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QsoN RBV for 24 April 2023 Sale of Property and Lease of Kiosk to send

FROM R. B. VELLACOTT (Financial RATEPAYER)
11 COCKER PLACE DEVONPORT 7310

TO THE GENERAL MANAGER, MAYOR AND COUNCILORS
DEVONPORT CITY COUNCIL
COUNCIL CHAMBERS
ROOKE ST DEVONPORT 7310

Subject Questions on Notice for DCC meeting 24th April 2023

QUESTION 1

Ref- DCC Meeting Agenda 23rd January 2023 My Questions on Notice and the responses.

My questions were - In regard to the proposed disposal of, ratepayer's properties, being the CBD parkland NE corner Fenton Way and Oldaker St also the very convenient street level car park in Edward Street and about the lease of the kiosk situated in the Paranaple Centre. (a) Has council made a final decision about the future of the properties? (b) if a decision has been made when will ratepayers be notified and given details? (c) if no decision has been made when is it expected a decision will be made?

The response was >

***"Response** - As previously advised Council has been considering a number of proposals as a result of the EOI process which was undertaken for these properties. A contract is close to being finalised for the Fenton Way site. This development will be announced in the near future and will be subject to the usual, publicly advertised Development Permit Approval processes. Council has not made any decision in relation to the land located in Edward Street."*

New Question 1:- I now ask Re the sale of ratepayer's property, being the CBD parkland NE corner Fenton Way and Oldaker St- if the contract of sale has not been finalized then what is the the expected date that ratepayers will be extended the courtesy to know the fate of their parkland /i.e. what has been proposed to be developed on the site.

And-

New Question 2:- Has any decision been made regarding the Edward Street car park?

New Question 3 - My question 3 asked on notice 23rd January was -Now that (as reported in the Advocate) the paranaple cafe formerly occupied by Hudsons has been relet: (a) will council reveal to ratepayers what will be the guaranteed amount of annual rental income to be received? **(b) is the amount to be received in accord / consistent with the original business plan?** And (c) and if the amount is not in accord what percentage of the original amount will be received?

The response was:-

***"Response** Council have accepted a new leasing proposal for the café tenancy within the paranaple centre. Council's consideration of this lease was made with regard to an open expression of interest /2*

Page 2

process and a Market Valuation undertaken by an independent, licensed property valuer. The lease utilises Council's standard lease template which has previously been made publicly available. The rental amount and key lease terms remain commercial in confidence."

Noting that my question 3 (b),, was not answered separately, and it was stated in the response that "The rental amount and key lease terms remain commercial in confidence" is council therefore implying that my question 3 (b) **the amount to be received in accord / consistent with the original business plan** is regarded as a key lease term and therefore cannot be answered ? And if this so, will it be necessary for me to make a Right to Information (RTI) request to obtain a simple yes or no answer for that question?

Please include all above and the answers in the DCC 24th April 2023 meeting Agenda.

R. B. Vellacott

Robert .B. (Bob) Vellacott (15 April 2023)

QsoN RBV for 24 April 2023 derelict buildings

From – ROBERT B VELLACOTT (Financial Ratepayer)
11 COCKER PLACE
DEVONPORT 7310

revised **DRAFT**

To THE MAYOR AND COUNCILLORS
DEVONPORT CITY COUNCIL
COUNCIL CHAMBERS
ROOKE ST DEVONPORT 7310

Questions on notice for DCC meeting 24th April 2023

Question 1 - Subject - The unsatisfactory condition of the property on the corner of Best and Rooke Street, commonly known as Day's Building and other derelict buildings.

Reference - My Questions without notice - 24 Oct 2022 and response: Also my Question on notice for 28th Nov 2022 and response.

As of this date 15th April 2023 it appears no action has been taken by those responsible to rectify, what can only now be described as a derelict vermin ridden, building, situated in a prime position in the CBD.

In regard to a question asked - as to whether the building, corner of Best and Rooke Street complies with health and building regulations.

The General Manager informed (Ref his letter 4th Nov 2022) *"The Building Act 2016 (the Act) regulates requirements for property owners to maintain their properties. Council as the Permit Authority can initiate compliance action under the Act if the premise is considered unfit for use or occupancy or is considered a danger to the public. Council does have the authority under the Act to perform any required works if the property owner fails to do so and in certain circumstances. - Recently there have been some incidents on site and Council have been in contact with the property manager to discuss maintaining the property. Those discussions are ongoing. "*

Also I asked - Has council, before or since the 24th October 2022, requested and or received a written report about the status of the condition of the property in regard as to its compliance or otherwise of health and building regulations?

"Response - No, Council has not received a written report about the status of the condition of the property."

Will council now, because it appears nothing has been done to this eyesore of a building, inform -

a) *why, if at this point in time ,it has not done so, give good reason as to why it has not sought a health and building report ?*

And

b) *when will council declare the building as being derelict and a health hazard, and perform the required works as permitted in the relevant act?*

Question 2:- Subject – Other derelict buildings -

Given that Council has authority to declare buildings unfit for use, when will council declare the following buildings derelict and have the necessary work done so as to ensure Devonport does not have a repeat saga of the old hospital site and become known as slum city -

(a) the old building ,adjacent to the East Devonport Post Office 16a Murray St ?

And -

(a) the heritage listed property 8-10 Oldaker Street Devonport ?

I will appreciate all of the above and separate answers to each of my questions to, so as to be in context, be recorded in the main meeting Agenda for 24th April 2023

R. B. Vellacott

Robert .B. (Bob) Vellacott (15 April 2023)

.....

QsoN RBV for 24 April 2023 derelict buildings to send

From – ROBERT B VELLACOTT (Financial Ratepayer)
11 COCKER PLACE
DEVONPORT 7310

To THE MAYOR AND COUNCILLORS
DEVONPORT CITY COUNCIL
COUNCIL CHAMBERS
ROOKE ST DEVONPORT 7310

Questions on notice for DCC meeting 24th April 2023

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Also I asked - Has council, before or since the 24th October 2022, requested and or received a written report about the status of the condition of the property in regard as to its compliance or otherwise of health and building regulations?

"Response - No, Council has not received a written report about the status of the condition of the property."

Will council now, because it appears nothing has been done to this eyesore of a building, inform -

- a) why, if at this point in time ,it has not done so, give good reason as to why it has not sought a health and building report ?

And

/2

Page 2

- b) when will council declare the building as being derelict and a health hazard, and perform the required works as permitted in the relevant act?

Question 2:- Subject – Other derelict buildings -

Given that Council has authority to declare buildings unfit for use, when will council declare the following buildings derelict and have the necessary work done so as to ensure Devonport does not have a repeat saga of the old hospital site and become known as slum city -

- (a) the old derelict building ,adjacent to the East Devonport Post Office16a Murray St

NB the building is opposite to the Gateway to Tasmania?

And -

- (b) Othe derelict heritage listed property 8-10 Oldaker Street Devonport?

I will appreciate all of the above and separate answers to each of my questions to (so as to be in context) be recorded in the main body of the meeting Agenda for 24th April 2023

R. B. Vellacott

Robert .B. (Bob) Vellacott (15 April 2023)

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

Devonport City Council

Land Use Planning and Approvals Act 1993 (LUPAA)

Tasmanian Planning Scheme - Devonport

Application for Planning Permit

Use or Development Site

Street Address: 'DEVONPORT CHRISTIAN SCHOOL' - 3-11 JILOA WAY DON TAS 7310

Certificate of Title Reference No.: 148098/2

Applicant's Details

Full Name/Company Name: S. Group Pty Ltd

Postal Address: L1 10-14 Paterson Street, Launceston TAS 7250

Telephone: 6311 1403

Email: info@sgroup.com.au

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

Full Name/Company Name: DEVONPORT CHRISTIAN SCHOOL INC

Postal Address: DEVONPORT CHRISTIAN SCHOOL 3-11 JILOA WAY DON TAS 7310

Telephone: _____

Email: _____



ABN: 47 611 446 016

PO Box 604

137 Rooke Street

Devonport TAS 7310

Telephone 03 6424 0511

www.devonport.tas.gov.au

council@devonport.tas.gov.au

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

Please provide one copy of all plans with your application.

Assessment of an application for a Use or Development

What is proposed?: New classroom school building

Description of how the use will operate: The classroom building is to operate under existing school
operations from Monday - Friday weekly.

Use Class (Office use only):

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

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

Value of use and/or development

\$ 1,200,000

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

If land is not in applicant's ownership

I, James Lucas (S. Group - Designer) declare that the owner/s of the land has/have been notified of my intention to make this application.

Applicant's signature: James Lucas Date: 19/01/2023

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

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

General Manager's signature: _____ Date: _____

If the application involves land owned or administered by the Crown

Crown consent must be included with the application.

Signature

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

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

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

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

Applicant's signature: James Lucas Date: 19/01/2023

PRIVACY ACT

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

Fee & payment options

DD

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



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



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



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



S. Group
Level 1, 10-14 Paterson St, Launceston
Level 1, 90-92 Murray St, Hobart
PO Box 1271, Launceston, TAS 7250
p 03 6311 1403 e info@sgroup.com.au
abn 33 625 566 618 **sgroup.com.au**

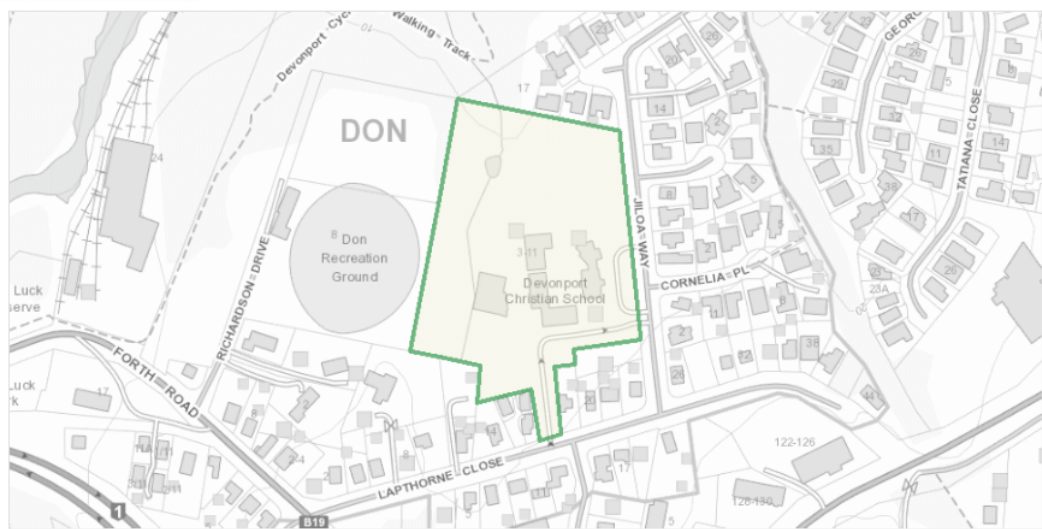
10th January 2023

Re: DA for the 4 x proposed classrooms, toilets and flexi space at 3 – 11 Jiloa Way.

This piece of property is zoned Community purpose, It is understood that this type of development is permitted development and this letter outlines and addresses the relevant / applicable codes for this development.

Property report for 3-11 JILOA WAY DON TAS 7310

<http://localhost/external/home>



| Property Identification Number | Certificate of Title Reference (Volume/Folio) |
|--------------------------------|--|
| 2755239 | 148098/2 |
| Locality | Municipality |
| DON | Devonport |
| Planning Zones | Planning Codes Overlay |
| Community Purpose | Airport obstacle limitation area, Waterway and coastal protection area, Bushfire-prone areas, Priority vegetation area |
| Total Area | Planning Scheme |
| 38230 sqm | Tasmanian Planning Scheme |

Overview:

Proposed is a 513m2 General Learning area building

Community purpose zoning

27.4.1 Building height

A1. Max. height of 10m



S. Group

Level 1, 10-14 Paterson St, Launceston

Level 1, 90-92 Murray St, Hobart

PO Box 1271, Launceston, TAS 7250

p 03 6311 1403 **e** info@sgroup.com.au

abn 33 625 566 618 **sgroup.com.au**

Our proposed height is 5725mm so therefore complies

27.4.2 Setback

Frontage setback

A1. A) not less than 5m – complies

b) N/A

27.4.3 Fencing

A1. No fence proposed

27.4.4 Outdoor storage areas

N/A

I trust that contents of this letter and the attached documentation have satisfactorily addressed the planning requirements for the proposal at the Devonport Christian School. If there are any further questions or queries on the above, please do not hesitate to contact S. Group directly.

Yours Sincerely,

Joshua Upston

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

| | |
|------------------|------------------------------|
| VOLUME 148098 | FOLIO 2 |
| EDITION 2 | DATE OF ISSUE 21-Dec-2020 |

SEARCH DATE : 01-Apr-2021

SEARCH TIME : 10.40 AM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 2 on Sealed Plan 148098

Derivation : Part of Lot 2848 (50 Acres) James Cartledge pur.
and Part of Lot 10793 (0A-2R-39Ps) Lily Bradley pur.

Prior CT 136717/1

SCHEDULE 1

C389442 C738180 DEVONPORT CHRISTIAN SCHOOL INC

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP148098 EASEMENTS in Schedule of Easements

SP148098 FENCING PROVISION in Schedule of Easements

SP115175 FENCING PROVISION in Schedule of Easements (relating
to that part of the said land within described
formerly comprised in Folio of the Register Volume
115175 Folio 1)SP113216, SP115175 WATER SUPPLY RESTRICTION (relating to that
part of the said land within described formerly
comprised in Folio of the Register Volume 115175
Folio 1)SP113216, SP115175 SEWERAGE AND/OR DRAINAGE RESTRICTION
(relating to that part of the said land within
described formerly comprised in Folio of the Register
Volume 115175 Folio 1)SP 113216 FENCING COVENANT in Schedule of Easements (relating
to that part of the said land within described
formerly comprised in Folio of the Register Volume
115175 Folio 1)B947483 FENCING PROVISION in Transfer (relating to that part
of the said land within described formerly comprised
in Folio of the Register Volume 115175 Folio 1)B861363 MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 05-Jun-1996 at 12.02 PME242894 MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 21-Dec-2020 at noon



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

| | | | |
|---|--|--|--|
| <p>OWNER The Devonport Christian Parent Controlled School Association Inc.</p> <p>FOLIO REFERENCE F/R.136717-1</p> <p>GRANTEE Part of Lot 2848, 50 Acres gtd to James Cartledge Part of Lot 10793, 0a.2r.39p gtd to Lily Bradley</p> | <h1 style="margin: 0;">PLAN OF SURVEY</h1> <p>BY SURVEYOR PAUL PLUNKETT of MICHELL HODGETTS & ASSOC. P/L Po.Box 712 DEVONPORT, 7310</p> <p>LOCATION CITY OF DEVONPORT</p> <p>SCALE 1: 1250 LENGTHS IN METRES</p> | <p>REGISTERED NUMBER SP148098</p> <p>APPROVED EFFECTIVE FROM 5. FEB. 2007</p> <p style="text-align: right;"><i>Nice Kawa</i> Recorder of Titles</p> | |
| <p>MAPSHEET MUNICIPAL CODE No. 108 (4441-51)</p> | <p>LAST UPI No FTC 23</p> | <p>LAST PLAN No. P.136717</p> | <p>ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN</p> |

Lot 2 is compiled from F/R.136717-1 & this survey

23-8-06
COUNCIL DELEGATE DATE

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

| | |
|--|---|
| SCHEDULE OF EASEMENTS NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED. | Registered Number SP 148098 |
|--|---|

PAGE 1 OF 2 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

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

Each lot on the plan is subject to:-

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

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

over the Drainage Easement

Lot 1 on the Plan is subject to a right of drainage [appurtenant to Lot 1 on Sealed Plan No 8835] 1.50 metres wide shown on the Plan.

Lot 2 on the Plan is subject to a right of drainage [appurtenant to Lots 1 and 2 on Sealed Plan No 122506, Lot 2 on Sealed Plan No 15434 and Lot 11, 15434] 2.00 metres wide.

and on Sealed Plan No. 15434] over the Drainage Easement 2.00 metres Wide.

~~Lot 1 is together with a right of drainage over the drainage easements 1.5 metres wide and 2.00 metres wide burdening lot 2.~~

shown on the Plan.

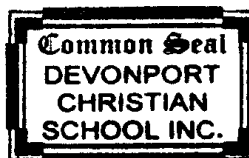
~~Lot 2 is burdened by the drainage easements 1.5 metres wide and 2.00 metres wide benefiting Lot 1.~~

~~The vendor shall not be required to fence.~~

No other easements covenants or profits a prendre are created by this schedule of easements.

The Common Seal of
Devonport Christian School Inc.
Was here unto affixed in the
Presence of:

H. Hill
Kim Hill



h. Bony
Public Officer

(EASEMENTS CONTINUED ON PAGE 2)

(USE ANNEXURE PAGES FOR CONTINUATION)

| | |
|---|---|
| SUBDIVIDER: Devonport Christian School Inc FOLIO REF: CT V 136717 F 1 SOLICITOR & REFERENCE: BJ Lillas | PLAN SEALED BY: Devonport City Council DATE: 28 th August 2006 19115 REF NO. Council Delegate |
| NOTE: The Council Delegate must sign the Certificate for the purposes of identification. | |

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

| | | |
|---|--|--|
| ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 2 PAGES | | Registered Number SP148098 |
| SUBDIVIDER: - Devonport Christian School Inc FOLIO REFERENCE: - Volume 136717 Folio 1 | | |
| EASEMENTS CONTINUED: <u>FENCING COVENANT:</u> The owners of each Lot on the Plan covenants with the Vendor Devonport Christian School Inc that the vendor shall not be required to fence. | | |
| NOTE: - Every annexed sheet must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing. | | |



3 MARCH 2023

Bushfire Assessment Report: Devonport Christian School

Report for: Devonport Christian School

Property location: 3-11 Jiloa Way, Don

Prepared by: Michael Tempest

Level 2, 102 – 104 Cameron St, Launceston Tasmania 7250
(03) 6334 1033 — rm@rmcg.com.au
rmcg.com.au — ABN 73 613 135 247 — RM Consulting Group Pty Ltd
Victoria — Tasmania — ACT — NSW

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1 Introduction

It is a requirement under the *Land Use Planning and Approval Act*, that a proposed vulnerable use that occurs either wholly or partially within a bushfire-prone area is assessed by an accredited person who will provide a Bushfire Hazard Management Report and a Bushfire Hazard Management Plan or a Bushfire Exemption.

SCOPE

This report has been commissioned to assess the bushfire risk of the proposed two new school classrooms at the Devonport Christian School. All advice is compliant with the *Bushfire-Prone Areas Code* of the *Tasmanian planning Scheme – Devonport 2021* (Planning Scheme) and the *Australian Standard, AS3959-2018, Construction of buildings in bushfire-prone areas*.

As the school is classed as a 'Vulnerable Use' under the Bushfire Code and is located within the mapped Bushfire Prone area under the Planning Scheme, a Bushfire Emergency Strategy is required to be developed for the entire school. This also needs to be certified by the Tasmanian Fire Service. The Bushfire Emergency Management Strategy is in Appendix 5.

PROPOSAL

The proponent is seeking to construct two new classrooms adjacent to the northern boundary of the school grounds. The new classrooms and associated building infrastructure will have a total floor area of approximately 657m² and will be at over 70m from any other existing school buildings.

Under the Planning Scheme, the school and associated grounds are mapped as 'Community Purpose'. The area is also mapped as bushfire-prone under the Planning Scheme.

LIMITATIONS

This report only deals with potential bushfire risk and does not consider any other potential statutory, building, or planning requirements. This report classifies type of vegetation at time of inspection and cannot be relied upon for future development outside of the assessed area.

