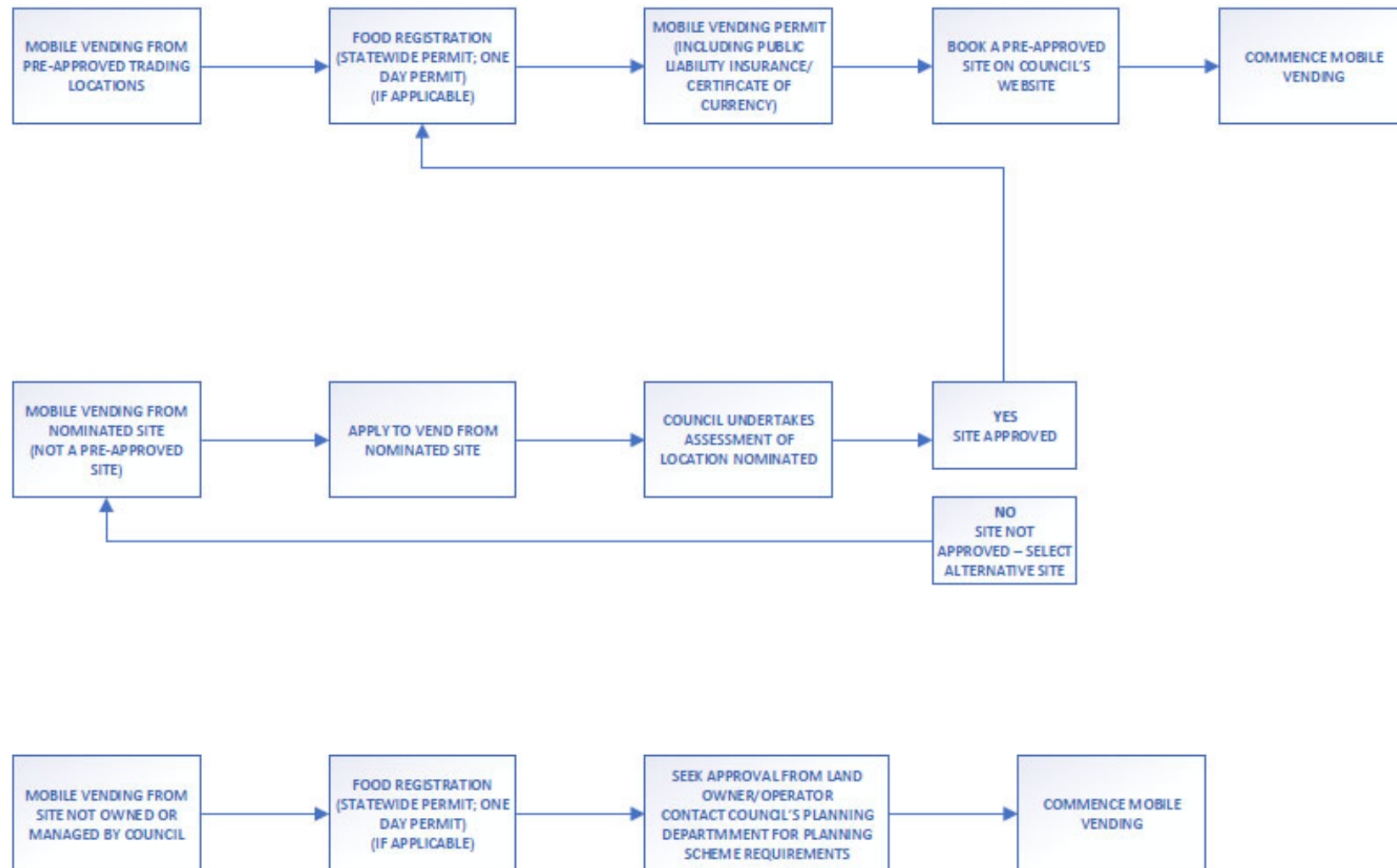


**MARKET SQUARE PRECINCT:**

**MARKET SQUARE:** (Max. 1 vehicle; Red square area denotes permitted parking for mobile vendor, subject to availability. Collect key from Level 2 parapole centre to unlock bollards. Key must be returned at the end of the nominated time. Any authorised vehicle accessing or exiting Market Square is to proceed at a speed of no more than 10kph and are to activate vehicle hazard warning lights when entering and exiting the area).