2 Site description

CT 148098/2 is located at 3-11 Jiloa Way, Don. The title is 3.8ha in area and has a slight north westerly aspect (0-5°). The Devonport Christian School occupies the title. The school campus buildings occupy the central 1ha of the title. The north eastern 0.8ha is developed as a sports ground and managed in a low fuel state. The classrooms are proposed to be developed within this area. The north western 0.6ha is covered in forest vegetation, which is connected to similar vegetation further to the north west. All remaining land across the site is managed in a low fuel state.

There are two entrances to the site, one from the south, on Laphorne Close, via a 20m wide panhandle in the title. There is also an entrance off Jiloa Way in the subject title's south eastern corner. Both of these entrances are linked via an internal access road with adjacent carparks. There is a further semi-circle access for buses with 2 entrances off Jiloa Way.

SURROUNDING AREA

Adjacent to the southern boundary are 8 titles. These titles range in size from 260m² to 4880m². All of these titles are zoned 'General Residential', have existing dwellings, are managed in a low fuel state, and are not mapped as bushfire-prone. The 'General Residential' zone extends further to the south.

Jiloa Way is adjacent to the subject title's eastern boundary, further east are eight 'General Residential' lots; all of which have existing dwellings. All lots in this direction are managed in a low fuel state and are not mapped as bushfire-prone.

Adjacent to the northern boundary are 3 titles with existing dwellings. The titles are zoned 'General Residential'. The two most eastern titles are managed in a low fuel state. The eastern half of the most western title is where the existing dwelling is located and is managed in a low fuel state. The western half of this title is existing forest vegetation. This vegetation connects with the forest vegetation on the school campus as well more forest vegetation to the north west, on Council owned land.

Adjacent to the west are two council owned titles which are utilised for sports grounds. These titles are maintained in a low fuel state.

The main bushfire threat is from the north west of the school.

3 Bushfire Site Assessment

The land within a mapped Bushfire-Prone Area under the Planning Scheme. A Bushfire Attack Level assessment has been conducted using Method 1 of AS 3959-2018.

Step 1: The Fire Danger Index (FDI) is a measure of the probability of a bushfire starting, its rate of speed, intensity, and the difficulty of suppression; this is according to combinations of air temperature, relative humidity, wind speed, and both the long and short-term effects of drought. The FDI for Tasmania is **50** (Clause 2.2.2).

Step 2: Assessment of vegetation within 100m of proposed development. It has been assumed that the entire school site will be managed in a low fuel state once developed.

Table 3-1: Assessment of Vegetation

| VEGETATION - CLASSIFICATION | NORTH | EAST | SOUTH | WEST |
|-----------------------------|--------|--------|--------|---------|
| Group A – Forest | | | | 38-100m |
| Group B – Woodland | | | | |
| Group C – Shrubland | | | | |
| Group D – Scrub | | | | |
| Group E – Mallee/Mulga | | | | |
| Group F – Rainforest | | | | |
| Group G – Grassland | | | | |
| Low Threat (Cl 2.2.3.2) | 0-100m | 0-100m | 0-100m | 0-38m |

Step 3: Distance from classified vegetation (Clause 2.2.4)

Table 3-2: Distance from classified vegetation

| | NORTH | EAST | SOUTH | WEST |
|-------------------|-------|-------|-------|------|
| Existing Distance | >100m | >100m | >100m | 38m |
| Proposed Distance | >100m | >100m | >100m | 38m |

Step 4: Effective slope under classified vegetation (Clause 2.2.5)**Table 3-3: Effective slope under classified vegetation**

| NORTH | | EAST | | SOUTH | | WEST | |
|------------|----------|------------|----------|------------|----------|------------|----------|
| Upslope/0° | X | Upslope/0° | X | Upslope/0° | X | Upslope/0° | |
| 0-5° | | 0-5° | | 0-5° | | 0-5° | X |
| 5-10° | | 5-10° | | 5-10° | | 5-10° | |
| 10-15° | | 10-15° | | 10-15° | | 10-15° | |
| 15-20° | | 15-20° | | 15-20° | | 15-20° | |

Step 5: Determination of Bushfire Attack Level**Table 3-4: Determination of Bushfire Attack Level**

| | NORTH | EAST | SOUTH | WEST |
|-----------------------------|--------------------|--------------------|--------------------|------|
| BAL value for each quadrant | Not Bushfire Prone | Not Bushfire Prone | Not Bushfire Prone | 12.5 |

The applicable Bushfire Attack Level is: **BAL 12.5**

4 Bushfire Protection Measures

4.1 BAL REQUIREMENTS FOR CONSTRUCTION

The BAL ratings applied are in accordance with the Australian Standard AS3959-2018, *Construction of Buildings in Bushfire Prone Areas*. The Applicable BAL Rating for the proposed development is **BAL 12.5**.

Table 4-1: BAL Levels

| BUSHFIRE ATTACK LEVEL (BAL) | PREDICTED BUSHFIRE ATTACK & EXPOSURE LEVEL |
|-----------------------------|--|
| BAL-Low | Insufficient risk to warrant specific construction requirements |
| BAL-12.5 | Ember attack, radiant heat below 12.5kW/m ² |
| BAL-19 | Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m ² |
| BAL-29 | Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m ² |
| BAL-40 | Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m ² |
| BAL-FZ | Direct exposure to flames radiant heat and embers from the fire front |

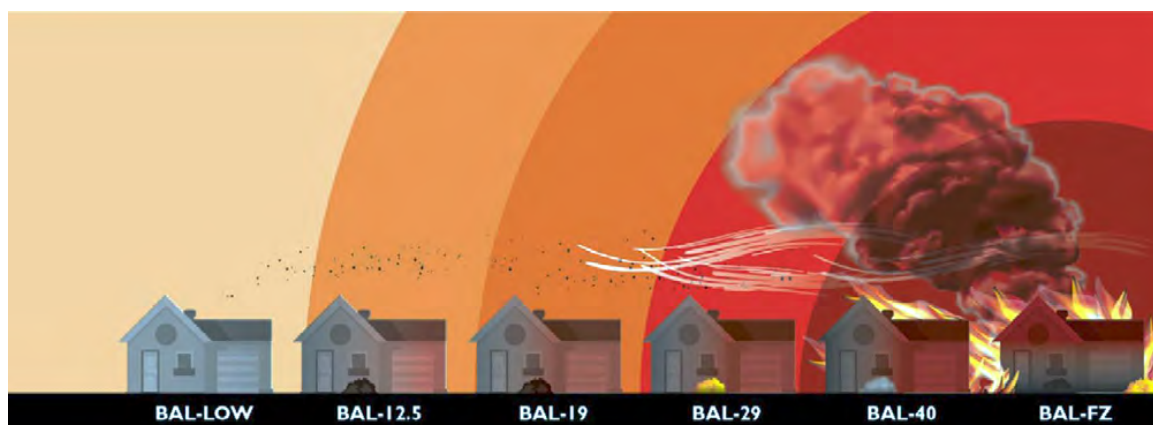


Figure 4-1: BAL Levels diagram

The minimum construction requirement for the proposed works is **BAL 12.5**. It is a requirement that any vulnerable use building or building within 6m of a vulnerable use be constructed to the BAL ratings specified in this document as a minimum. A shed and carport is also proposed to be constructed on the northern boundary, however, these are located approximately 22m from the proposed classrooms and therefore do not need to be constructed to a BAL rating.

4.2 HAZARD MANAGEMENT AREA

Hazard management areas (HMA) means the areas between a vulnerable use, associated buildings (within 6m), and bushfire-prone vegetation, which provides access to a fire front for firefighting. The HMA must be maintained in a low fuel state at all times.

HMA setback distances for the specified BAL Rating (BAL 12.5) have been calculated based on the vegetation that will exist after development and management of land associated with the vulnerable use and have also considered slope gradients. Distances are in accordance with AS 3959-2018 Table 2.6. It has been assumed that the entire school site will continue to be managed in its current state; primarily low threat vegetation with forest vegetation in the north western corner (Table 4-3).

Where no setback is required for fire protection, other Planning Scheme setbacks may need to be applied.

BAL Rating: **BAL 12.5**

Table 4-2: BAL Setbacks

| BAL | SETBACK | FOREST |
|----------|----------------|--------|
| BAL 12.5 | Downslope 0-5° | 38m |

Setback distances comply with Table 2.6 of AS 3959-2018.

Table 4-3: Site specific setbacks

| FAÇADE | BAL | SITE SPECIFIC SETBACKS |
|--------|------|------------------------|
| North | 12.5 | To boundary |
| East | 12.5 | To boundary |
| South | 12.5 | To boundary |
| West | 12.5 | 38m |



Figure 4-2: Proposed Hazard Management Area and setbacks to bushfire-prone (forest) vegetation.

The Hazard Management Area must be kept in a low fuel condition:

- Lawns maintained to a height of <100mm
- Occasional trees with no canopy connection
- Trees must not overhang the buildings
- Reduce tree branches to >2m above ground
- Minimise fuel on the ground.

Landscaping advice for bushfire-prone lots:

- Maintain a clear area of low cut lawn or pavement adjacent to buildings
- Keep areas under fences, fence posts, gates, and trees raked and cleared of fuel
- Utilise non-combustible fencing and retaining walls
- Break up the canopy of trees and shrubs with defined garden beds
- Organic mulch should not be used in bushfire-prone areas within 6m of a building and non-flammable material should be used as ground cover where feasible e.g. scoria, pebbles, recycled crushed bricks
- Plant trees and shrubs where there is a windbreak in the direction from which fires are likely to approach.

Maintenance Schedule:

- Remove fallen limbs and leaf & bark litter
- Cut lawns to less than 100mm and maintain
- Prune larger trees to establish and maintain horizontal and vertical canopy separation
- Do not store flammables in the open
- Maintain road access to the buildings and water connection point
- Remove fallen limbs, leaf & bark litter from roofs, gutters, and around buildings.

4.3 ACCESS

The existing site access onto the school grounds is sufficient to the extent required. Access to a hydrant can be achieved from Jiloa Way, opposite the proposed classrooms. If a fire fighting appliance is required to reach the site, access can be achieved from a maintenance gate at the south eastern corner of the school oval, from Jiloa Way.

4.4 WATER SUPPLY

There is an existing reticulated water supply on Jiloa Way that is within 120m as the hose lays of the proposed classrooms. There are also two existing hydrants within the school campus that are within 120m as the hose lays of all existing school buildings. Existing water supply is sufficient.



Figure 4-3: Existing water supply

5 Statutory Compliance

The applicable bushfire requirements are specified in the *Bushfire-Prone Areas Code* of the *Tasmanian Planning Scheme – Devonport*.

Table 5-1: Compliance Schedule

| C13.5.1 | ACCEPTABLE SOLUTION/ PERFORMANCE CRITERIA | COMPLIANCE |
|----------------|--|--|
| Vulnerable Use | P1 | <ul style="list-style-type: none"> The proposed location of the development is in a suitable site; the risk from bushfire is considered tolerable as long as the measures proposed in this report and associated BHMP are adhered too |
| | A2 | <ul style="list-style-type: none"> An Emergency Management Strategy has been developed that has been endorsed by Tas Fire Service (see Appendix 5) A BHMP has been developed and endorsed by an accredited person (see Appendix 4) A local ignition event could lead to there not being enough time to leave the site and so occupants may need to take refuge on site. |
| | A3 | <ul style="list-style-type: none"> The proposed works must be constructed to BAL 12.5 standards The existing HMA will continue to be managed as low-threat vegetation Existing access is compliant with Element B of Table C13.2 of the Code There is an existing reticulated water supply that is compliant with Table C13.4 of the Code. |

6 Conclusions

The area is mapped as bushfire-prone under the *Tasmanian Planning Scheme – Devonport*. The existing hazard management area is sufficient to allow the proposed works to be constructed to BAL 12.5 standards. Existing access is compliant with Element B of Table C13.2 of the Bushfire Code, and an existing reticulated water supply is compliant with Table C13.4 of the Bushfire Code. With these standards in place, a tolerable level of risk can be achieved for this development.

7 References

Devonport Council (2021) *Tasmanian Planning Scheme – Devonport*.

Standards Australia. (2018). *AS 3959-2018 Construction of Buildings in Bushfire Prone Areas*.

Appendix 1: Maps

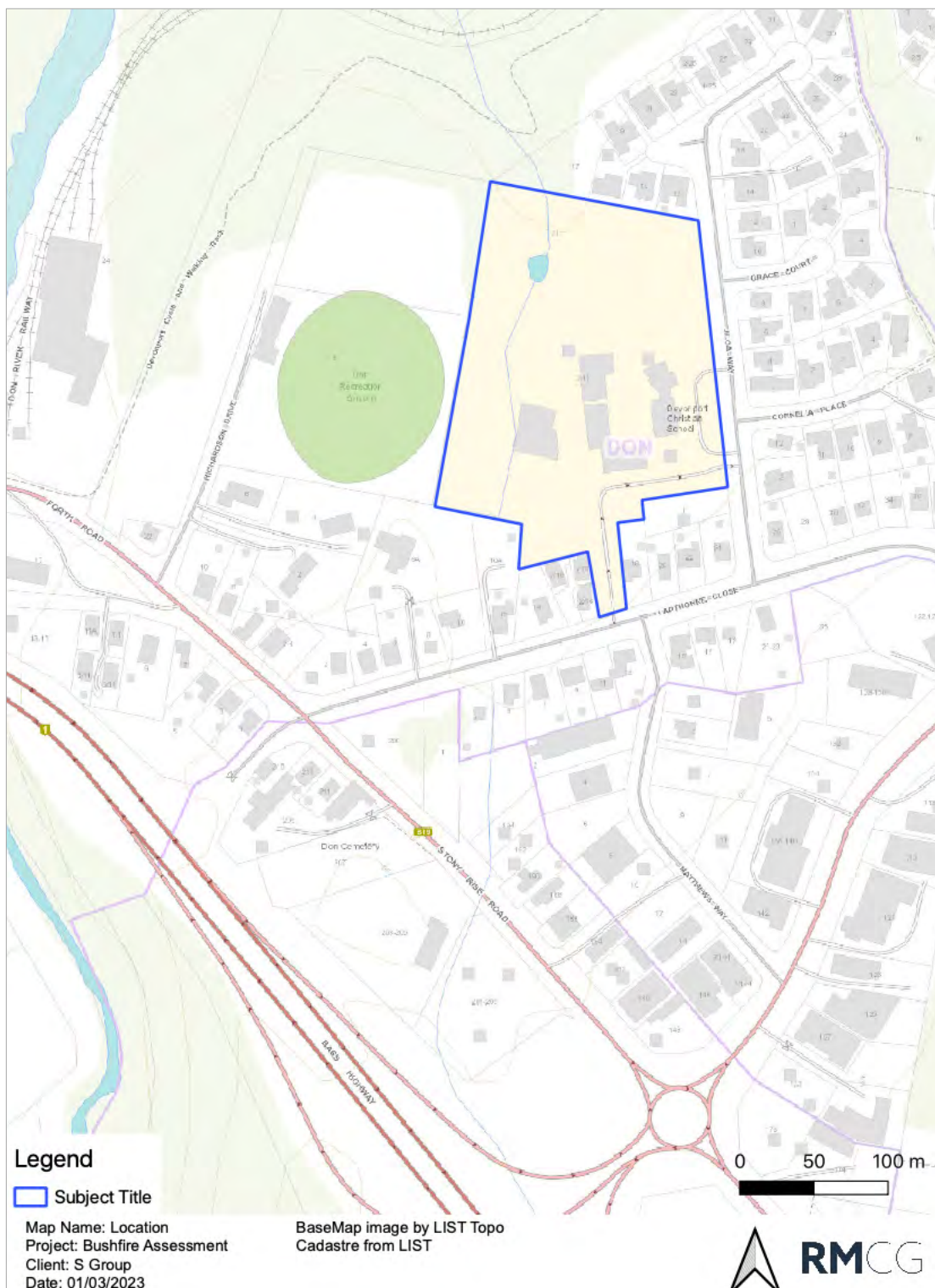


Figure A1-1: Location



Figure A1-2: Aerial

Appendix 2: Photos



Figure A2-1: Existing access from Lapthorne Close



Figure A2-2: Existing Access onto Jiloa Way



Figure A2-3: View from Jiloa Way looking north west across the school oval toward the proposed new classrooms, with the adjacent forest vegetation in the distance



Figure A2-4: View from the maintenance access gate in the south east of the school oval looking north along Jiloa Way towards the proposed new classrooms, with managed land to the north and forest vegetation to the west and north west.



Figure A2-5: One of two hydrant points located on the school campus

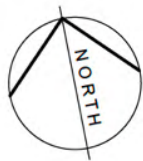


Figure A2-6: Example of forest vegetation structure

Appendix 3: Site plan



scale 1:2000



scale 1:500

create.
wonder.

| | | | | | |
|--|---|------|--------|-------------|----|
| REVISION | A | DATE | 9/1/23 | DESCRIPTION | DA |
| ADDRESS 3 - 11 Jiloa Way | | | | | |
| CLIENT DCS | | | | | |
| DWG Site | | | | | |
| do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS | | | | | |
| SCALE @ ISO A3 | | | | | |
| DRAWN JL | | | | | |
| CHECKED JL | | | | | |
| PROJECT# 007334 | | | | | |
| S. Group © Copyright 2021 | | | | | |
| Level 1, 10-14 Paterson st, Launceston Level 1, 90-92 Murray st, Hobart 552 Victoria st, North Melbourne T: 03 63 111 403 E: info@sgroup.com.au sgroup.com.au | | | | | |

Figure A3-1: Site plan

Appendix 4: Bushfire Hazard Management Plan

Bushfire Hazard Management Plan: Devonport Christian School (CT 148098/2, PID 148098/2)

1.0 HAZARD MANAGEMENT AREA

Hazard management areas include the areas to protect the buildings as well as the access and water supplies. Vegetation in the hazard management area is to be managed and maintained in a minimum fuel condition. Refer to the Bushfire Hazard Management Area section of the Bushfire Hazard Management Report for Hazard Management Area minimum fuel requirements.

Maintenance Schedule:

- Cut lawns to less than 100mm and maintain
- Prune larger trees to establish and maintain horizontal and vertical canopy separation
- Do not store flammables in the open
- Maintain road access to the building and water connection point
- Remove fallen limbs and leaf & bark litter from roofs, gutters, and around buildings.

2.0 ACCESS

Existing access is sufficient. Refer to Table 5-1 of the Bushfire Report.

3.0 WATER SUPPLY

Existing water supply is sufficient. Refer to Table 5-1 of the Bushfire Report.

4.0 CONSTRUCTION: BAL 12.5

Buildings in Bushfire Prone-Area to be built in accordance with the Building Code of Australia and Australian Standard AS5939.

| FAÇADE | BAL | SITE SPECIFIC SETBACKS |
|--------|------|------------------------|
| North | 12.5 | To boundary |
| East | 12.5 | To boundary |
| South | 12.5 | To boundary |
| West | 12.5 | 38m |

- The proposed development is for the addition of two new classrooms, a vulnerable use, at Devonport Christian School, as described on the Site Plan (Appendix 3).
- This BHMP must be read in conjunction with the Bushfire Hazard Management Report: Devonport Christian School, Michael Tempest, 3 March 2023.
- This BHMP has been prepared to satisfy the requirements of the *Bushfire-Prone Areas Code of the Tasmanian Planning Scheme - Devonport*

NOTE: It should be borne in mind that the measures contained in this Bushfire Management Plan cannot guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the degree of vegetation management, the unpredictable nature and behaviour of fire and extreme weather conditions

It is important to prepare your Bushfire Survival Plan, read your Community Protection Plan and know your Nearby Safer Place. These can be obtained from your Council or the Tasmanian Fire Service. For more information, visit www.fire.tas.gov.au



Michael Tempest
Accreditation: BFP – 153 : 1, 2, 3A, 3B, 3C
Plan No: MT23/109V Date 03/03/2023

Appendix 5: Emergency Management Strategy

The Devonport Christian School caters for children from Kindergarten to grade 6. There are currently 309 students and 59 staff. With the addition of the proposed classrooms, occupancy is expected to increase to 395 students and 65 staff.

The school already has in place an Emergency Procedures Manual¹ that was most recently updated in February 2023 (awaiting TasFire approval, prior to this, reviewed in January 2022). The manual covers a range of potential emergencies and procedures to follow. There is a bushfire section within the manual which provides measures to take for:

- Level one alert – A day of extreme fire danger has been declared
- Level two alert – no description of what this alert means
- Level three alert – there is a fire in the immediate vicinity.

Before occupancy of the two new classrooms is granted, the school will need to have in place a dedicated bushfire emergency plan that has been endorsed by the Tasmanian Fire Service (TFS). It is recommended that the TFS supplied template available on the website² is utilised to develop this. The key things that the emergency plan should consider are as follows.

PREPARATIONS PRIOR TO BUSHFIRE SEASON

1. Maintain the Hazard Management Area (HMA); grass to be mown to under 100mm in height and kept green when water supply allows. For the school, the HMA has been considered all existing managed land as identified on Figure A3-1
2. All access is clear and usable
3. Fire hydrants are accessible
4. Fire equipment such as extinguishers, pumps, and hoses are current and serviceable
5. Roofs and gutters are kept clear of leaves
6. The defensible space between the school and the forest is maintained.

PRIMARY ACTIONS

There is some risk that a localised fire could occur. In this event, the logistics of moving the occupants away from the site in a timely manner would likely be prohibitive. However, because the site has adequate separation between the school and the bushfire-prone vegetation, as well as good access and water supply to allow fire services access to the likely fire front, it is considered reasonable that in a localised event, the primary action should be to 'shelter in place'. Key procedures in this situation would be:

1. Advise Tas Fire Service (000) that people are sheltering in place
2. Ensure head counts have been conducted and all occupants that are on site have been accounted for
3. Take shelter within the **Eastern** school buildings that have frontage on Jiloa Way and/or the **two classrooms** adjacent to the southern boundary, to protect occupants from radiant heat
4. Monitor the building interior for outbreaks of fire within and extinguish if possible
5. Soak towels and place under doors to exclude embers
6. Ensure people can exit the building if it catches on fire.

¹ This has been supplied to Tas Fire for review.

² Available at: <http://www.fire.tas.gov.au/Show?pagelid=colBushfireEmergencyPlanningGuidelines>.

SECONDARY ACTION

In the event of a major bushfire event in the area, it is considered likely that there will be time to evacuate the building. In this event, the following actions should occur.

1. Monitor the watch and act bushfire alerts for the area and liaise with TFS as needed to ensure evacuation occurs as early as possible
2. Have all occupants proceed to the designated evacuation point
3. Ensure all occupants are accounted for
4. Evacuate to the designated safe space. The school already has an evacuation plan in place which is within the Emergency Procedure Manual. It is considered reasonable that this would also be utilised for a bushfire evacuation. A designated off-site refuge will also need to be defined.

PRE-EMPTIVE PROCEDURES

1. Keep across forecast weather conditions during bushfire season, especially extreme and catastrophic fire conditions. In these situations, potentially consider closing the school
2. Place occupants on alert if there are existing fires nearby and consider evacuating early or closing the school if there is even a small risk.

The responsibility of the various Emergency Management Plan actions will be determined through consultation with the school as the plan is developed.

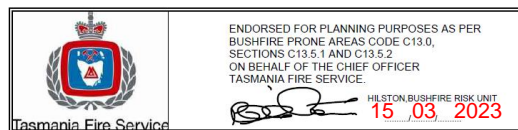




Figure A5-1: Existing Managed land and hydrants

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE¹ UNDER S51(2)(d) *LAND USE PLANNING AND APPROVALS ACT 1993*

1. Land to which certificate applies

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

Street address:

3–11 Jiloa Way, Don

Certificate of Title / PID:

CT 148098/2 / PID 2755239

2. Proposed Use or Development

Description of proposed Use and Development:

Two additional classrooms – vulnerable use

Applicable Planning Scheme:

Tasmanian Planning Scheme - Devonport

3. Documents relied upon

This certificate relates to the following documents:

| Title | Author | Date | Version |
|--|------------|------------|---------|
| Bushfire Assessment Report: Devonport Christian School | M. Tempest | 03/03/2023 | 1.0 |
| | | | |
| | | | |
| | | | |

¹ This document is the approved form of certification for this purpose and must not be altered from its original form.

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

| | | |
|--------------------------|--|-------------------------------|
| <input type="checkbox"/> | E1.4 / C13.4 – Use or development exempt from this Code | |
| | Compliance test | Compliance Requirement |
| <input type="checkbox"/> | E1.4(a) / C13.4.1(a) | Insufficient increase in risk |

| | | |
|-------------------------------------|---|---|
| <input checked="" type="checkbox"/> | E1.5.1 / C13.5.1 – Vulnerable Uses | |
| | Acceptable Solution | Compliance Requirement |
| <input checked="" type="checkbox"/> | E1.5.1 P1 / C13.5.1 P1 | <i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i> |
| <input checked="" type="checkbox"/> | E1.5.1 A2 / C13.5.1 A2 | Emergency management strategy |
| <input checked="" type="checkbox"/> | E1.5.1 A3 / C13.5.1 A2 | Bushfire hazard management plan |

| | | |
|--------------------------|--|---|
| <input type="checkbox"/> | E1.5.2 / C13.5.2 – Hazardous Uses | |
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.5.2 P1 / C13.5.2 P1 | <i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i> |
| <input type="checkbox"/> | E1.5.2 A2 / C13.5.2 A2 | Emergency management strategy |
| <input type="checkbox"/> | E1.5.2 A3 / C13.5.2 A3 | Bushfire hazard management plan |

| | | |
|--------------------------|---|---|
| <input type="checkbox"/> | E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas | |
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.6.1 P1 / C13.6.1 P1 | <i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i> |
| <input type="checkbox"/> | E1.6.1 A1 (a) / C13.6.1 A1(a) | Insufficient increase in risk |
| <input type="checkbox"/> | E1.6.1 A1 (b) / C13.6.1 A1(b) | Provides BAL-19 for all lots (including any lot designated as 'balance') |
| <input type="checkbox"/> | E1.6.1 A1(c) / C13.6.1 A1(c) | Consent for Part 5 Agreement |

| | | |
|--------------------------|--|---|
| <input type="checkbox"/> | E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access | |
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.6.2 P1 / C13.6.2 P1 | <i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i> |
| <input type="checkbox"/> | E1.6.2 A1 (a) / C13.6.2 A1 (a) | Insufficient increase in risk |
| <input type="checkbox"/> | E1.6.2 A1 (b) / C13.6.2 A1 (b) | Access complies with relevant Tables |

| | | |
|--------------------------|---|---|
| <input type="checkbox"/> | E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes | |
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.6.3 A1 (a) / C13.6.3 A1 (a) | Insufficient increase in risk |
| <input type="checkbox"/> | E1.6.3 A1 (b) / C13.6.3 A1 (b) | Reticulated water supply complies with relevant Table |
| <input type="checkbox"/> | E1.6.3 A1 (c) / C13.6.3 A1 (c) | Water supply consistent with the objective |
| <input type="checkbox"/> | E1.6.3 A2 (a) / C13.6.3 A2 (a) | Insufficient increase in risk |
| <input type="checkbox"/> | E1.6.3 A2 (b) / C13.6.3 A2 (b) | Static water supply complies with relevant Table |
| <input type="checkbox"/> | E1.6.3 A2 (c) / C13.6.3 A2 (c) | Static water supply consistent with the objective |

5. Bushfire Hazard Practitioner

Name: Michael Tempest

Phone No: 0467 452 155

Postal Address:

Level 2, 102-104 Cameron Street
Launceston
TAS 7250

Email Address:

michaelt@rmcg.com.au

Accreditation No: BFP – 153

Scope: 1, 2, 3A, 3B, 3C

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

- ☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- ☒ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier



Name:

Michael Tempest

Date:

03/03/2023

Certificate
Number:

MT23/109V

(for Practitioner Use only)

This report has been prepared by:

RM Consulting Group Pty Ltd trading

29 York Town Square, Launceston Tasmania 7250

rmcg.com.au — ABN 73 613 135 247

Offices in Victoria, Tasmania, ACT and NSW

Key contact

Michael Tempest

0467 452 155 — michaelt@rmcg.com.au



Document review and authorisation

Project Number: #1925

| Doc Version | Final/Draft | Date | Author | Project Director review | BST QA review | Release approved by | Issued to |
|-------------|-------------|------------|------------|-------------------------|---------------|---------------------|-----------|
| 1.0 | Final | 03/03/2023 | M. Tempest | A. Ketelaar | J. Longford | A. Ketelaar | DCS |
| | | | | | | | |
| | | | | | | | |

DCS

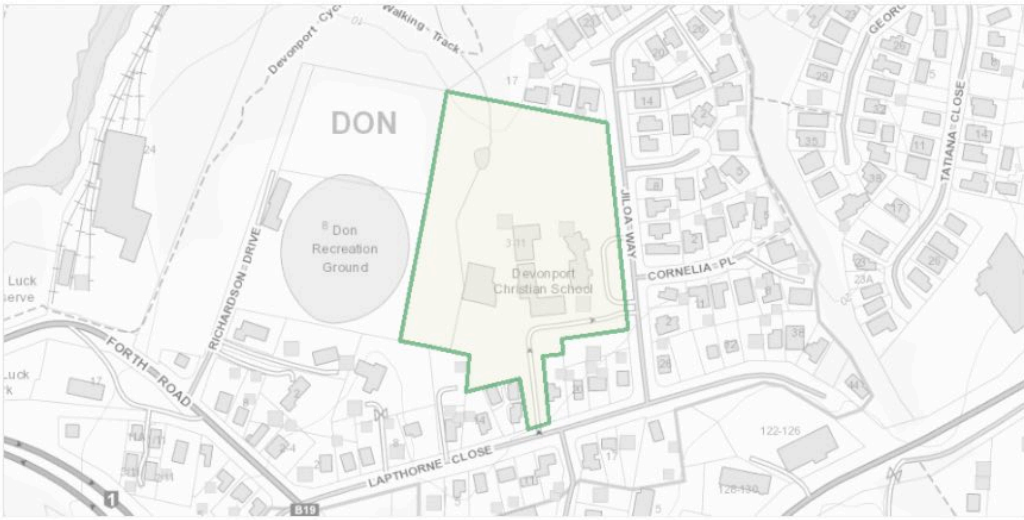
Devonport Christian School

| Sheet Number | Sheet Title | Current Revision | CurrentRevisionDate |
|--------------|------------------------|------------------|---------------------|
| 0-001 | Cover | B | 22/2/23 |
| 1-001 | Site | B | 22/2/23 |
| 2-001 | Floor plan | B | 22/2/23 |
| 3-001 | Elevations | B | 22/2/23 |
| 3-002 | Elevations | B | 22/2/23 |
| 3-003 | Shed plan + Elevations | B | 22/2/23 |
| 4-001 | Render | B | 22/2/23 |
| 4-002 | Render | B | 22/2/23 |

GENERAL INFORMATION:

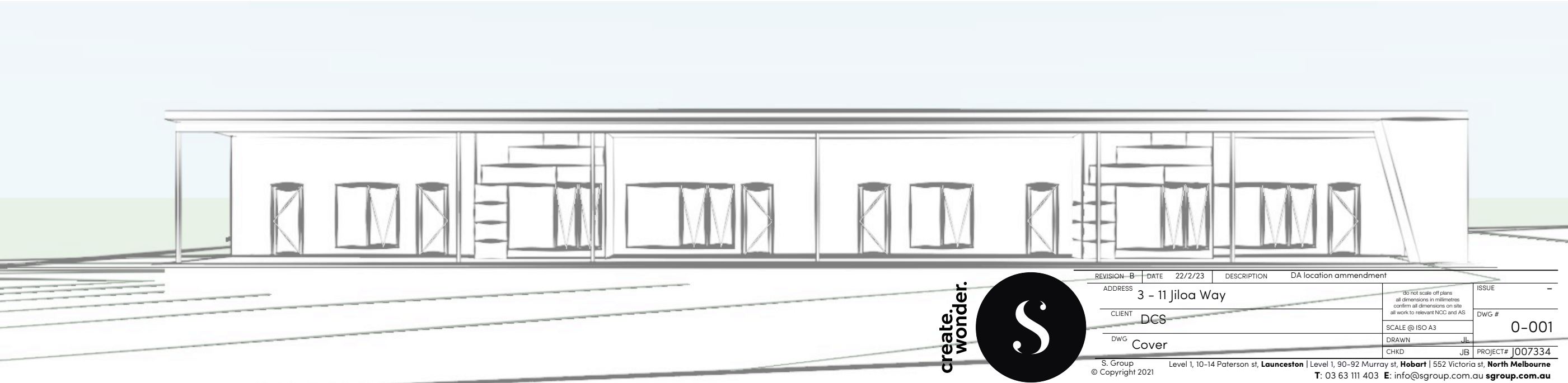
Accredited Architect:
Accreditation Number:

Sam Haberle
CC5618 U



| | |
|---------------------------------------|--|
| Property Identification Number | Certificate of Title Reference (Volume/Folio) |
| 2755239 | 148098/2 |
| Locality | Municipality |
| DON | Devonport |
| Planning Zones | Planning Codes Overlay |
| Community Purpose | Airport obstacle limitation area, Waterway and coastal protection area, Bushfire-prone areas, Priority vegetation area |
| Total Area | Planning Scheme |
| 38230 sqm | Tasmanian Planning Scheme |

artist impression

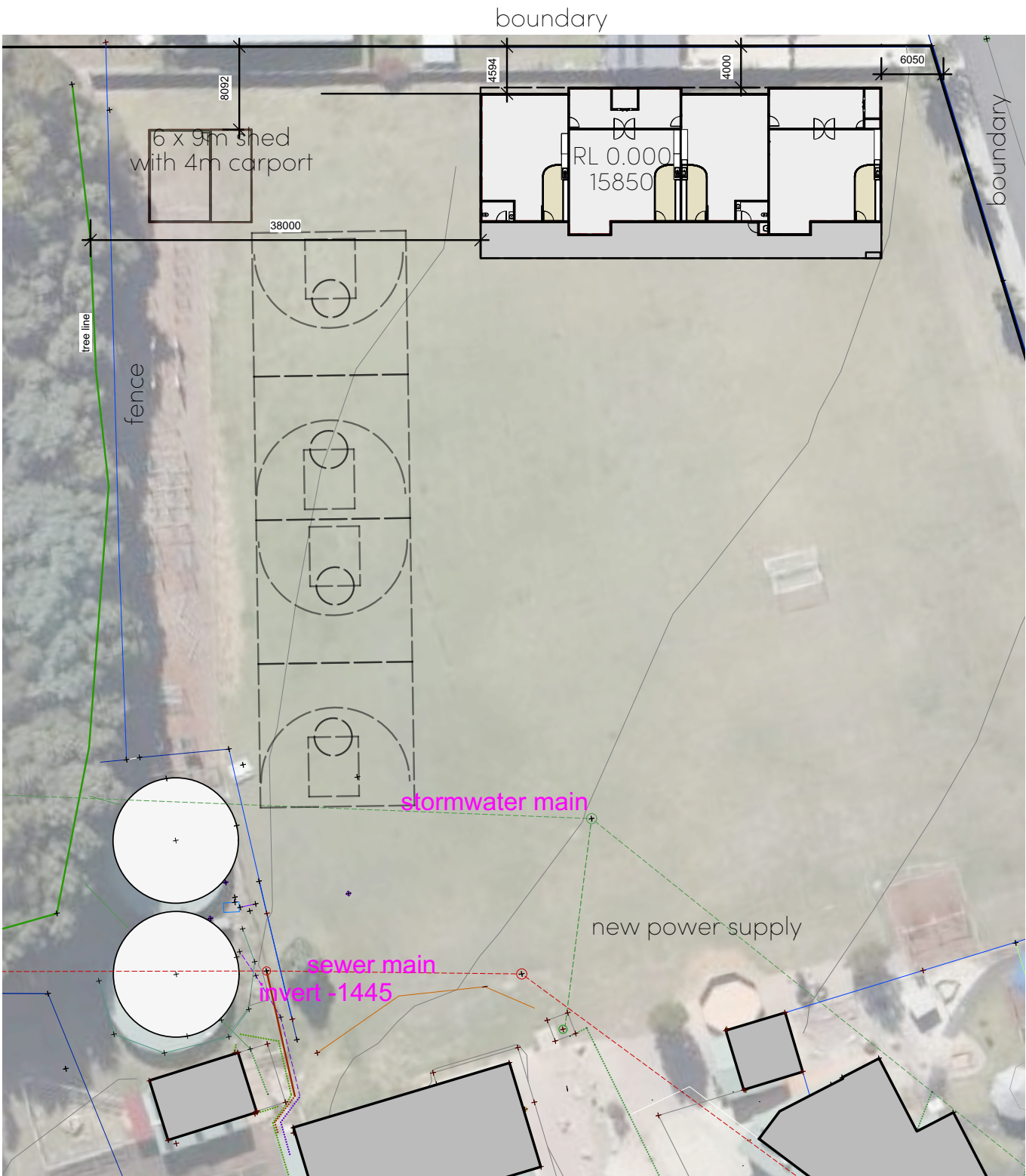
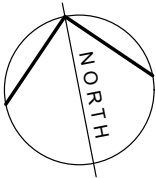


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| | | | | |
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| ADDRESS 3 - 11 Jiloa Way | | | | - |
| CLIENT DCS | | | | DWG # |
| DWG Cover | | | | 0-001 |
| DRAWN JL | | | | PROJECT# J007334 |
| CHKD JB | | | | |
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scale 1:2000