# APPLICATION PROCESS FLOWCHART







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## **TERMS OF REFERENCE AND OPERATING GUIDELINES DEVONPORT YOUTH ADVISORY GROUP**

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### **NAME**

Devonport Youth Advisory Group (DEVYAG)

### **CATEGORY**

Advisory Group

### **PURPOSE**

The purpose of the Devonport Youth Advisory Group is to involve young people in community decision-making processes. The group provides an avenue for young people to share their views and have their voice heard - a forum that allows young people to develop their confidence, social connections, and leadership skills, whilst playing a key role in planning and delivering initiatives for their community.

Key aims include:

- Bringing young people together to share their experience, and co-design solutions to challenges young people are facing.
- Provide a safe, accessible, and inclusive space for young people to participate.
- Creating social change and improve service delivery for young people and the broader community.
- Recognise and celebrate the contribution young people make to the Devonport community.
- Empower young people through purposeful engagement; providing young people with opportunities to take on meaningful and valued roles.
- Assist young people to express their ideas and provide them with opportunities and a platform to have their voices heard.

### **ROLES AND RESPONSIBILITIES**

The Devonport Youth Advisory Group will:

- Provide advice to Council on matters relating to young people in the city.
- Develop initiatives for the group to undertake that align with youth priorities, including those outlined in the *Regional Youth Strategy*.
- Involve young people in public activities and processes that they may not have otherwise considered participating in.
- Provide advice and assist Council to engage other young people on youth and broader community related issues.
- Participate in leadership and personal development opportunities related to community strengthening and public governance.

### **MEMBERSHIP**

The Group comprises up to sixteen (16) members aged between 14 and 18 years inclusive who live, work, study and/or recreate in the Devonport local government area.

Members will be sought through local high schools and colleges via nomination from Principals. Members will be required to complete a membership form.

Within reason, Council will seek to ensure demographic balance and diversity (gender, age, ethnicity) in the appointment of members.

Membership shall be for a two-year period, with appointed members able to seek re-appointment for subsequent terms.

If a member is absent without approved leave of absence for three or more consecutive meetings, their position may be considered vacant, and a replacement member sought.

Members may resign at any time by notice in writing to Council.

Councillors and other special guests may attend meetings upon request. Council staff will facilitate meetings and support the group as required.

### **MEETING GUIDELINES**

The Devonport Youth Advisory Group will meet at least monthly or at a frequency agreed by members. Meetings will be held during business hours at the paranapple centre, 137 Rooke Street, Devonport, or at a suitable child safe location.

Members who cannot attend a meeting should tender an apology in advance of the meeting.

Meeting outcomes will be recorded and include:

- Attendance
- Apologies
- Recommendations made by members
- Action list

Outcomes of the Devonport Youth Advisory Group meetings will be circulated no later than five (5) working days after the meeting to:

- Group members
- Devonport City Councillors and relevant employees
- High school and college principals

### **DELEGATIONS**

As volunteers, members are automatically covered under the terms and conditions of Council's public liability and professional indemnity policies provided they act within the scope of their duties as a member of the Youth Advisory Group.

Members are not covered for activities that they may get involved in, through their own initiatives, outside those defined by the guidelines.

### **RESPONSIBILITY**

#### **Responsible Manager**

Community Services Manager

#### **Document Controller**

Community Development Officer

### **AUTHORISATION**

#### **Approved By**

Deputy General Manager, 10 July 2022

#### **Review Date**

January 2024



**Minister for Hospitality and Events  
Minister for Community Services and Development  
Minister for Sport and Recreation  
Minister for Local Government**

Level 5, 4 Salamanca Place, Hobart  
GPO Box 123 HOBART TAS 7001 Australia  
Phone: +61 3 6165 7794  
Email: [nic.street@dpac.tas.gov.au](mailto:nic.street@dpac.tas.gov.au)



7 June 2022

Councillor Annette Rockliff  
Mayor  
Devonport City Council  
Email: [arockliff@devonport.tas.gov.au](mailto:arockliff@devonport.tas.gov.au)

Dear Mayor

I write in relation to the recent approval of the *Local Government Amendment (Elections) Act 2022* by Parliament. The Act will make voting compulsory for all local government elections for all individuals enrolled on the House of Assembly electoral roll. It also simplifies the voting procedure and adds some vote-saving measures.