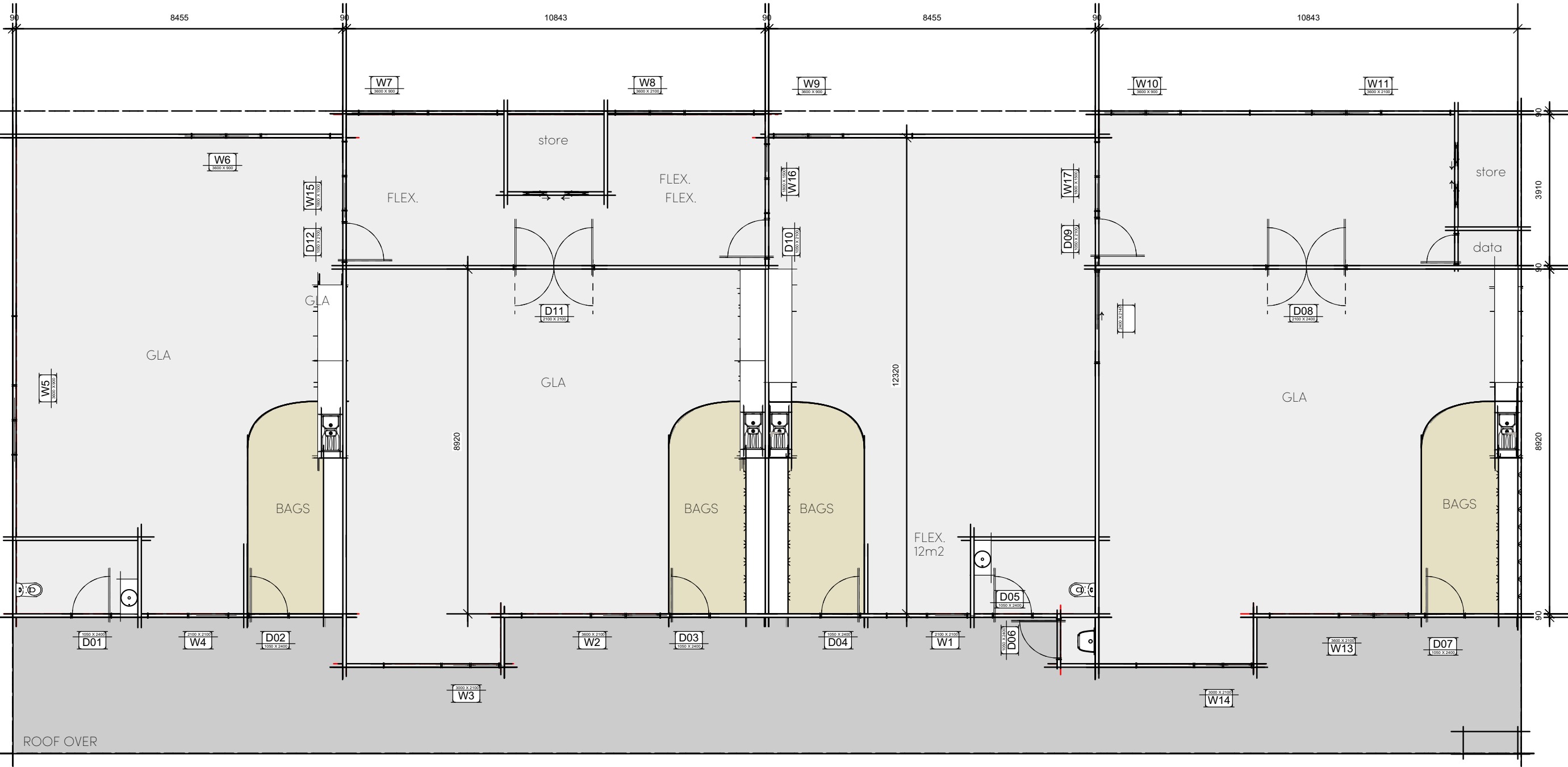


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| ADDRESS | 3 - 11 Jiloa Way | | | | | | |
| CLIENT | DCS | | | | | | |
| DWG | Site | | | | | | |
| do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS | | | | | | ISSUE | - |
| SCALE @ ISO A3 | | | | | | DWG # | 1-001 |
| DRAWN JLE | | | | | | PROJECT# | J007334 |
| CHKD JB | | | | | | | |
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total floor area 513m2

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wonder.

| | | |
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| REVISION B | DATE 22/2/23 | DESCRIPTION DA location ammendment |
| ADDRESS 3 - 11 Jiloa Way | | |
| CLIENT DCS | | |
| DWG Floor plan | | |
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do not scale off plans
all dimensions in millimetres
confirm all dimensions on site
all work to relevant NCC and AS

SCALE @ ISO A3 1:100

DRAWN JLE

CHKD JB

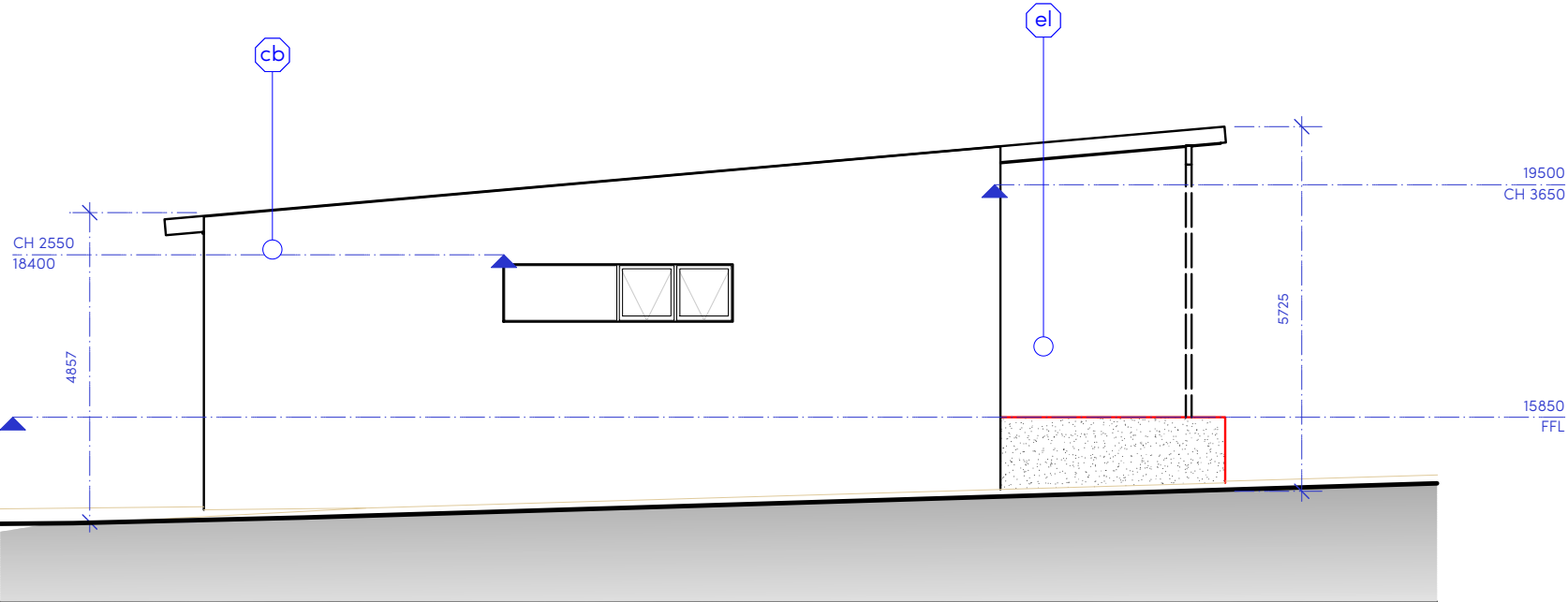
ISSUE -

DWG # 2-001

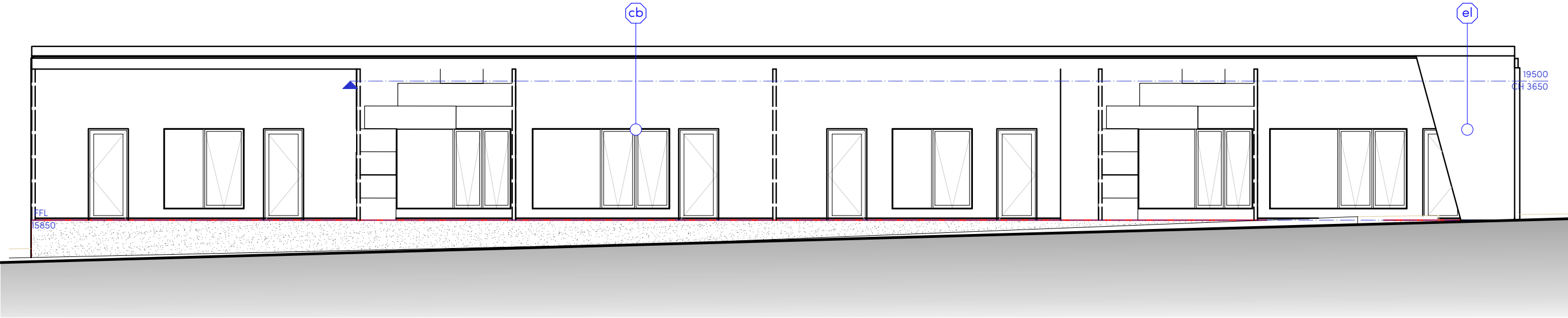
PROJECT# J007334

Agenda - COUNCIL MEETING - 24 APRIL 2023 ATTACHMENTS

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west elevation

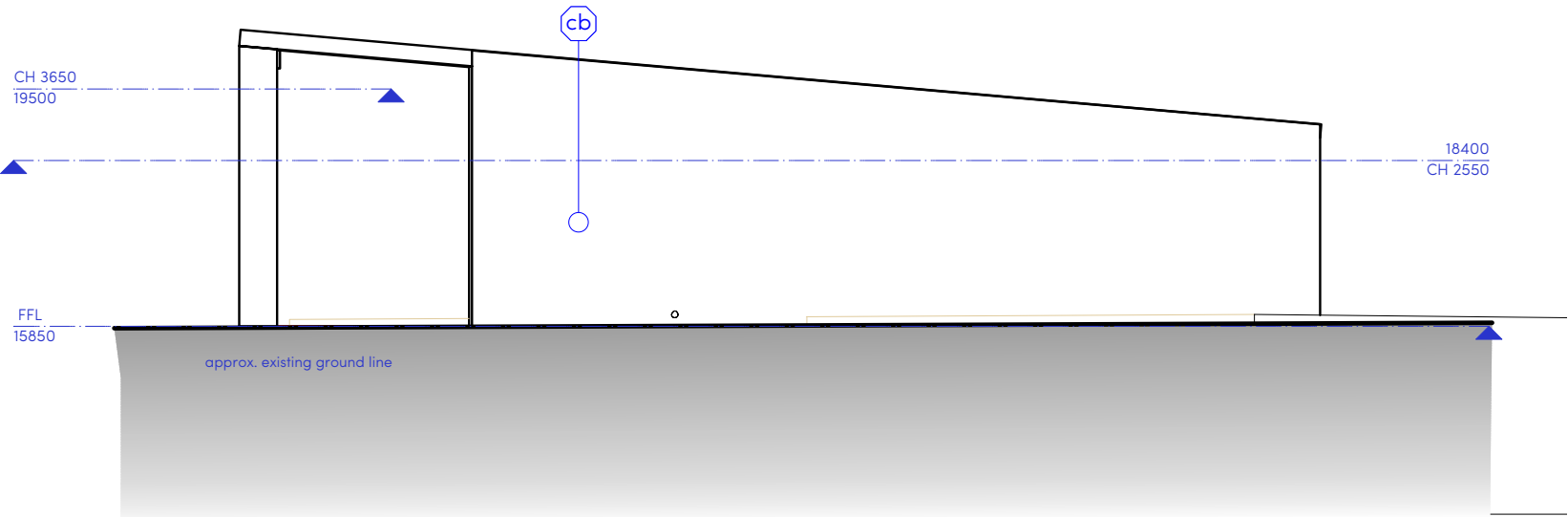


south elevation

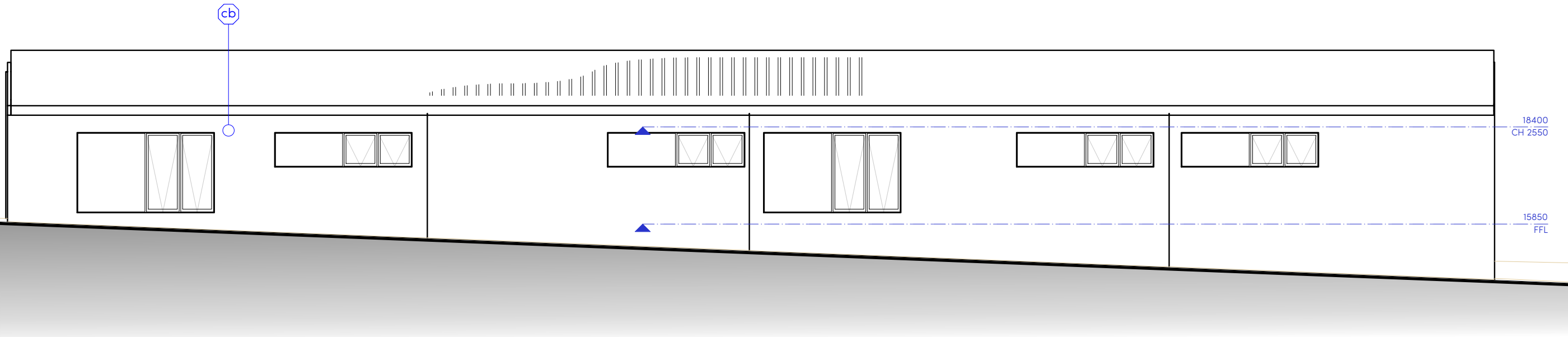
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| DWG | | Elevations | | | | | |
| DRAWN | | JL | | | | | |
| CHKD | | JB | | | PROJECT# J007334 | | |
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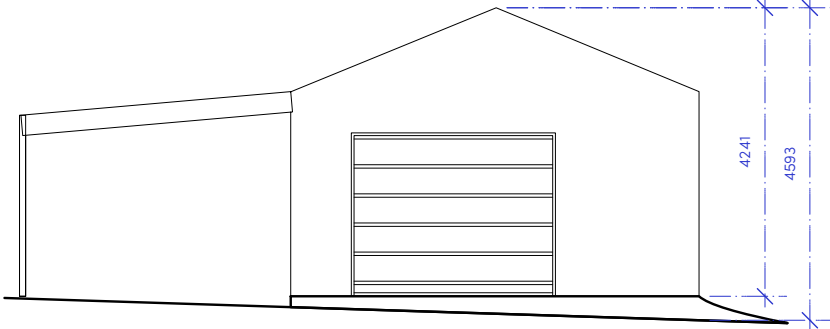
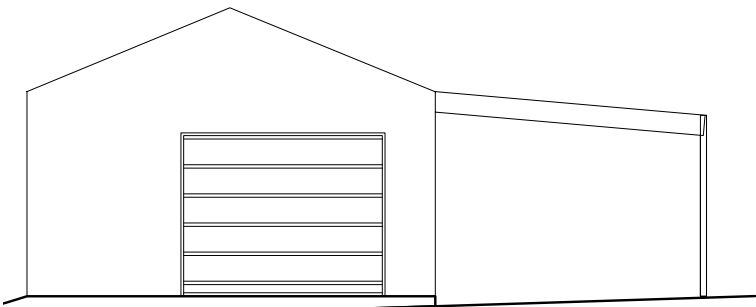
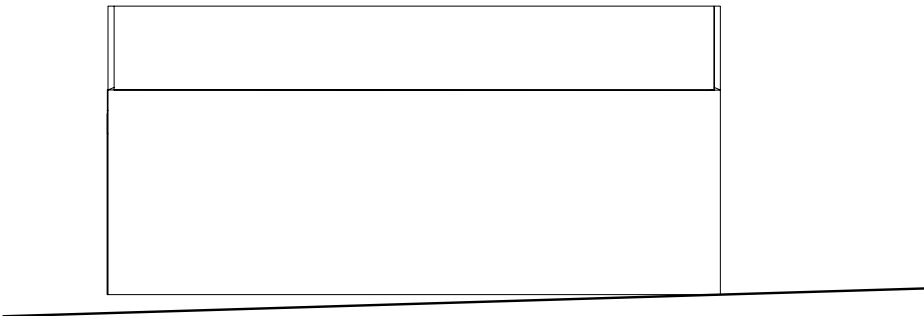
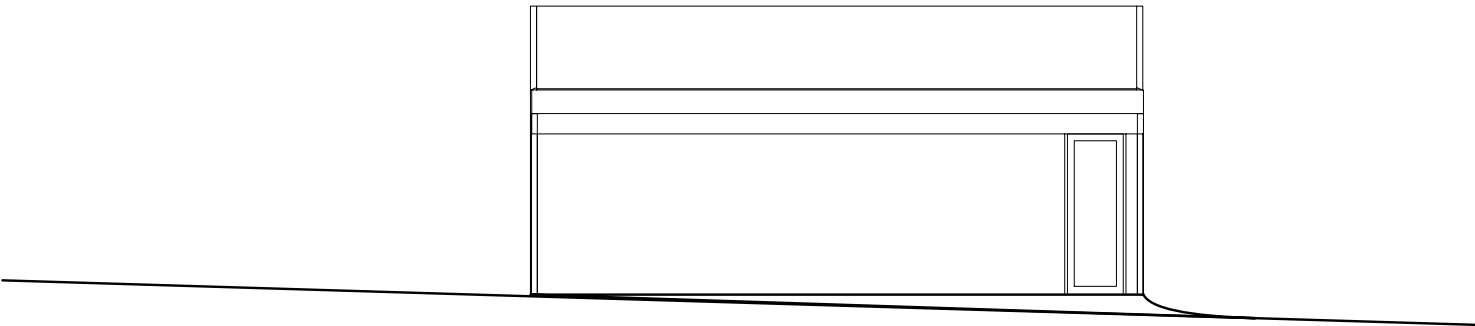
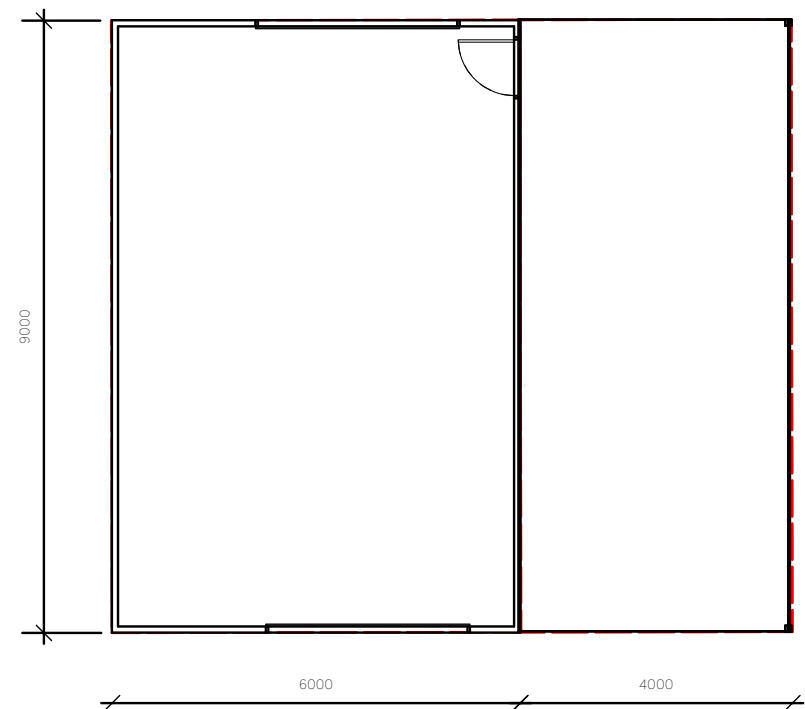
east elevation



north elevation

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| CLIENT | | DCS | | | | DWG # | 3-002 |
| DWG | | Elevations | | | | PROJECT# | J007334 |
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typical shed elevations