While I recognise that there was limited opportunity to comment on the draft legislation, my view was that this issue had been well-canvassed over many years and the substance of it was well-understood. I apologise for the legislation timeline, but it was necessary to provide enough time to inform the public of the change in advance of the upcoming election and if we had delayed introducing the Bill, we would have had to wait another four years for the next council elections to make the change.

The introduction of compulsory voting in local government elections is a significant step forward for democracy in Tasmania, particularly for larger councils that have historically seen low voter participation. Experience interstate suggests that there will be a significant increase in participation of eligible electors, including from parts of the community such as young people that have not strongly engaged in previous elections. Increased participation makes councils more representative of the communities that they serve.

The Office of Local Government is working closely with the Tasmanian Electoral Commission to develop and deliver a comprehensive community education campaign to promote the fact that voting in local government elections is now compulsory.

This campaign will complement another being led by LGAT and co-funded by the State that encourages individuals to run for local government. It will also complement the traditional information campaign run by the Tasmanian Electoral Commission immediately before and during the ballot period.

22/67118/1

I note that the local government sector expressed a desire to introduce caretaker periods in advance of the upcoming elections. Unfortunately, it is not possible to make legislative changes to accommodate this in the time available. The Government remains committed to introducing caretaker provisions and will introduce further amendments to the Act once the final report of the Future of Local Government Review has been received.

There is however an opportunity for councils to voluntarily adopt their own caretaker policies prior to the election period commencing. In my view, the Kingborough Council's 'Election Caretaker Period Policy' provides a very sound approach to managing the election period, and I strongly encourage your council to consider adopting such a policy or similar prior to this year's elections if you have not already done so.

I will also be requesting that this issue is included on the agenda for the Premier's Local Government Council in July 2022 with the hope that we can reach a shared position on the introduction of caretaker periods across local government.


I would appreciate you bringing these matters to the attention of your fellow councillors.

Thank you for your assistance.

Yours sincerely

A handwritten signature in black ink, appearing to be 'N. Street', written in a cursive style.

Nic Street MP  
**Minister for Local Government**

	<h2 style="text-align: center;">ELECTION CARETAKER PERIOD POLICY</h2>			
POLICY TYPE	DOCUMENT CONTROLLER	RESPONSIBLE MANAGER	POLICY ADOPTED	REVIEW DUE
Council	Executive Coordinator	General Manager	TBC	TBC
<b>PURPOSE</b>	<p>The purpose of the policy is to establish guidelines for the conduct of Councillors and employees in the lead-up to a local government election by ensuring that:</p> <ul style="list-style-type: none"> <li>• Major policy decisions are not made by Council in the leadup to an election that would prove binding for an incoming Council.</li> <li>• Council resources are not used for the advantage of a candidate in a local government general election.</li> <li>• The requirement to act impartially in relation to all candidates standing for election is clearly understood.</li> </ul>			
<b>SCOPE</b>	<p>This policy applies to elected members and employees of the Devonport City Council for the duration of the caretaker period for a local government general election.</p> <p>This policy does not apply to local government by-elections.</p>			
<b>DEFINITIONS</b>	<p>For the purposes of this Policy, the following definitions apply:</p> <p><b>By-election</b> - is an election to replace a councillor after the councillor's office becomes vacant.</p> <p><b>Candidate</b> - is a person standing for election.</p> <p><b>Council</b> - means the Devonport City Council.</p> <p><b>Caretaker period</b> - is the period from the writ of election through until the close of the polls of the relevant local government general election.</p> <p><b>Electoral material</b> - means any advertisement, pamphlet, notice, flyer, letter or article that is intended or calculated to affect the result of an election.</p> <p><b>Election campaigning</b> - refers to the activities of candidates to win voter support in the period preceding an election and includes activities such as door knocking, bulk emails, letter drops, production of signs and flyers, telephone canvassing, social media campaigns and advertising.</p>			
<b>POLICY</b>	<p><b>1. During the Caretaker Period the Council will as much as reasonably possible, avoid major policy decisions by observing the following provisions:</b></p> <p><b>1.1.</b> Tenure of General Manager – Council shall not appoint, dismiss, or renew the contract of a General Manager during the caretaker period. An Acting General Manager may be</p>			

	<p>appointed in accordance with Section 61B of the <i>Local Government Act 1993</i> (the Act), if required.</p> <p><b>1.2.</b> Tenders and Contracts – no new tender or contract shall be approved by Council for which the total sum exceeds 1% of Council's annual revenue. This excludes projects or initiatives which have been previously approved or funded, such as projects adopted in the current year's capital expenditure program and the Annual Plan.</p> <p><b>1.4.</b> By-Laws – Council will not make, amend or repeal a new By-Law during the caretaker period.</p> <p><b>1.5.</b> Policies – Council will not approve or renew any Council policies during the caretaker period.</p> <p><b>2. During the Caretaker Period, Council will observe the following provisions to prevent an actual or perceived advantage or disadvantage to a candidate, through the use of public resources</b></p> <p><b>2.1</b> Distribution of Electoral Material – no electoral material shall be permitted to be displayed or distributed on any Council owned or managed property as outlined in Council's Electoral Signage Policy, this includes the distribution of flyers on cars in Council car parks.</p> <p><b>2.2.</b> Use of Council resources:</p> <p>2.2.1 Council supplied equipment and Council branded material shall not be used by Councillors or staff in any manner that supports a candidate's election campaign.</p> <p>2.2.2 Councillors may continue to use Council equipment and branded material throughout the course of the caretaker period to carry out their regular functions as described in Section 28 of the Act.</p> <p>2.2.3 Councillors should not make public statements or make commitments for the use of Council resources to undertake any service request. All requests for service and/or information should be directed through the usual Council procedures using Council's customer request system.</p> <p><b>2.3.</b> Media - Councillors will not use their position as an elected representative or their access to employees or resources, to gain media attention in support of their, or any other candidate's election campaign.</p> <p><b>2.4.</b> Council Committees and Groups – a Councillor shall not use their membership of a Council Advisory Committee or appointment as a member of an external group to disseminate</p>
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	<p>information or promote their, or any other candidate's election campaign.</p> <p><b>2.5</b> Council meetings – Councillors will not submit Notices of Motion or Questions on Notice during the caretaker period</p> <p><b>2.6</b> Employees – Employee interaction with all candidates, in a professional capacity, must remain impartial. Employees must not use their connection with Council to publicly support or promote potential candidates.</p> <p><b>3. Guidelines</b></p> <p><b>3.1.</b> Nothing in this policy prevents the Mayor, Councillors and staff from continuing the ordinary business of the Council during the caretaker period.</p> <p><b>3.2.</b> Council meetings shall continue to be held during the caretaker period and Council will consider Agenda items that relate to the ordinary business of Council other than those matters identified in this policy.</p> <p><b>3.3.</b> The General Manager may still exercise all delegations provided by Council during the caretaker period, including the appointment of staff.</p> <p><b>3.4.</b> Capital works as approved by Council as part of the annual budget process and subsequently approved by the awarding of a tender, can proceed during the caretaker period, regardless of their scale.</p> <p><b>3.5.</b> The Mayor and Councillors will continue to accept invitations to attend community functions and may continue to correspond with constituents on matters related to Council business during the caretaker period.</p> <p><b>3.6.</b> The Mayor shall be the spokesperson for Council in accordance with Section 27 of the Act and shall carry out the civic and ceremonial functions of the mayoral office during the caretaker period.</p> <p><b>3.7.</b> Individual Councillors may continue to represent the community and facilitate communication between Council and the community for the duration of the caretaker period. In fulfilling these duties during this period, Councillors may claim allowances and expenses as provided under Council Policy, <i>Payment of Councillors' Expenses and Provision of Facilities Policy</i>.</p> <p><b>3.8.</b> Council employees shall maintain the normal business activities of Council during the caretaker period. Employees shall undertake their duties in an appropriate way and take all steps to avoid any real or perceived support for a candidate in order</p>
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	to protect the organisation's ability to impartially serve any incoming Council following an election.	
<b>LEGISLATION AND RELATED DOCUMENTS</b>	<i>Local Government Act 1993</i> <i>Tasmanian Electoral Act 2004</i> <i>Land Use Planning and Approvals Act 1993</i> Model Code of Conduct Policy (Councillors) Staff Code of Conduct Policy Electoral Signage Policy Payment of Councillor's Allowances, Expenses and Provision of Facilities Policy Governance Policy Good Governance Guide for Local Government in Tasmania	
<b>ATTACHMENTS (IF APPLICABLE)</b>	N/A	
<b>STRATEGIC REFERENCE</b>	5.3.2 Provide appropriate support to elected members to enable them to discharge their functions	
<b>MINUTE REFERENCE</b>	TBC	
<b>OFFICE USE ONLY</b>	Update Register	Training/Communication
	Advise Document Controller	Advise HR / MCO
	Management Sign Off:  Date: DD Month Year	