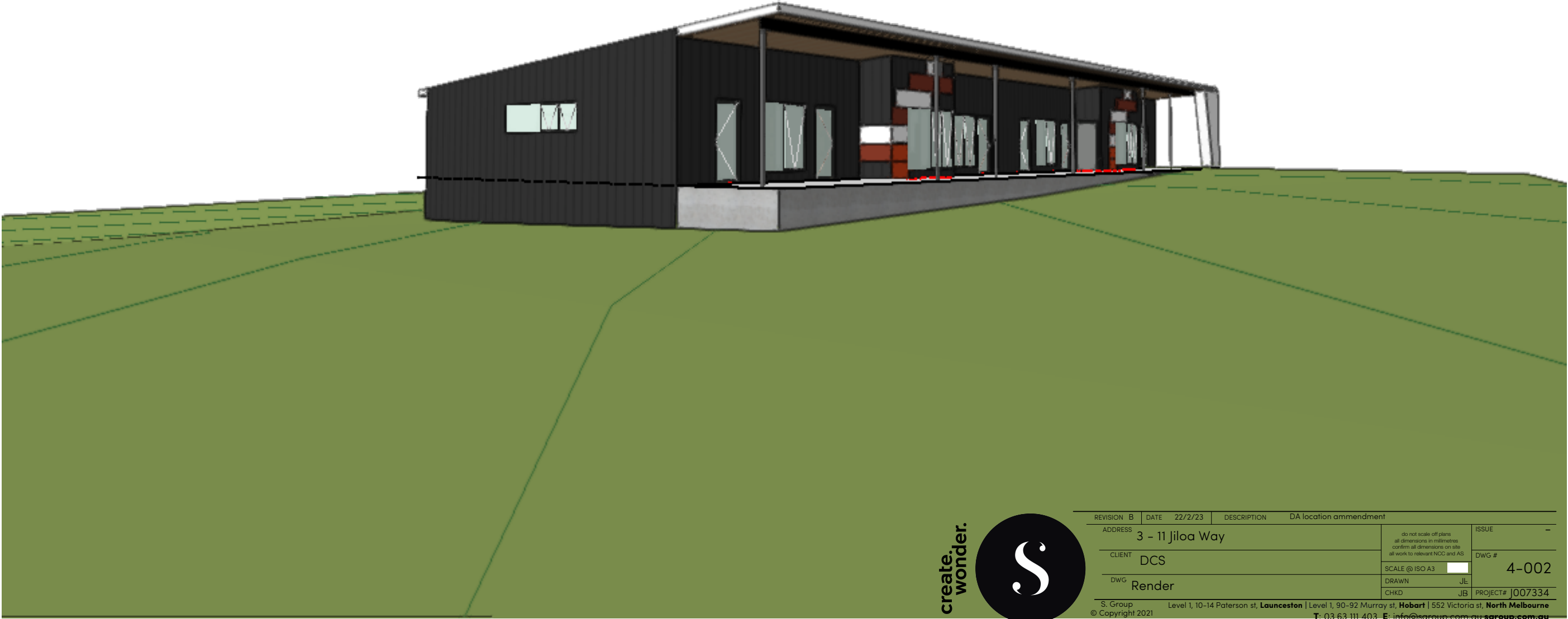
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| CLIENT | | | | | | | |
| DWG | | | | | | | |
| CHKD | | | | | | | |
| Shed plan + Elevations | | | | | SCALE @ ISO A3 | 1:100 | PROJECT# J007334 |
| | | | | | DRAWN | JL | |
| | | | | | CHKD | JB | |
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| REVISION | B | DATE | 22/2/23 | DESCRIPTION | DA location ammendment | ISSUE | |
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| CLIENT | | DCS | | | | | |
| DWG | | Render | | | | | |
| | | | | | | | |
| | | | | | | SCALE @ ISO A3 | PROJECT# J007334 |
| | | | | | | DRAWN JLE | |
| | | | | | | CHKD JB | |
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From: Kendra Edwards <kendra.rossington@gmail.com>
Sent: Friday, 31 March 2023 3:55 PM
To: Devonport City Council
Cc: Anthony Edwards
Subject: Representation for PA2023.0007 3-11 Jiloa Way, Don from Kendra and Anthony Edwards

To The General Manager, Devonport City Council,

We would like to express our views regarding the Proposed Use or Development: Educational and occasional care (additional classroom building) Address of the Land: 3-11 Jiloa Way, Don, Devonport Christian School, Application Number : PA2023.0007.

We are the residential owners of 12 Jiloa Way. Our family home directly faces the planned construction site.

We are pleased that Devonport Christian School is expanding their services, especially as our daughter attends the school, however as homeowners we are disappointed the planned building will obstruct our current view of the oval and bushland beyond. As the building is quite tall and will be positioned close to the boundary and road, this may feel intrusive and take away from the pleasant aesthetics and peaceful feel of Jiloa Way, also potentially decreasing the value of our home.

We have spoken with Devonport Christian School and are aware that their initial preferred design had the building positioned much closer to the bush.

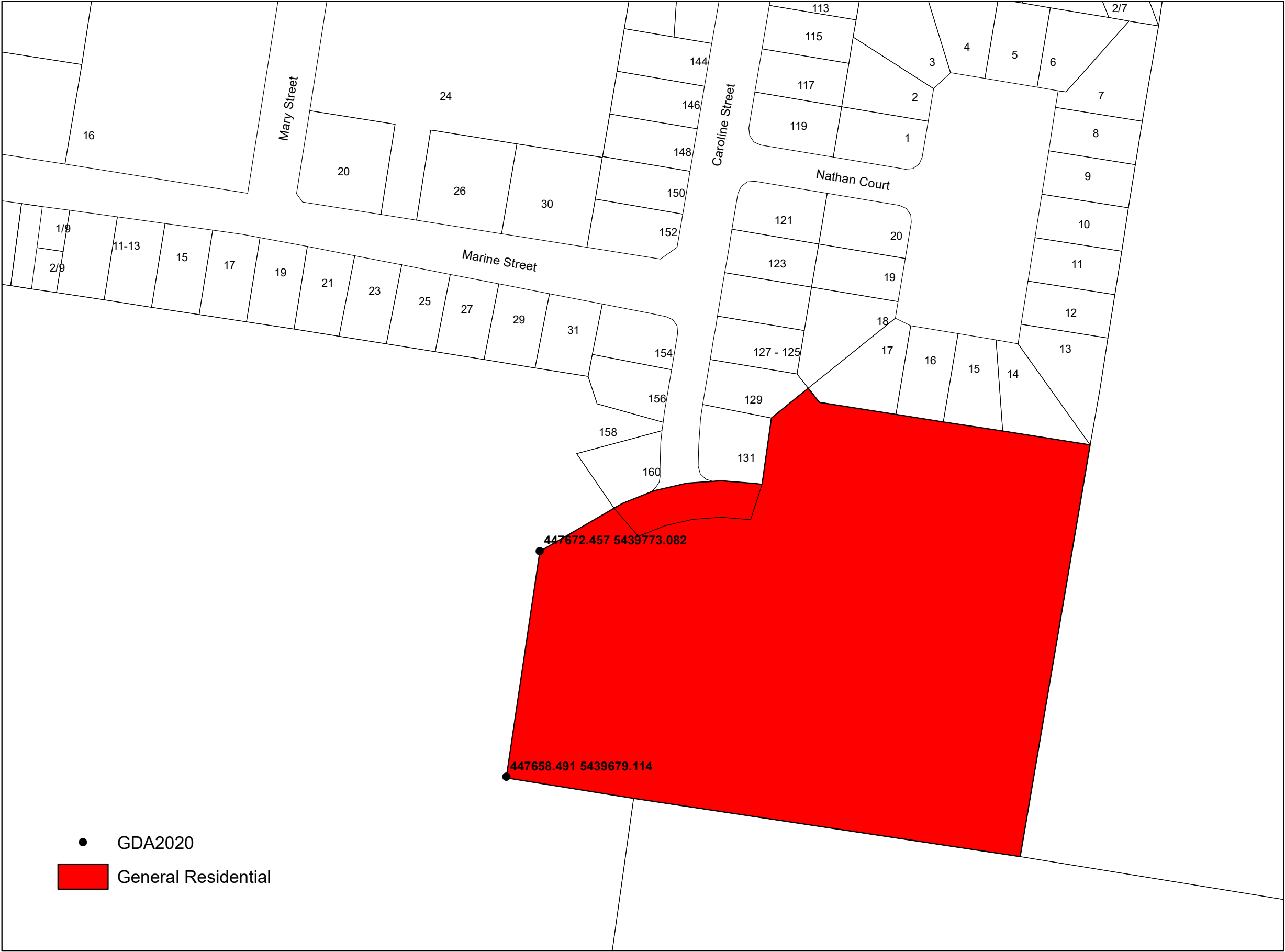
We are aware that with a Bushfire Attack Level (BAL) rating of 12.5, the building is required to be 38 metres away from the bush. However, from what we have researched the majority of proposed building materials (colorbond, steel) will meet the requirements of a BAL rating higher than 12.5, as most requirements for BAL 12.5 are 'as for BAL 19'. We acknowledge there may need to be minor adjustments in building materials to accommodate the building being built closer to the bushland.

We would appreciate your consideration of recommending that the building be moved back from the proposed location next to the road, further toward the bush. There is ample clearance available, which would make a great difference to our outlook and maintain the pleasing aesthetic of the current streetscape.

Kind regards,

Kendra and Anthony Edwards

Ph: 0417 142 409



AM2023.01 - Assessment against the requirements of the Land Use Planning and Approvals Act 1993

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

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

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

Response: The proposed amendment does not alter any provisions that the SPPs specify must be contained in an LPS.

(a) is in accordance with section 32;

Response: The proposed amendment is in accordance with section 32 which specifies the requirements of an LPS. The LPS will remain unaltered except in relation to the spatial application of the SPPs. The proposed changes are in keeping with the Guidelines for zone and code application.

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

Response: The amendment meets these objectives as it allows for sustainable use of the land through the provision of land for much needed housing, increasing the number of lots possible from 4 to 32 or above. It will allow public involvement in resource management and planning through the statutory processes required. In addition the proposal facilitates economic development and allows for sound strategic planning and coordinated action by State and Local Government.

(d) is consistent with each State policy;

Response:

State Coastal Policy, 1996 – The proposal is located within 1km of the tidal area of the Mersey River and therefore the State Coastal Policy is applicable. The proposed spatial application of the General Residential Zone will not have any negative impacts on the coast as any future development will utilise Council's existing reticulated stormwater system. In addition the proposal is situated over 600m from the Mersey River, behind well established residential and commercial uses and associated infrastructure.

State Policy on Water Quality Management, 1997 – Any water runoff from the site will be dealt with through the existing stormwater system.

State Policy on the Protection of Agricultural Land, 2009 – The proposal does not involve agricultural land and is therefore not subject to the policy.

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

Response: The TPPs are yet to be adopted.

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

Response: The proposed amendment is consistent with the Cradle Coast Regional Land Use Strategy – *Living on the Coast* in that the LPS was prepared taking the strategy into consideration. In addition the proposal is consistent with the strategy as it provides additional land for residential use. The strategy stipulates that 10 years

supply of land should be allowed for. The increase in General Residential zoned land will contribute to this supply.

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

Response: The proposal is in keeping with Strategy 2.1.1 in that it will deliver appropriate land use in conjunction with review of the planning scheme.

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

Response: The proposal will not impact any adjacent municipal areas.

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

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

- (2A) A relevant planning instrument satisfies the relevant criteria in relation to the TPPs if –**

- (a) where the SPPs and the relevant regional land use strategy have not been reviewed under section 30T(1) or section 5A(8) after the TPPs, or an amendment to the TPPs, is or are made – the relevant planning instrument is consistent with the TPPs, as in force before the relevant planning instrument is made; and**
- (b) whether or not the SPPs and the applicable regional land use strategy have been reviewed under section 30T(1) or section 5A(8) after the TPPs, or an amendment to the TPPs, is or are made – the relevant planning instrument complies with each direction, contained in the TPPs in accordance with section 12B(3), as to the manner in which the TPPs are to be implemented into the LPSs.**

Response: The Tasmanian Planning Policies are yet to be implemented.

- (3) An amendment of an LPS, or a draft amendment of an LPS, is taken to meet the LPS criteria if the amendment of the LPS, or the draft amendment of the LPS, if made, will not have the effect that the LPS, as amended, will cease to meet the LPS criteria.**

Response: The proposed amendments to the LPS will not result in the LPS ceasing to meet the LPS criteria.

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



Devonport City Council

Land Use Planning and Approvals Act 1993 (LUPAA)

Tasmanian Planning Scheme - Devonport

Application for Planning Permit

Use or Development Site

Street Address: 158 Caroline Street, East Devonport

Certificate of Title Reference No.: 174766/1

Applicant's Details

Full Name/Company Name: PDA Surveyors Engineers and Planners OBO
Vos Construction & Joinery

Postal Address: _____
PDA - 3/23 Brisbane Street, Launceston TAS 7250

Telephone: 03 6331 4099 Contact: Allan Brooks
Email: planning @pda.com.au allan.brooks@pda.com.au

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

Full Name/Company Name: Vos Construction & Joinery

Postal Address: Vos Construction & Joinery
3 Hudson Fysh Drive,
Western Junction TAS 7212

Telephone: 03 6398 8300
Email: ABOTT@VOSGROUP.COM Contact: Adrian Bott

ABN: 47 611 446 016
PO Box 604
137 Rooke Street
Devonport TAS 7310
Telephone 03 6424 0511
www.devonport.tas.gov.au
council@devonport.tas.gov.au

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

Please provide one copy of all plans with your application.

Assessment of an application for a Use or Development

What is proposed?: _____

This application is made under section 40T of the Land Use Planning and Approvals Act 1993 and the Tasmanian Planning Scheme - Devonport

The application proposes a combined rezoning of 158 Caroline Street, East Devonport and the subsequent Subdivision of the land into 32 lots, plus road lot.

The section of land subject to this application is currently zoned Rural Living 'A' and forms part of a larger title which has both the General Residential and Agricultural zones applied.

The area of existing General Residential has a current subdivision applicaiton before the Devonport Council. This proposal seeks to rezone the remaining residential compitable zoned land in order to include it with the overall subdivision layout.

Description of how the use will operate: _____

Should the application be approved, the land will be developed for residential use

Use Class (Office use only): _____

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

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

Value of use and/or development

\$ 500 000 _____

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

If land is not in applicant's ownership

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

Applicant's signature: _____ Date: _____

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

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

General Manager's signature: _____ Date: _____

If the application involves land owned or administered by the Crown

Crown consent must be included with the application.

Signature

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

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

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

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

Applicant's signature:  _____ Date: 25/11/22 _____

PRIVACY ACT

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

Fee & payment options

DD

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



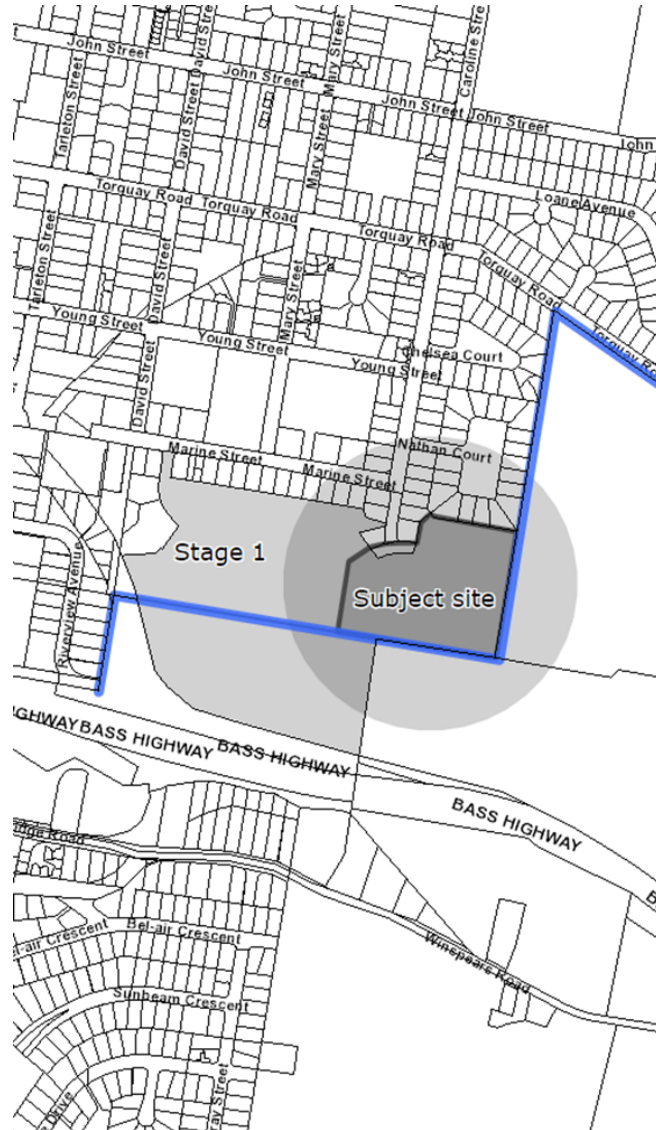
Pay in Person at Service Tasmania – Present this notice to any Service Tasmania Centre, together with your payment. See www.service.tas.gov.au for opening hours.



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



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



Section 40T - 158 Caroline Street, East Devonport Rezoning and Development Application

48653JB | 01/09/2022

PDA Contributors

| Contributor | Name | Date |
|---------------------|---------------------------|---------------|
| Surveyor | | |
| Processing | | |
| Reporting | John Ayers for PDA | November 2022 |
| Review and Approval | Justine Brooks - Director | 25/11/22 |

Revision History

| Revision | Description | Reviewed by | Date |
|----------|-------------|----------------|----------|
| 0 | First Issue | Justine Brooks | 25/11/22 |
| | | | |
| | | | |

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Section 40T - 158 Caroline Street, East Devonport - Rezoning and Development Application 48653JB



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SECTION 40T APPLICATION - LAND USE PLANNING AND APPROVALS ACT 1993
158 CAROLINE STREET EAST DEVONPORT - REZONING AND DEVELOPMENT
APPLICATION

EXECUTIVE SUMMARY

The application proposes a combined rezoning and development approval for a 32-lot subdivision involving the property at 158 Caroline Street East Devonport - the subject site.

The application seeks to:

- (a) Rezone the east section of the property refer Figure 1 shown as Stage 2, to extend the General Residential Zone replacing the existing Rural Living Zone' A' within the urban development boundary; and
- (b) Subdivide the property to create allotments within the extended General Residential Zone. The lots range in size from 452m² to 3,974m² providing a mix of housing lots.



Figure 1 - Location and Zone Plan

The property is immediately adjacent to residential subdivisions developed through the immediate precincts and beyond, allowing for a seamless transition from the *lower density* classification to a density reflecting that of development within the immediate precinct. The proposed development adjoins the recently proposed subdivision shown as Stage 1.

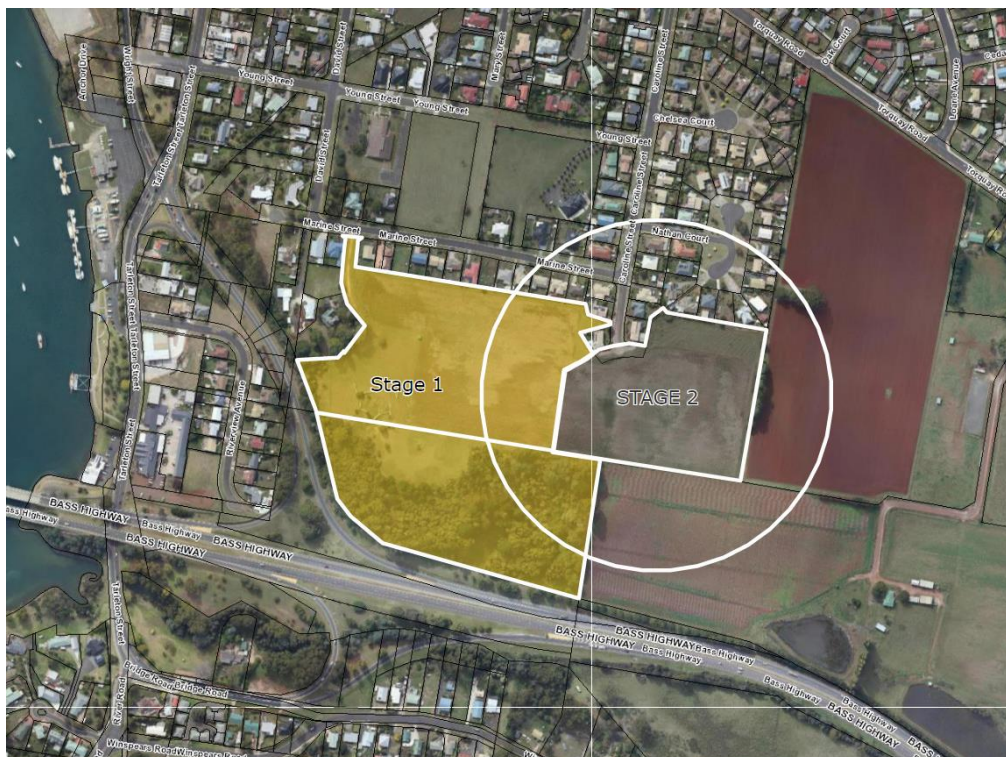


Figure 2 - Development site - Aerial Photo LIST map

In response to the planning scheme Code overlays which reflect the site's characteristics, the submission includes analysis undertaken to review service infrastructure capacity, flora/fauna and bushfire hazard assessments which then underpin decisions concerning the extent of the General Residential Zone extension and the subdivision layout.