Attachment 6.3.1 Current and Previous Minutes Resolutions - July 2022

Current and Previous Minutes Resolutions July 2022					
Meeting Date	Res No.	Item	Status	Assignees	Action Taken
24/08/2020	20/66	Devonport Surf Life Saving Club - Kiosk proposal	Completed	Governance Officer	Advised by Club that they have decided to postpone the development of the kiosk for a number of reasons, including the cost of modifying the building and acquiring equipment versus expected returns.
26/04/2022	22/71	Renaming of Don Reserve Hall	In progress	Governance Officer	Application to rename the parkland adjacent to the Don Memorial Hall, 'John Luck Park' lodged with Place Names Tasmania. The name, John Luck Park, has completed its required advertising period on the Place Names Tasmania website and has now been referred to the Place Names Advisory Panel (along with any submissions received) for deliberation.
23/05/2022	22/92	Disposal of portion of Public Land - Mersey Bluff	In progress	Governance Officer	21 day public notification process concluded Friday 21 June 2022, with all public notification requirements met. No public submissions were received during the notice period. Council Officers met with representatives from the Office of Aboriginal Affairs and Parks (Crown Land) to discuss progressing the transfer process.
27/06/2022	22/110	Confirmation of Previous Minutes	Completed	Governance Officer	Previous minutes confirmed
27/06/2022	22/111	Responses to Questions Raised at Prior Meetings	Completed	Governance Officer	Responses to questions previously raised noted
27/06/2022	22/112	Questions on Notice from the Public	Completed	Executive Coordinator	Responses endorsed and sent
27/06/2022	22/113	Notice of Motion - Elected Member Misconduct	Completed	Executive Coordinator	Letter has been sent to the Local Government Director as per the resolution
27/06/2022	22/114	PA2022.0075 - 48 William Street Devonport - Food Services (food van)	Completed	Planning Administration Officer	Forwarded letters to applicant and representors advising of Council's decision of refusal
27/06/2022	22/115	PA2022.0072 - 172 Sheffield Road Spreyton and adjacent road reserve - Vehicle Fuel Sales and Service (new canopy)	Completed	Planning Administration Officer	Forwarded letters to applicant and representors - enclosing Planning Permit and appeal rights
27/06/2022	22/116	PA2022.0059 - Resource Processing (facility upgrades) and Storage - 23-61 Tarleton Street East Devonport	Completed	Planning Administration Officer	Forwarded letters and planning permit to applicant and representors and advice of appeal rights
27/06/2022	22/117	AM2022.01 & PA2022.0024 - Combined Amendment and Development Application - 133 Middle Road Miandetta	Completed	Planning Administration Officer	Prepared documentation for advertising on 6 July 2022
27/06/2022	22/118	Financial Management Strategy 2023-2032	Completed	Executive Coordinator	Strategy adopted
27/06/2022	22/119	Rates and Charges Policy	Completed	Executive Coordinator	Policy adopted
27/06/2022	22/120	Annual Plan and Budget Estimates	Completed	Executive Coordinator	Completed
27/06/2022	22/121	Signage Strategy 2022-2027	Completed	Infrastructure and Works Manager	Public consultation commenced July 12th
27/06/2022	22/122	Public Art Policy and Strategy	Completed	Executive Coordinator	Policy and Strategy adopted
27/06/2022	22/123	Devonport City Council Tourism Strategy 2022-2025	Completed	Executive Coordinator	Strategy adopted
27/06/2022	22/124	Nature Strip Policy	Completed	Executive Coordinator	Policy adopted
27/06/2022	22/125	Greater Devonport Residential Growth Strategy	Completed	Executive Coordinator	Strategy adopted
27/06/2022	22/126	Partnership Agreements	In progress	Community Services Manager	Partners have been notified. Awaiting return of signed agreements
27/06/2022	22/127	Rate Remission	Completed	Executive Manager People and Finance	Remission applied to 2021/22 rates balance
27/06/2022	22/128	Endorsement of Additional Membership of Public Art Committee	Completed	Convention and Art Centre Manager	As per resolution
27/06/2022	22/129	Workshops and Briefing Sessions held since the last Council Meeting	Completed	Governance Officer	Report received and information noted
27/06/2022	22/130	Mayor's Monthly Report	Completed	Governance Officer	Report received and noted
27/06/2022	22/131	General Manager's Report	Completed	Governance Officer	Report received and noted
27/06/2022	22/132	Infrastructure and Works Report	Completed	Infrastructure and Works Manager	Capital works program updated
27/06/2022	22/133	Development and Health Services Report	Completed	Governance Officer	Report received and noted
27/06/2022	22/134	Planning Authority Committee Meeting - 6 June 2022	Completed	Executive Coordinator	Minutes received

## Action Plan

### Highfield Park Master Plan 2018-2028 – Year Four Status Update (2022)

No	Action:	Year Planned						Priority: H, M, L	Status	Outputs	Responsible Department
		2018	2020	2022	2024	2026	2028				
1.1	Install nature-based and other play structures with non-moving parts in consultation with the local community							H	Complete	Project completed in 2022	Infrastructure and Works
1.2	Seek external funding and support to construct a small skate park							M	Underway	External funding secured. Council co-contribution included in 2022-23 capital works program	Infrastructure and Works, Community Services and Devonport Community House
1.3	Consider utilising boundary path as a bike track							M	Yet to commence		Infrastructure and Works
2.1	Invite local residents to assist with installation of park assets							H	Yet to commence	Opportunities have not materialised on infrastructure projects to date, but future opportunities exist for skate park and landscaping.	Infrastructure and Works, Community Services and Devonport Community House
2.2	Design a community project to name the park and erect signage							H	Yet to commence	Consultation will be undertaken with Devonport Community House to design the project	Community Services and Devonport Community House
2.3	Deliver regular community activities and events							H	Ongoing	Devonport Community House deliver Christmas, Easter events in the Park and with the addition of a playground and BBQ equipment, these will be increased	Devonport Community House
2.4	Encourage local residents to be involved in the park's maintenance and development							M	Ongoing	Local residents involved in concept design of nature play project. Initial discussion have also been held with local young residents on skate park design aspects.	Community Services and Devonport Community House
3.1	Install seating and picnic tables (4-6 in total)							H	Underway	Two picnic tables installed 2018. One new table added in 2021 BBQ and shelter project.	Infrastructure and Works

Attachment 6.4.1 Highfield Park Master Plan 2018-2028- Year Four Status - Action Plan

No	Action	Year Planned						Priority:	Status	Outputs	Responsible
3.2	Explore costs and benefits of installing a sheltered BBQ with lighting and access to power for community events							H	Complete	BBQ and shelters installed in 2022	Infrastructure and Works
3.3	Install waste bins that can be managed seasonally							H	Yet to commence		Infrastructure and Works
3.4	Investigate dedicated public entry, car parking, and review access points to improve pedestrian / user safety							M	Yet to commence		Infrastructure and Works
3.5	Consider natural or built shelter options for shade/wind/rain							M	Complete	Two small shelters installed in 2022.	Infrastructure and Works
3.6	Construct a walking path through the park from west to east							M	Complete	Path constructed in 2020	Infrastructure and Works
4.1	Progressively expand the tree landscape for amenity and natural shade							H	Ongoing	3 trees planted in 2019	Infrastructure and Works