Specific technical reports addressing elements of the proposed development included:

Midson Traffic completed a Traffic Impact Assessment which reviewed the traffic and parking impact of the proposed 32 lot subdivision east of stage 1 concluding subject to recommendations support of the proposal on traffic grounds. The assessment considers the traffic impacts of the combined stages 1 and 2 of the property's development. The analysis reveals that traffic generation will split across the two access points of Marine and Caroline Streets and that the internal road network will ensure a low-speed environment achieving good connectivity to the external road network.

GeoTon Pty Ltd were engaged to review the stability issues affecting the land south of the subdivision precinct of Stage 1 (Lot 46) refer Figure 7, identifying the hazard and assessing the risk to the proposed development. The result is that the design retains the forest vegetation south of the proposed subdivision thus ensuring the stability and integrity of the land is maintained. Stage 2 development is unaffected and not impacted by stability issues.

PDA Planners & Engineers have completed concept service design drawings and stormwater catchment/management report for the development, demonstrating sustainable infrastructure availability to service the proposed development.

Livingston Natural Resource Services have completed an analysis of both stages 1 and 2 of the site's residential development and rezoning in accordance with the Bushfire-Prone Areas Code, providing Certificates under s51(2)(d) of the *Land Use Planning and Approvals Act 1993*.

Urban Development Zone Boundary

The extent of urban (growth) zoning impacting the subject property is shown at Figure 3 below, within which the entirety of the subdivision is proposed. The *Cradle Coast Regional Land Use Strategy* (CCRLUS) identifies an urban growth boundary as the primary strategic tool to manage residential growth across the metropolitan area. The boundary provides for residential development within the next 5 years and represents the extent of infrastructure services available.

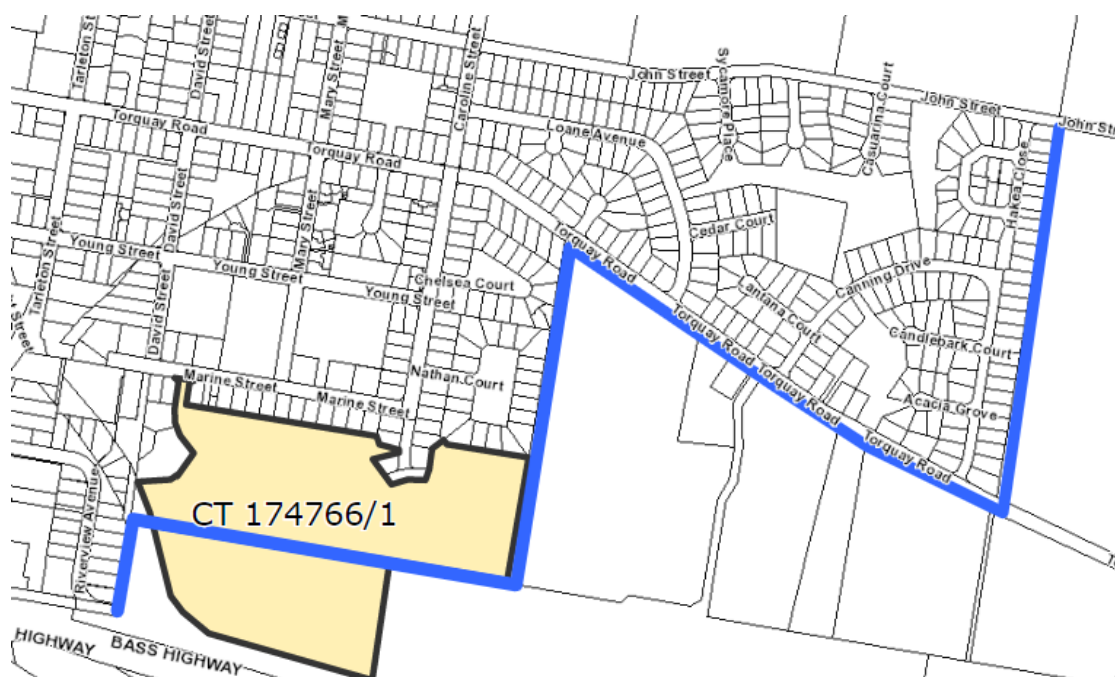
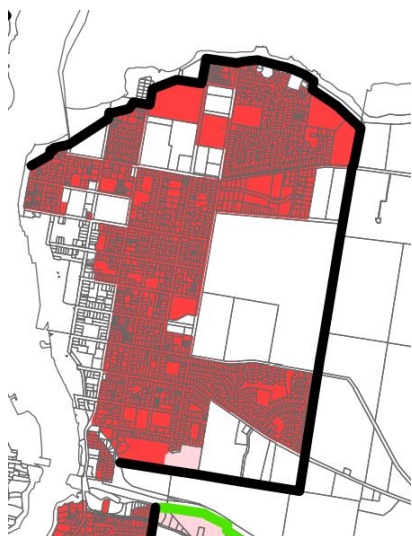


Figure 3 - Urban Zone Boundary



The *Greater Devonport Residential Growth Strategy 2021-2040* nominates the Urban Growth Boundary as this impacts the development site and is shown adjacent.

The CCRLUS notes that Devonport is a contained urban centre with a population of 24,250. Growth forecast show a net increase of 1245 people by 2032, with an underlying housing demand of 600 dwellings or 25 per annum. The urban land area within Devonport provides approximately 5 years forward residential supply predominantly at Ambleside and East Devonport.

Expansion options are highly constrained by proximity to productive agricultural land and other land use allocations for

industrial and rural residential use. Internal housing growth needs to be accommodated through infill and consolidation.

The proposed rezoning of the site from the Rural Living Zone 'A' classification to General Residential will allow for development at a higher density to reflect infrastructure availability and maximise the opportunity to achieve an increased lot yield within the Urban Zone boundary, thus achieving that objective of infill consolidation.

The fact that the future residential expansion is impacted by the arable rural land suggests that the rezoning and subsequent change of residential density for the subject site is both sustainable and an imperative to ensure that the most is made of land which is zoned for residential development and occurs at densities to ensure that the opportunity of available infrastructure is maximised in terms of its capacity and the potential lot yield.

This will ensure that future demand is accommodated within the constraints of available infrastructure, ultimately achieving a more cost-effective development strategy.



Figure 4 - Site Urban Development Zone Boundary

In accordance with the key direction of the CCRLUS the proposed development will achieve a higher density of development with the introduction of the General Residential Zone replacing the current lower density classification. This aligns with the strategy which seeks to maximise as far as possible development within the limits of sustainable infrastructure.

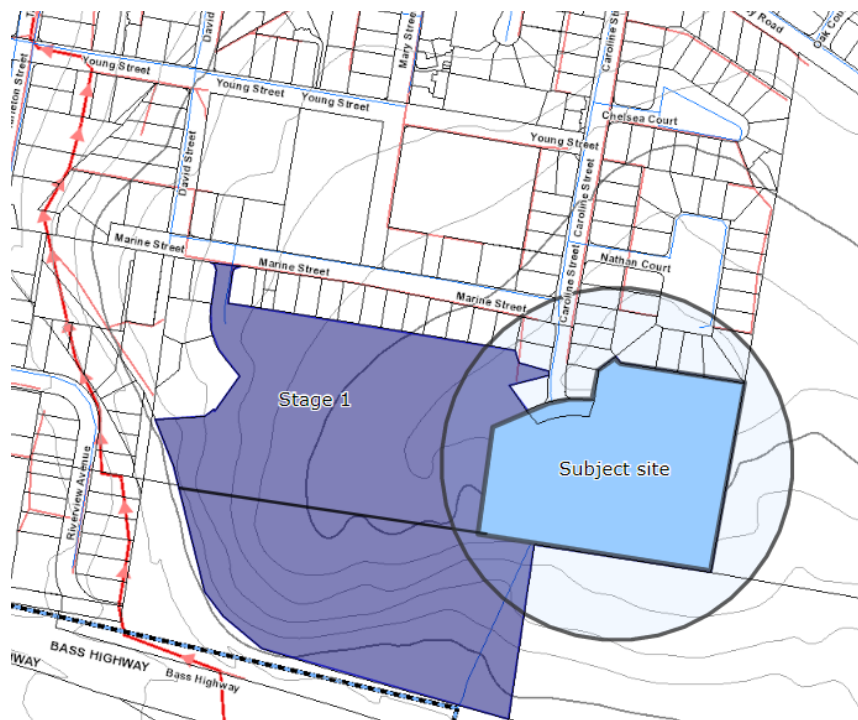
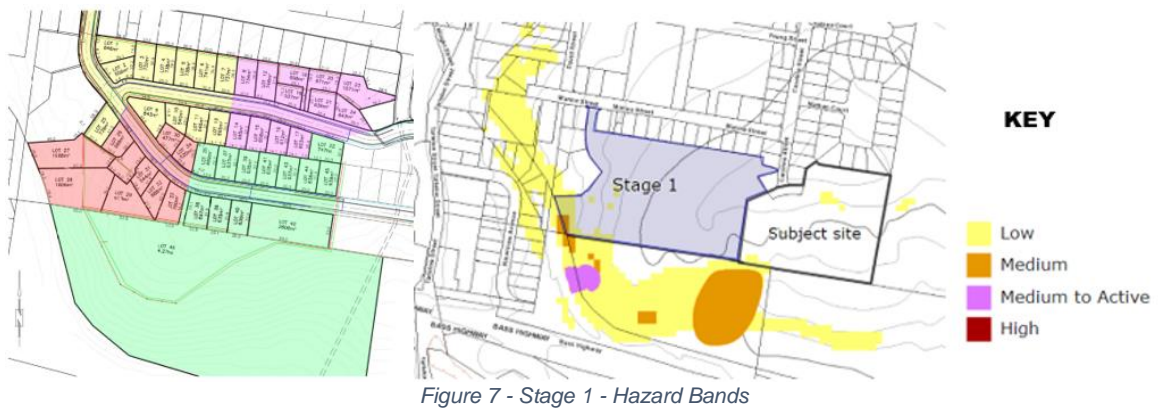


Figure 5 - Infrastructure service network



Figure 6 - Subdivision layout - Subject site



1.0 INTRODUCTION

The application is lodged in accordance with section 40T of the *Land Use Planning and Approvals Act 1993* (the Act) seeking approval for a combined rezoning and development application to enable the subdivision of the subject property at 158 Caroline Street East Devonport.

The proposed development will create a total of 32 lots at suburban density maximising site characteristics to achieve sustainable development within available infrastructure capacity.



Figure 8 - Subject site and wider context

The subject property is classified Rural Living Zone' A' under the *Tasmania Planning Scheme-Devonport*.

The area beyond the east boundary is zoned Agriculture reflecting the site's soil characteristics including existing use and potential for intensive agricultural use beyond the boundaries of the established precinct.

The subdivision proposal is located within the existing Urban Development boundary and is serviced with reticulated water, sewerage and stormwater. It represents stage 2 of the redevelopment of the property and is proposed to maximise potential for lot yield to achieve alignment with the strategic objective of the CCRLUS and the Greater Devonport Residential Growth Strategy 2021-2040.

The proposed lots range in area from 452m².to 3,974m².

2.0 SITE DESCRIPTION

The property is part of the 12.02ha holding located off Marine Street East Devonport. The development site is located east of the first stage of subdivision and has direct access from Caroline Street extension intersecting with Marine Street.

The area of land to be developed within the Rural Living Zone 'A' is approximately 3.18ha from which the proposal will yield 32 lots ranging in area from 452m² to 3,974m². The site is moderately sloping from Caroline Street to the south at a slope of approximately 15°. The site is cleared of vegetation.



Figure 9 - Site contours

The development site will be accessed from the Caroline Street frontage via a proposed internal road network and is serviced with reticulated water, sewer and stormwater.

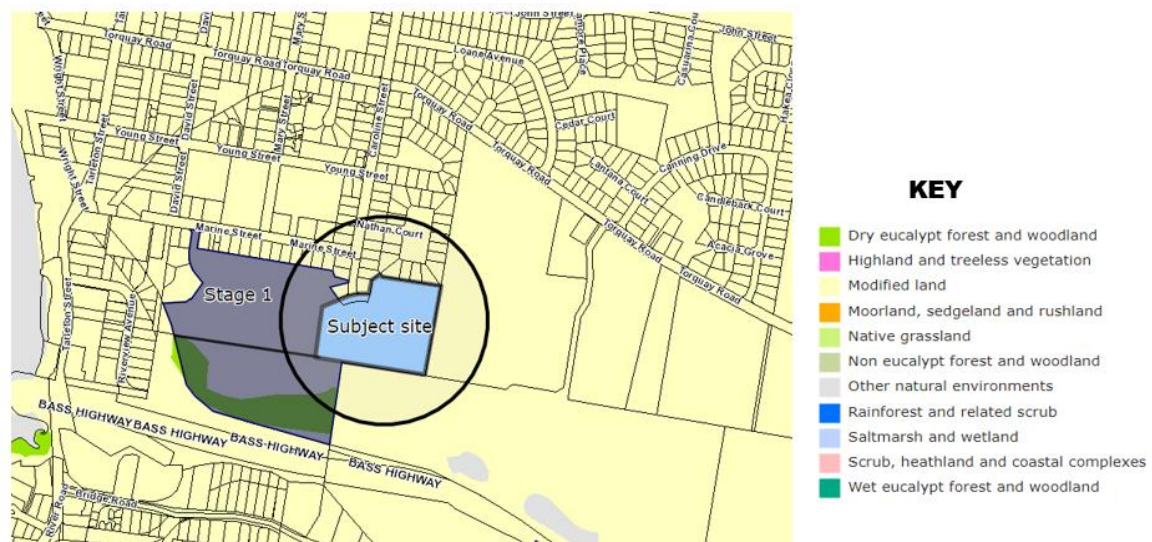


Figure 10 Tasveg 4.0 Groups



Figure 11 - Site Aerial view

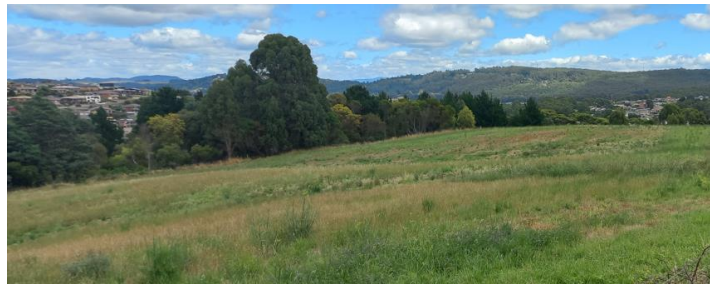


Figure 12 - View looking south west - Stage 1



Figure 13 - View looking south



Figure 14 - View looking east boundary - Stage 2



Figure 15 - Title area - subdivision site



Figure 16 - Hazard Bands

Title reference: CT Volume 174766 Folio 1

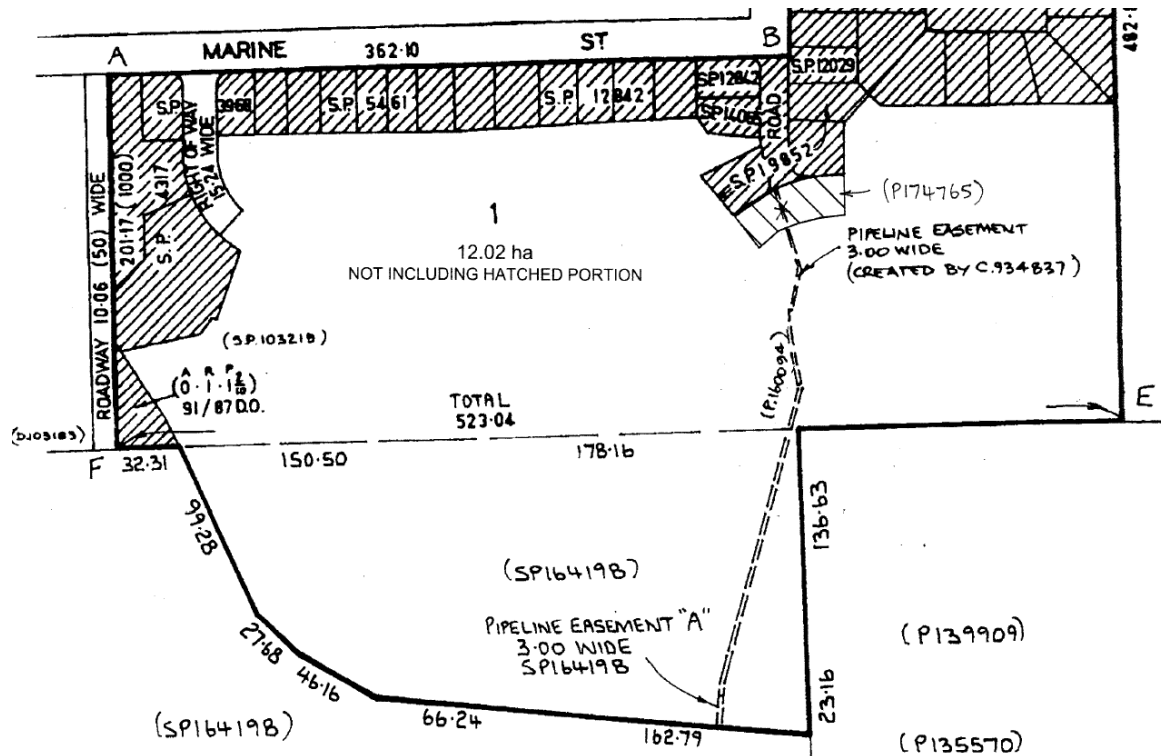


Figure 17 - Title Plan - CT 174766/1

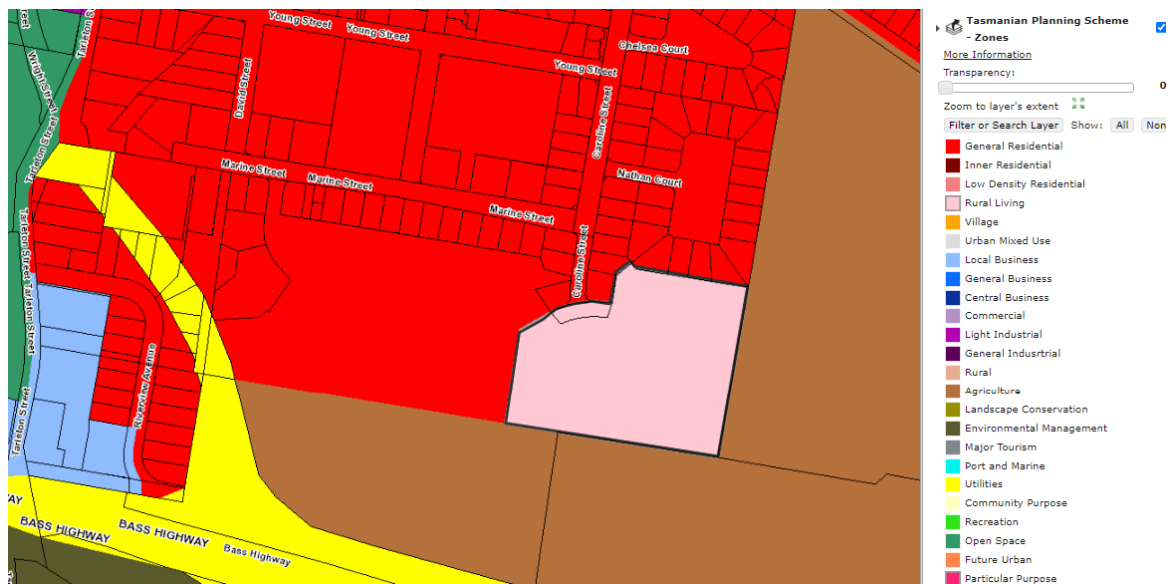


Figure 18 - Zone context - subject site title area Rural Living 'A' (pink)

3.0 STATUTORY/STRATEGIC CONSIDERATIONS - SECTION 40T OF THE ACT

3.1 Section 34(2) Land Use Planning and Approvals Act 1993 - LPS Criteria:

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

- (a) contains all the provisions that the SPPs specify must be contained in an LPS;*
- (b) is in accordance with section 32;*
- (c) furthers the objectives set out in Schedule 1;*
- (d) is consistent with each State policy;*
- (da) satisfies the relevant criteria in relation to the TPP's (Tasmanian Planning Policies);*
- (e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates;*
- (f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993 that applies in relation to the land to which the relevant planning instrument relates;*
- (g) as far as practicable, is consistent with and coordinated with any LPS's that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates;*
- (h) has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.*

3.1.1 Section 34(2)(a)

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

RESPONSE: The proposed amendment to the LPS is consistent with the Planning Scheme LPS in relation to which there will be no inconsistencies with the SPPs.