## Action Plan

### Cemetery Strategy 2011-2030 – Year Eleven Status Update (2022)

No	Action:	Year Planned						Priority: H, M, L	Status	Outputs	Responsible Department
		2011- 2014	2015- 2018	2019- 2022	2022- 2025	2026- 2029	2030+				
	Objective 1: Sustainable long-term demand is identified and planned for in Council's long term 5-year Capital program and asset management plans										
1.1	Investigate and identify available land to meet future demand/supply							H	Complete	Modern Burial System adopted for Mersey Vale Memorial Cemetery Site and Memorial Garden being constructed on Mersey Vale Memorial Cemetery site.	Council
1.2	Explore potential partnerships with neighbouring councils and industry							M	Complete	Neighbouring Council have been approached regarding potential partnerships; however, these discussions have not resulted in any interest from the neighbouring Councils.	Internal Working Group
1.3	Measure future suitable sites including environmental impact (geotechnical)							H	Complete	Geotechnical and environmental assessments have been completed for the expansion of the Modern Burial System across the remainder of MVMP.	Internal Working Group
1.4	Allocate funds towards future development options							H	Ongoing	The forward capital works program includes allocations to keep ahead of demand for all interment and memorial options offered.	Council
1.5	Meet industry standards through policy and procedures							H	Ongoing	Operations Manual has been developed and adopted to complement the existing Service Level Document.  A procedure for Council's role in exhumations has been reviewed in 2021.  All documents are subject to scheduled review.  Council participated in an audit conducted by DPAC in 2019 and have addressed the issues identified.  Review of Cemetery database software is underway.	Internal Working Group



Attachment 6.5.1 Cemetery Strategy 2011-2030 - Year Eleven Status - Action Plan

No	Action:	Year Planned						Priority: H, M, L	Status	Outputs	Responsible Department
		2011- 2014	2015- 2018	2019- 2022	2022- 2025	2026- 2029	2030+				
	Objective 2: The Mersey Vale Memorial Park is used to maximise efficiency and effectiveness										
2.1	Mersey Vale Master Plan is adopted by Council, implemented and resources allocated annually							H	Complete	Mersey Vale Memorial Park Master Plan has been adopted by Council and CAPEX funding allocated each year for the implementation of the plan.	Council
	Objective 3: Historical management and access to old cemeteries and information is improved for locals, tourists and interstate visitors										
3.1	Develop conservation plans and via significance assessments inform interpretive signage for Devonport Historical cemeteries							M	Underway	Signage has been installed at the Mersey Bluff Cemetery. Information has been added to Council's website.	Infrastructure & Works
3.2	Prioritise conservation plans and source external funding							M	Underway	A Conservation report has been received for Mersey Bluff Cemetery.	Infrastructure & Works
3.3	Develop Master plans for each site							M	Complete	Council has adopted Master Plans for: <ul style="list-style-type: none"><li>MVMP</li><li>Devonport General Cemetery</li><li>Don Congregational Cemetery</li></ul> Other sites more likely to be managed by conservation plans.	Infrastructure & Works
3.4	Seek advice from specialist conservators for headstones which require emergency stabilisation or conservation							L	Ongoing	Conservation report has been completed for the Mersey Bluff Cemetery. Conservation of the headstones at the Mersey Bluff Cemetery has been completed by the Devonport North Rotary Club. Advice regarding the headstones at Pioneer Park has been received but the Headstones are not currently located on Council land and no further action has been taken.	Infrastructure & Works
3.5	Develop interpretive signage to promote and direct visitors to sites of local significance							L	Underway	Signage has been installed at the Mersey Bluff Cemetery.	Internal Working Group