3.1.2 Section 34(2)(b)

(b) is in accordance with section 32;

RESPONSE: The proposed instrument is in accordance with section 32

3.1.3 Section 34(2)(c)

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

3.1.3.1 Schedule 1, Part 1 - Objectives of the Resource Management and Planning System of Tasmania

RESPONSE: The application for rezoning and development is in accordance with the objectives of Schedule 1 and has taken into consideration those prescribed matters relevant to the proposed development, the subject of the application, demonstrated as follows:

- (a) To promote the sustainable development of natural and physical resources and the maintenance of ecological processes and generic diversity.*

RESPONSE: The development of the subject site will not impact the natural and physical resources nor the maintenance of ecological processes and generic diversity. There are no biodiversity and landscape values of significance. The proposal consolidates development within the remnant pasture areas of the property currently zoned for low density residential development. Physical resources accessible to the site ensures sustainable development within the limits of the existing infrastructure network.

(b) To provide for the fair, orderly and sustainable use and development of air, land and water.

RESPONSE: The development of new allotments within the subject site at an increased density represents infill development within the Urban Growth boundary and an established residential context. The site is serviced with water, sewer and stormwater infrastructure and the development will not place significant load upon the capacity of the existing systems.

(c) To encourage public involvement in resource management and planning.

RESPONSE: The initiation of the planning scheme amendment will be publicly exhibited allowing the community to make representation in accordance with the resource management and planning system.

(d) To facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c).

RESPONSE: The change in zone to that of General Residential will achieve the objectives set out in paragraphs (a), (b) and (c) by enabling the development of a lot for the purposes of achieving greater density of residential development. The development is sustainable and will enable the environmentally acceptable redevelopment of the subject property in accordance with land use strategies and the capacity of existing infrastructure. The size of the new lots achieves these objectives without the need for services augmentation within the capacity of the system.

(e) To promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

RESPONSE: The process facilitates the sharing of resource management decisions through consultation and community participation in the decisions concerning future land use proposals.

3.1.3.2 Schedule 1, Part 2 - Objectives of the planning process established by the Act

(a) to require sound strategic planning and co-ordinated action by State and local government.

RESPONSE: The rezoning to enable the redevelopment of the subject property at increased residential density is in accordance with the identified priorities of the CCRLUS being infill development within the existing Urban Growth boundary. The proposal is in keeping with the land use strategy achieving sustainable development.

(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land.

RESPONSE: The planning instruments including the CCRLUS provides the basis upon which the present application affecting the subject site can be assessed. Self-evidently under the existing zone, the site is earmarked for residential development within the existing serviced residential corridor.

- (c) *to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land.*

RESPONSE: The development of the subject site will not impact the natural and physical resources nor the maintenance of ecological processes and generic diversity.

- (d) *to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation, and resource management policies at the State, regional and municipal levels.*

RESPONSE: The application will achieve effective integration in terms of the social economic and environmental values, policies and strategies of state and local government, supported by regional strategy relevant to these values and parameters. The development sits within the Urban Development boundary and is sequentially coordinated to enable the sustainable redevelopment of the site.

- (e) *to provide for the consolidation of approvals for land use or development and related matters, and to coordinate planning approvals with related approvals.*

RESPONSE: The approval process will achieve coordination in terms of land use and development coordinating approvals in accordance with section 40T of the *Land Use Planning and Approvals Act 1993*.

- (f) *to promote the health and wellbeing of Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, for living and recreation.*

RESPONSE: The proposed rezoning and development will not adversely impact the health and wellbeing of Tasmanians and visitors to the state. The development will not impact the general environment in terms of pleasant, efficient or safe environment as assessments undertaken in reference to site stability and fire hazard management indicate. Subsequent development of the new allotments will be read as a part of the existing residential precincts.

- (g) *to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*

RESPONSE: The site is not one of scientific, aesthetic architectural or historical interest. Notwithstanding the limited environmental values of the site will not be adversely affected by the proposed action and development.

- (h) *to protect public infrastructure and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the public.*

RESPONSE: Public infrastructure and other assets have more than adequate capacity to meet the resultant demand of the site's future development at greater density and will be unaffected adversely as a result of the ultimate development of the subject site.

- (i) *to provide a planning framework which fully considers land capability.*

RESPONSE: The existing planning framework will remain unaffected by the proposed action and future development of the subject property, allowing the proposal to be adequately considered from the perspective of land capability, infrastructure servicing *et al.* The subject site is zoned for residential development and the proposal simply increases the future density of that residential development aligning with the settlement policies and objectives of the CCRLUS achieving the appropriate balance within the capacity of existing infrastructure and the relationship to nearby property.

3.1.4. Section 34(2)(d)

- (a) *is consistent with each State policy;*

RESPONSE: The instrument is consistent with each relevant State Policy refer to section 4.

3.1.4 Section 34(2)(da)

- (da) *satisfies the relevant criteria in relation to the TPP's (Tasmanian Planning Policies);*

RESPONSE: The scheme does not include Tasmanian Planning Policies.

3.1.5 Section 34(2)(e)

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

3.1.5.1 Cradle Coast Regional Land Use Strategy

RESPONSE: The extension of the General Residential Zone to the balance of the existing title will enable the sustainable development of the site in a manner which is in keeping with that of the surrounding and nearby lots, enabling compliance with the planning scheme development standards and relevant Codes.

The proposal will create 32 residential allotments within the precinct which can be developed without compromising the values of the site and the nearby areas. From the *Cradle Coast Regional Land Use Strategy 2010-2030* (CCRLUS) residential and infill development is encouraged as a priority within established settlement areas and is enunciated in the form of the following principles:

4.11 Strategic Outcomes for Liveable and Sustainable Communities

Regional settlements provide liveable and sustainable communities where -

- *The growth and development of centres is contained to create compact places which optimise use of land and infrastructure services and minimise adverse impact on resources of identified resource, natural and cultural value.*

RESPONSE: The proposed subdivision represents infill development within the current Urban Zone (growth) boundary - refer Figure 3. The change to the zone takes advantage of the infrastructure capacity to increase density achieving the maximum development density within the urban boundary.

Infill development is defined as follows:

- a.** *Small scale subdivision or unit development on existing residential lots; or*

- b. Redevelopment of brownfield or greyfield sites.*
- c. May resolve increase in density.*

5.7 Strategic Outcomes for Infrastructure Provision

Development and settlement is underpinned by integrated land use and infrastructure planning to facilitate provision of adequate, appropriate and reliable infrastructure in a manner that -

- ensures infrastructure is planned and available commensurate with the use and development of land*
- prioritises optimum use of existing infrastructure over provision of new or expanded services*
- identifies and protects the function and capacity of existing and planned infrastructure corridors, facilities and sites*

RESPONSE: The proposal will ensure that the infrastructure capacity is maximised in terms of the lot yield achieving consolidation of residential infill development within the projected 5-10-year development horizon.

4.3 Land Use Policies for Managing Growth and Development

4.3.1 Urban Settlement Areas

- a. Assume a low growth scenario under which demand is driven by internal population change and low rates of inward migration*
- b. Promote established settlement areas as the focus for growth and development*
- c. Promote optimum use of land capability and the capacity of available and planned infrastructure services*
- d. ...*
- e. ...*
- f. Provide a pattern of settlement which maintain(s) -*
 - i. Separate towns, villages and communities*
 - ii. Visual and functional transitional space between each individual centre*
 - iii. Absence of linear development or expansion aligned to coastline, ridgeline, or river or road frontage*
- g. Implement structure plans and regulatory instruments for each centre which -*
 - i. Identify arrangements for intensification through infill, redevelopment and conversion of vacant and under-developed land, including for intensity of buildings and density of population*
 - ii. identify arrangements for the expansion of urban boundaries when -*
 - a. There is insufficient capacity within existing designated land to accommodate forecast growth*
 - b. Areas of expansion are contiguous with established settlement areas*
 - c. Sequence of release is progressive from established settlement areas and consistent with the capacity and orderly provision of infrastructure services*
 - d. Compact urban form is retained*
 - e. ...*

RESPONSE: The proposal will simply increase the density of development and maximise the lot yield within infrastructure capacity in accordance with the prerequisites of the new zone.

Planned Provision for Infrastructure - support for growth and development

5.1 Context

The strategy has a particular function to achieve integrated land use and infrastructure planning to ensure processes which allocate land for development are coordinated with processes for provision of infrastructure. Integrated planning assists to make optimum use of existing and planned infrastructure and enable appropriate capacity and function is available to match demand.

5.2 Strategic Outcomes

Land Use Outcomes for Integrated Land Use and Infrastructure Planning

Economic prosperity, liveable settlement and environmental health is underpinned by integrated land use and infrastructure planning to facilitate provision of adequate, appropriate and reliable infrastructure in a manner that -

- *Ensures infrastructure is planned and available commensurate with the use and development of land*
- *Prioritises optimum use of existing infrastructure over provision of new or expanded services*
- *Protects the function, capacity and security of existing and planned infrastructure corridors, facilities and sites*

RESPONSE: The proposal prioritises optimum use of existing infrastructure over provision of new or expanded services and will protect the function, capacity and security of existing infrastructure corridor, facilities and sites.

5.3 Land Use Policies for Integrated Land Use and Infrastructure Planning

Land use recognises the purpose of land use planning is closely linked to infrastructure planning and provision.

Land use planning processes -

- a.
- b. *Recognise existing and planned infrastructure provision for services and utilities*
- c. ...
- d. *Direct new and intensified use or development to locations where there is available or planned infrastructure capacity and function appropriate to the need of communities and economic activity*
- e. *Require the scale and sequence of growth and development be in accordance with arrangements for the provision of infrastructure*
- f. *Require use or development (to) optimise capacity or function of infrastructure services and utilities*
- g. *Restrict use or development in locations where provision or upgrade in capacity or function of infrastructure services and utilities cannot be economically or sustainably provided*

RESPONSE: Figure 19 below shows integrated and sequenced site development.

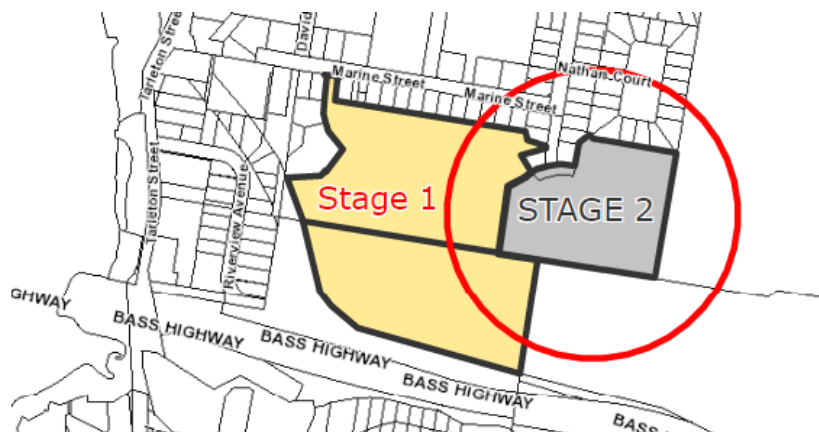


Figure 19 - Coordinated and sequenced planning

RESPONSE: The proposal recognises the opportunity for development within the existing planning infrastructure and as a part of stage 2 of the overall sites development, sequencing ongoing growth which accords with demand and existing available infrastructure.

- (2) *An amendment of a planning scheme that would amend a local provision of the scheme or insert a new provision into the scheme may only be made under Division 2 or 2A if -*
- a. *The amendment is such that the local provision as amended or inserted would be directly or indirectly inconsistent with the common provisions, except in accordance with section 30EA, or an overriding local provision; and*
 - b. *The amendment does not revoke or amend an overriding local provision; and*
 - c. *The amendment is not to the effect that a conflicting local provision would, after the amendment be contained in the scheme.*

RESPONSE: The proposed amendment will not revoke or amend the local provision and will not be inconsistent with the common provisions. The extension of the General Residential Zone will give effect to principles of the CCRLUS.

- (3) *Subject to section 30EA, an amendment may be made to a local provision if -*
- a. *The amendment is to the effect that a common provision is not to apply to an area of land; and*
 - b. *A planning directive allows the planning scheme to specify that some or all of the common provisions are not to apply to such an area of land.*

RESPONSE: Not applicable the proposal will not impact local provisions.

- (4) *An amendment may not be made under Divisions 2 or 2A to a common provision of a planning scheme unless the common provision, as so amended, would not be inconsistent with a planning directive that requires or permits the provision to be contained in the planning scheme.*

RESPONSE: The introduction of the General Residential Zone is consistent with the CCRLUS nor is it inconsistent with any planning directive which permits the provision to be contained in the planning scheme.

(5) Subject to section 30AE, an amendment of a planning scheme may be made under Division 2 or 2A if the amendment consists of -

- a. Taking an optional common provision out of the scheme, or*
- b. Taking the provision out of the scheme and replacing it with another optional common provision.*

RESPONSE: Not applicable.

3.1.5.2 Greater Devonport Residential Growth Strategy 2021-2040

The Table below is an extract of strategic policy actions forming part of the *Greater Devonport Residential Growth Strategy*. The key policy elements to which the proposal applies are shown.

| | Policy Direction | Key Objectives | Strategies for Implementation | Deliverability |
|----|---|---|---|--|
| 1. | Aspirational population Growth | | | |
| 2. | Residential land supply | Maintain an adequate supply of residential land to accommodate future residential growth (including aspirational growth). | Provide and maintain a minimum fifteen (15) year forward supply of both General Residential zoned land and Rural Living zoned land that is appropriately 'development ready' and not otherwise unreasonably constrained for timely or cost-effective residential use and development. | Ongoing action. |
| | | | Prepare land supply and demand analyses a minimum of every two (2) years to evaluate and monitor residential land supplies | Initial baseline study prepared and used to inform the preparation of this Strategy. Action to be repeated every two (2) years. |
| | | | In consultation with landowners explore opportunities for land releases that are consistent with this Strategy including: (a) Support appropriate amendments to Council's planning scheme to maintain adequate residential land supplies; (b) Appropriate mechanisms to incentivise land releases; and (c) Engage with the State Government and other relevant agencies to support initiatives that promote land releases for delivery of increased housing and residential growth | Ongoing action |
| 3. | Strategic direction for future residential growth | Provide overarching strategic direction for the logical and orderly growth of residential settlement areas in the Greater Devonport area. | Promote well defined orderly and compact form of residential settlement areas through the provision of urban and peri-urban growth boundaries. | The mapping of urban growth and peri-urban growth boundaries to be included /directly adopted as part of this Strategy and carried forward/incorporated into other relevant Council policies and strategies as required. |
| | | | Encourage and support appropriate opportunities for 'urban in-fill' residential | Ongoing action. |

| | Policy Direction | Key Objectives | Strategies for Implementation | Deliverability |
|--|------------------|----------------|--|---|
| | | | use and development at suitable locations (including appropriate opportunities for the application of the Inner Residential Zone). | |
| | | | Identify 'future investigation areas' where future residential growth could be further considered and investigated. | The mapping of Future Investigation Areas to be included/directly adopted as part of this Strategy and carried forward /incorporated into other relevant Council policies and strategies as required. |

Table 1 - Greater Devonport Residential Growth Strategy 2021-2040

RESPONSE: The instrument is consistent with the aspirations, goals and implementation (deliverability) statements of the policy.

3.1.6 Section 34(2)(f)

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

RESPONSE: The instrument has regard to the Devonport City Council Strategic Plan 2009-2030 in terms of the following extract:

| Goal | Outcome and Strategies | Response |
|-------------------------------|---|---|
| Building a unique city (2) | 2.1.1 Apply and review the Planning scheme as required, to ensure it delivers local community character and appropriate land use | The instrument will provide densification of residential development within the City's urban Growth Boundary |
| Growing a vibrant economy (3) | 3.3.1 Access into, out of, and around the city is well planned and managed: Improve the City's physical access and connectivity focusing on linkages to and from key access points. | The development design draws upon recommendations from the Traffic Impact Assessment to achieve the internal road network will ensure a low-speed environment achieving good connectivity to the external road network. |

Table 2- Extract Devonport City Council Strategic Plan 2009-2030

3.1.7 Section 34(2)(g)

(g) *as far as practicable, is consistent with and coordinated with any LPS's that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates;*

RESPONSE: Consistent: The development site does not impact nor is it proximate to another municipal area (Latrobe).

3.1.8 Section 34(2)(h)

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

RESPONSE: Consistent: The development site is outside and will not impact the Tasmanian Gas Pipeline Easement.

4. STATE POLICIES

The following is a response to State policies where applicable.

4.1 State Policy on the Protection of Agricultural Land 2009

RESPONSE: Not applicable, the land is zoned for residential development.