## Attachment 6.5.1 Cemetery Strategy 2011-2030 - Year Eleven Status - Action Plan

No	Action:	Year Planned						Priority: H, M, L	Status	Outputs	Responsible Department
		2011- 2014	2015- 2018	2019- 2022	2022- 2025	2026- 2029	2030+				
3.6	Relocate the Mersey Bluff headstones on site, fence and install interpretive signage							M	Complete	Partnership with Devonport North Rotary Club works included raising plaques and installation of a 'rabbit proof' fence.	Infrastructure & Works
3.7	Develop maintenance service levels for all Devonport Historical cemeteries							H	Complete	Service levels have been developed for all Devonport Historical cemeteries and are reviewed annually.	Infrastructure & Works
3.8	Implement service levels							H	Ongoing	Resources are allocated to deliver service levels	Infrastructure & Works
3.9	Fulfil requirements to maintain and preserve historic graves, including updated documentation of standards and procedures							H	Ongoing	Information has been added to service levels for maintaining and preserving historic graves.	Infrastructure & Works
3.10	Maintain Prime Minister Joseph Lyons Grave in accordance with guidelines developed by the Tasmanian Heritage Council							H	Ongoing	Ongoing – Prime Minister Joseph Lyons' grave is being maintained in accordance with the guidelines developed by the Tasmanian Heritage Council.	Infrastructure & Works
<b>Objective 4: A high service of customer service is delivered</b>											
4.1	Deliver services in line with Council Customer Services Charter							H	Ongoing	Ongoing – additional resources allocated to staffing of MVMP office from 2018	Whole of Council

Attachment 6.5.1 Cemetery Strategy 2011-2030 - Year Eleven Status - Action Plan

No	Action:	Year Planned						Priority: H, M, L	Status	Outputs	Responsible Department		
		2011- 2014	2015- 2018	2019- 2022	2022- 2025	2026- 2029	2030+						
Objective 5: Up to date and relevant information regarding cemeteries is readily available and accessible in a range of sources and formats													
5.1	Maintain Council website with information regarding Devonport Cemeteries							M	Ongoing	Cemetery information reviewed and updated as part of Council	Internal Group	Working	
5.2	Develop promotional material to promote all cemeteries in Devonport							M	Ongoing	Promotional information has been developed and distributed to local funeral directors.  Information is updated as services and options change.	Infrastructure & Works		
5.3	Investigate funding for developing a Heritage trail which includes Devonport Historical Cemeteries							L	Yet to commence		TBA		
5.4	Make available published resources about Devonport Cemeteries developed by the Historical Society							M	Complete	Council have purchased several resources developed by the Historical Society and they are available for the public.			
5.5	Identify other local people of significance and promote graves							L	Yet to commence		TBA		

## Councillor Expenses

Cumulative figures year to date: June 2022

Councillor Expenses	Mayoral Allowance	Councillor's Allowance (Inc Deputy Mayor)	Mileage R'ments	Digital Devices	Conference/ Professional Development Attendance	Travel, Accommodation & Meal expenses	Meeting expenses	Mobile Phone	Total
Mayor Cr Rockliff	82,844		6,480	539	1,646	592	633	654	\$ 93,389
Deputy Mayor Cr Jarman		42,168		539	748		24		\$ 43,480
Cr Alexiou		23,669		539	930	326			\$ 25,464
Cr Enniss		23,669		539	498	326			\$ 25,032
Cr Hollister		23,669		539	498	344			\$ 25,050
Cr Laycock		23,669		539		758			\$ 24,967
Cr Milbourne		23,669		539	25				\$ 24,233
Cr Murphy		23,669		539	745	326			\$ 25,280
Cr Perry		23,669		539	401	326			\$ 24,936
Other Non Attributable					1,250				\$ 1,250
<b>TOTAL - YEAR TO DATE</b>	<b>\$ 82,844</b>	<b>\$ 207,851</b>	<b>\$ 6,480</b>	<b>\$ 4,853</b>	<b>\$ 6,741</b>	<b>\$ 3,000</b>	<b>\$ 657</b>	<b>\$ 654</b>	<b>\$ 313,081</b>
Budget	83,233	214,280	6,480	4,560	5,000	8,000	1,200	720	323,473
<b>BALANCE UNSPENT</b>	<b>\$ 389</b>	<b>\$ 6,429</b>	<b>\$ -</b>	<b>-\$ 293</b>	<b>-\$ 1,741</b>	<b>\$ 5,000</b>	<b>\$ 543</b>	<b>\$ 66</b>	<b>\$ 10,392</b>
% Spent Year to Date	100%	97%	100%	106%	135%	38%	55%	91%	97%

*Note: Council provides a motor vehicle for use by the Mayor - the cost of this vehicle is shown in the Mileage column.*