4.2 Tasmanian State Coastal Policy 1996

RESPONSE: The proposal is consistent with the outcomes and objectives of the policy. Refer Table below.

| Policy Outcome | Response |
|--|---|
| 1. Protection of natural and cultural Values of the Coastal Zone | |
| 1.1 NATURAL RESOURCES AND ECOSYSTEMS | |
| 1.1.1 <i>The coastal zone will be managed to ensure sustainability of major ecosystems and natural processes</i> | Consistent: The result of the development will not impact the imperative in terms of the natural process. Management of water balance will ensure the impact on the coastal environment is imperceptible. |
| 1.1.2 <i>The coastal zone will be managed to protect ecological, geomorphological coastal features and aquatic environments of conservation value</i> | Consistent: The proposed development will not impact the imperative in terms of the natural process. Management of water balance will ensure the impact on the coastal environment is imperceptible. |
| 1.1.3 <i>The coastal zone will be managed to conserve the diversity of native flora and fauna and their inhabitants, including seagrass and seaweed beds, spawning and breeding areas. Appropriate conservation measures will be adopted for the protection of migratory species and the protection and recovery of rare, vulnerable and endangered species in accordance with this policy and other relevant Acts and policies.</i> | Consistent: The proposed subdivision will not impact the native flora and fauna and will meet this policy objective. |
| 1.1.4 <i>Exotic weeds within the coastal zone will be managed and controlled, where possible, and the use of native flora encouraged.</i> | NA |
| 1.1.5 <i>Water quality in the coastal zone will be improved, protected and enhanced to maintain coastal and marine ecosystems, and to support other values and uses, such as contact recreation, fishing and aquaculture in designated areas.</i> | Consistent: Water balance will be appropriately managed to lessen the potential for impacts to water quality through stormwater reticulation engineering design. |
| 1.1.6 <i>Appropriate monitoring programs and environmental studies will be conducted to improve knowledge, ensure guidelines and standards are met, deal with contaminants or introduced species and generally ensure sustainability of coastal ecosystems and</i> | Consistent: The development will not generate significant impacts requiring the introduction of monitoring programs or ongoing environmental studies. |

| Policy Outcome | Response |
|--|---|
| <i>processes and ensure that human health is not threatened.</i> | |
| 1.1.7 <i>Representative ecosystems and areas of special conservation value or special aesthetic quality will be identified and protected as appropriate.</i> | Not applicable |
| 1.1.8 <i>An effective system of marine reserves will continue to be established to protect marine ecosystems and fish nursery areas.</i> | Not applicable |
| 1.1.9 <i>Important coastal wetlands will be identified, protected, repaired and managed so that their full potential for marine conservation and public benefit is realised. Some wetlands will be managed for multiple use, such as recreation and aquaculture, provided conservation values are not compromised.</i> | Not applicable |
| 1.1.10 <i>The design and siting of buildings, engineering works and other infrastructure, including access routes in the coastal zone, will be subject to planning controls to ensure compatibility with natural landscapes.</i> | Consistent: The management of drainage will be designed appropriately in accordance with State and local government standards. |
| 1.1.11 <i>Fire management, for whatever purpose, shall be carried out in a manner which will maintain ecological processes, geomorphological processes and genetic diversity of natural resources located within the coastal zone.</i> | Consistent: The development will access reticulated water supply in the event of fire management. |
| 1.2 CULTURAL AND HISTORIC RESOURCES | |
| 1.2.1 <i>Areas within Aboriginal sites and relics are identified will be legally protected and conserved where appropriate.</i> | Consistent: The development site is not within an Aboriginal conservation area. |
| 1.2.2 <i>All Aboriginal sites and relics in the coastal zone are protected and will be identified and managed in consultation with Tasmanian Aboriginal people in accordance with relevant State and Commonwealth legislation.</i> | |
| 1.3 CULTURAL HERITAGE | |
| 1.3.1 <i>Places and items of cultural and heritage will be identified, legally protected, managed and conserved where appropriate.</i> | Consistent: There are no sites listed on the Tasmanian Heritage Register within the subject area. |
| 1.4 COASTAL HAZARDS | |
| 1.4.1 <i>Areas subject to significant risk from natural coastal processes and hazards such as flooding, storms, erosion, landslip, littoral drift, dune mobility and sea level rise will be identified and managed to minimise the need for engineering or remediation works to protect land, property and human life.</i> | Consistent: The site is located between the 45m and 60m contour AHD located approximately 540m from the high-water mark of the Mersey River. The subject area is not impacted by significant landslip activity. |

| Policy Outcome | Response |
|---|---|
| 1.4.2 <i>Development on actively mobile landforms such as frontal dunes will not be permitted except for works consistent with Outcome 1.4.1.</i> | Not relevant to this proposal. |
| 1.4.3 <i>Policies will be developed to respond to potential effects of climate change (including sea-level rise) on use and development in the coastal zone.</i> | Consistent: The development site will not be impacted by sea-level rise and impacts such as fire related hazards will be managed in accordance with the Livingston Resources review and recommendation. |
| 2. Sustainable Development of Coastal Areas and Resources | |
| 2.1 COASTAL USES AND DEVELOPMENT | |
| 2.1.1 <i>The coastal zone shall be used and developed in a sustainable manner subject to the objectives, principles and outcomes of this Policy. It is acknowledged that there are conservation reserves and other areas within the coastal zone which will not be available for development.</i> | Consistent: The development will not impact the sustainability of the coastal environment. |
| 2.1.2 <i>Development proposals will be subject to environmental impact assessment as and where required by State Legislation including the Environmental Management and Pollution Control Act 1994.</i> | Not applicable, given the distance of the development from the coast. |
| 2.1.3 <i>Siting design construction and maintenance of buildings, engineering works and other infrastructure, including access routes within the coastal zone will be sensitive to natural and aesthetic qualities of the coastal environment.</i> | Not applicable, the proposed development is well removed from the direct coastal environment. |
| 2.1.4 <i>Competing demands for use and development in the coastal zone will be resolved by relevant statutory bodies and processes, in particular the Land Use Planning Review Panel, the Resource Management Planning and Appeal Tribunal and the Marine Planning Review Panel. Planning Schemes, marine farming development plans and other statutory plans will provide guidance for resource allocation and development in accordance with this Policy.</i> | The application will be subject to the planning processes and appropriate assessment. |
| 2.1.5 <i>The precautionary principle will be applied to development which may pose serious or irreversible environmental damage to ensure that environmental degradation can be avoided, remedied or mitigated. Development proposals shall include strategies to avoid or mitigate potential adverse environmental effects.</i> | Not applicable, as the development does not pose serious or environmental risk. |
| 2.1.6 <i>In determining decisions on use and development in the coastal zone, propriety will be given to those which are dependent on a coastal location for spatial, social, economic, cultural or environmental reasons.</i> | Not applicable. |

| Policy Outcome | Response |
|--|---|
| 2.1.7 <i>New industrial developments will be encouraged to locate in specified industrial zones.</i> | Not applicable. |
| 2.1.8 <i>Extraction of construction materials, mineral, oil, and natural gas deposits in the coastal zone will be allowed provided access to areas is not allowed under the provisions of the Mining Act 1929.</i> | Not applicable. |
| 2.1.9 <i>Exploration will be conducted in accordance with environmental standards under relevant legislation and the Mineral Exploration Code of Practice.</i> | Not applicable. |
| 2.1.10 <i>Extraction will be subject to the Quarry Code of Practice and environmental assessment as required by State legislation including the Environmental Management and Pollution Control Act 1994. Adequate rehabilitation shall be carried out.</i> | Not applicable. |
| 2.1.11 <i>Extraction of sand will be provided for by zoning of appropriate areas in planning schemes.</i> | Not applicable. |
| 2.1.12 <i>Timber harvesting and reforestation in the coastal zone will be conducted in accordance with the Forest Practices Code and have regard to this Policy.</i> | Not applicable. |
| 2.1.13 <i>Whole farm planning and sustainable farming activities will be encouraged on agricultural land in the coastal zone and in coastal catchments in order to minimise problems such as erosion, sedimentation and pollution of coastal waters including surface and ground waters.</i> | Not applicable. |
| 2.1.14 <i>Management arrangements for commercial and recreational fisheries will be further developed in accordance with the objectives, principles and outcomes of this Policy, through a management planning framework designed to maintain sustainability and diversity of fish resources and their habitats and promote economic efficiency under the Living Marine Resources Management Act 1995.</i> | Not applicable. |
| 2.1.15 <i>Harvesting of marine plants shall be conducted in a sustainable manner in accordance with relevant State legislation and this Policy.</i> | Not applicable. |
| 2.1.16 <i>Water quality in the coastal zone and in ground water aquifers will accord with the requirements and guidelines established by the Environmental management and Pollution Control Act 1994 or the Environmental Protection (Sea Dumping) Act 1987 (as appropriate) and any other State and Commonwealth Policies and statutes.</i> | Water quality will not be impacted by the proposed development. |

| Policy Outcome | Response |
|--|---|
| 2.1.17 <i>Waste discharge into the coastal zone, including offshore waters, or likely to affect groundwater aquifers, must comply with the provisions of the Environmental management and Pollution Control Act 1994 or the Environmental Protection (Sea Dumping) Act 1987 (as appropriate) and any other State and Commonwealth Policies and statutes.</i> | Stormwater discharge will be managed through the reticulation network and will reduce the potential for impact upon offshore waters, or groundwater aquifers. |
| 2.1.18 <i>Where oil pollution occurs in the coastal zone, and or, offshore areas, the National Plan to combat Pollution of the Sea by Oil, Tasmanian Supplement, will apply. Efforts to prevent or mitigate maritime accidents and pollution shall be based upon relevant ANZECC and other guidelines.</i> | Not applicable |
| 2.1.19 <i>Every effort will be made to prevent introduction of foreign marine organisms and species. Relevant Commonwealth provisions for quarantine and ballast water or other ship discharges shall apply.</i> | Not applicable. |
| 2.2 MARINE FARMING | Not applicable. |
| 2.2.1 <i>Marine farming will be planned, developed and conducted in the coastal zone having regard to sustainable development considerations and in accordance with the Marine Farming Planning Act 1995 and other relevant terrestrial and marine resources management and planning legislation and consistent with this Policy.</i> | Not applicable. |
| 2.2.2 <i>Marine Farming Development Plans will be prepared, approved and gazette under the Marine Farming Planning Act 1995 and consistent with the objectives, principles and outcomes of this Policy.</i> | Not applicable. |
| 2.3 TOURISM | Not applicable. |
| 2.3.1 <i>Tourism use and development in the coastal zone, including visitor accommodation and other facilities, will be directed to suitable locations based on the objectives, principles and outcomes of this Policy and subject to planning controls.</i> | Not applicable. |
| 2.3.2 <i>Tourism development proposals in the coastal zone will be subject to environmental impact assessment as required by State legislation including a water safety assessment to indicate the level and type of lifesaving facilities and personnel required to protect people.</i> | Not applicable. |
| 2.3.3 <i>Opportunities for tourism development will be identified wherever strategic planning occurs for the coastal zone or any part of it.</i> | Not applicable. |
| 2.3.4 <i>Tourism development will be located where there is environmental capacity and where it</i> | Not applicable. |

| Policy Outcome | Response |
|--|--|
| <i>does not significantly conflict with the natural and aesthetic qualities of the coastal zone.</i> | |
| 2.4 URBAN AND RESIDENTIAL DEVELOPMENT | |
| 2.4.1 <i>Care will be taken to minimise, or where possible totally avoid, any impact on environmentally sensitive areas from the expansions of urban and residential areas, including the provision of infrastructure for urban and residential areas.</i> | Consistent: the development will have no impact upon environmentally sensitive areas. |
| 2.4.2 <i>Urban and residential development in the coastal zone will be based on existing towns and townships. Compact and contained planned urban and residential development will be encouraged in order to avoid ribbon development and unrelated cluster developments along the coast.</i> | Consistent: the development will be within the boundary proposed by the <i>Greater Devonport Residential Growth Strategy 2021-2040</i> , and the existing urban zone boundary. |
| 2.4.3 <i>Any urban and residential development in the coastal zone, future and existing, will be identified through designation of areas in planning schemes consistent with the objectives, principles and outcomes of this Policy.</i> | Consistent: in that the area is not so designated, but remains consistent with the principles and outcomes of the Policy. |
| 2.5 TRANSPORT | |
| 2.5.1 <i>All transport infrastructure and associated services will be planned, developed and maintained consistent with the State Coastal policy.</i> | Consistent. |
| 2.5.2 <i>Significant scenic coastal transport routes and associated facilities will be identified, planned and managed to ensure sustainable benefits for tourism and recreation value and amenity.</i> | Consistent: Scenic coastal routes will be unaffected by the proposal. |
| 2.5.3 <i>New coast hugging roads will be avoided where possible with vehicular access to the coast being provided by spur roads planned, developed and maintained consistent with the State coastal Policy.</i> | Not applicable. |
| 2.5.4 <i>Marine structures will be designed, sited, constructed and managed in accordance with best practice environmental management and subject to environmental impact assessment having regard to statutory requirements.</i> | Not applicable. |
| 2.5.5 <i>The multiple use of port areas will be encouraged but priority will be given to efficient port operations and safety requirements subject to cultural, natural and aesthetic values not being compromised.</i> | Not applicable. |
| 2.6 PUBLIC ACCESS AND SAFETY | |

| Policy Outcome | Response |
|---|---|
| 2.6.1 <i>The public's common right of access to and along the coast, from both land and water, will be maintained and enhanced where it does not conflict with the protection of natural and cultural coastal values, health and safety and security requirements.</i> | Consistent: public access to the coast is unaffected by the proposal. |
| 2.6.2 <i>Public access to an along the coast will be directed to identified access points. Uncontrolled access which has the potential to cause significant damage to the fragile coastal environment and is inconsistent with this Policy will be prevented.</i> | Not applicable. |
| 2.6.3 <i>Agreements between landowners, landholders and councils or State Government to grant public access to the coast, and Aborigines access to Aboriginal sites and relics in the coastal zone over public and private land will be encouraged and shall be considered when preparing plans or approving development proposals.</i> | Not applicable. |
| 2.6.4 <i>Public facilities such as lifesaving facilities and essential emergency services, parking facilities, toilet blocks, picnic sites, rubbish disposal containers, boat ramps and jetties will be provided at appropriate locations consistent with the objectives, principles and outcomes of this Policy to facilitate access to and enjoyment of recreational amenity of the coast and estuarine foreshores.</i> | Consistent: unaffected by the proposal. |
| 2.6.5 <i>Councils will ensure that there will be a coastal safety assessment for any new coastal development likely to attract people to the coast to indicate the level and type of lifesaving facilities and personnel required.</i> | Not applicable. |
| 2.6.6 <i>Developer contributions will be encouraged in respect to the costs of providing public access and safety services for the community.</i> | Not applicable. |
| 2.7 PUBLIC LAND | Not applicable, public land will not be impacted by the proposed development. |
| 2.7.1 <i>All future use and development of public land in the coastal zone will be consistent with this Policy, and subject to planning controls unless otherwise provided by statute.</i> | Not applicable |
| 2.7.2 <i>Future development of camping areas on public land in the coastal zone will only be permitted where such development does not conflict with then protection of natural features and cultural values, but not within 30 metres above high-water mark.</i> | Not applicable |
| 2.7.3 <i>Expansion of shack sites on public land in the coastal zone will not be permitted.</i> | Not applicable |

| Policy Outcome | Response |
|---|-----------------|
| 2.7.4 <i>Shacks currently located on public land in the coastal zone will continue to be subject to review under the Shack Site Categorisation Program of the Tasmanian Property Services Group.</i> | Not applicable. |
| 2.8 RECREATION | Not applicable. |
| 2.8.1 2.8.2 | Not applicable. |
| 2.8.3 <i>Suitable recreation opportunities will be identified through strategic planning and may be provided in appropriate locations where they do not adversely affect sensitive coastal ecosystems and landforms or in designated areas where such effects can be remedied or mitigated.</i> | Not applicable. |
| 2.8.4 <i>Special recreational vehicle areas may be established as an environmental protection measure and as a means of limiting unauthorised moto vehicle activity in environmentally sensitive areas.</i> | Not applicable. |
| 3. Shared Responsibility for Integrated Management of Coastal Areas and Resources | |
| 3.1 SHARED RESPONSIBILITY FOR MANAGEMENT | Not applicable |
| 3.1.1 <i>Provision will be made for consistency in policy interpretation and implementation by all spheres of government throughout Tasmania, including consistency in changes to planning schemes affected by this Policy.</i> | Not applicable |
| 3.1.2 <i>Coastal management should be considered as an integral component of regional planning undertaken in the State.</i> | Not applicable |
| 3.1.3 <i>Provision shall be made for effective coordination of the activities of governments, industry and local communities in interpreting and implementing the State Coastal Policy.</i> | Not applicable |
| 3.1.4 <i>Provision for effective and greater involvement of Aboriginal people in areas of particular interest to Aboriginal people will be made as part of the community participation process.</i> | Not applicable |
| 3.1.5 <i>Planning authorities, the Land Use Planning Review Panel and the Marine Farming Planning Review Panel will use their best endeavours to function in a coordinated and collaborative manner to effectively and efficiently implement the State Coastal Policy.</i> | Not applicable |
| 3.1.6 <i>Council will prepare strategic and operational plans for their municipal areas having regard to the principles, objectives and outcomes of this</i> | Not applicable |

| Policy Outcome | Response |
|--|--|
| <i>Policy and will be encouraged to function in a coordinated and collaborative manner with adjacent councils and other planning authorities.</i> | |
| 3.1.7 <i>State government agencies and planning authorities will participate with other State, Territory and Commonwealth agencies in relevant forums to foster a national approach to coastal zone management.</i> | |
| 3.2 INSTITUTIONAL ARRANGEMENTS | Not applicable |
| 3.2.1 <i>State Coastal Advisory Committee comprising representatives of State and local government and the community will be established to facilitate implementation, coordination, consistent interpretation, and evaluation of this Policy.</i> | Not applicable |
| 3.2.2 <i>The State Coastal Advisory Committee will be supported by the Coastal and Marine Program in the Department of Environment and Land Management.</i> | Not applicable |
| 3.2.3 <i>The Tasmanian Government will provide funding and other resources considered necessary for the effective implementation of this Policy.</i> | Not applicable |
| 3.2.4 <i>A high level of coastal expertise will progressively be developed in agencies responsible for implementation of the State Coastal Policy.</i> | Not applicable |
| 3.2.5 <i>The effectiveness of institutional arrangements will be reviewed three years from the date of implementation of the State Coastal Policy.</i> | Not applicable |
| 3.3 PUBLIC PARTICIPATION AND INFORMATION | |
| 3.3.1 <i>Public awareness of coastal issues and community participation in managing the coastal zone will be encouraged and facilitated, including networking between community groups working in the coastal zone.</i> | The application will be advertised as a part of the land use planning process. |
| 3.3.2 <i>Advice and information will be provided to coastal community groups through councils and State Government agencies responsible for coastal planning and management on the implementation and interpretation of the State Coastal Policy, on government assistance programs or other matters relevant to the coastal zone.</i> | As above |
| 3.3.3 <i>Community projects and action which benefit the coastal zone and are consistent with this Policy will be encouraged and assisted through the Coastal and Marine Program of the Department of Environment and Land Management or other relevant government programs.</i> | Not applicable |

| Policy Outcome | Response |
|---|----------------|
| 3.3.4 <i>Communities will be given the opportunity to make submissions to all plans or policies affecting the coastal zone. Consultative meetings with interested community groups and individuals in local or regional areas will be held in conjunction with the release of policies and plans wherever possible.</i> | Not applicable |
| 3.3.5 <i>Research into coastal processes and matters related to the coastal zone planning and management of government or research institutions will be encouraged and assisted where possible.</i> | Not applicable |

4.3 State Policy on Water Quality Management 1997

RESPONSE: The State Policy on Water Quality Management 1997 seeks to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their quality while allowing for sustainable development in accordance with the objectives of the Tasmanian Resource Management and Planning System.

The subdivision design provides an effective and efficient reticulated drainage system to ensure water quality is managed so as to maintain flows and quality in accordance with requirements of Council and the existing network.

4.4 National Environment Protection Measures

RESPONSE: Not applicable.

4.5 Gas Pipeline Act 2000

RESPONSE: Not applicable, the development site is outside and will not impact the Gas pipeline easement.

5. DEVELOPMENT PROPOSAL - SUBDIVISION

5.1 Proposal

The proposal will create 32 residential allotments with access via a new internal road network to Caroline Street. The lots range in size from 452m² to 3,974m² designed to provide a mix of residential types and densities.

Figure 20 below shows the subdivision proposal layout which is included at Appendix B.



Figure 20 - Plan of subdivision

Table 2 - Lot Areas

| Lot No. | Lot size m ² | Lot No | Lot size m ² |
|---------|-------------------------|--------|-------------------------|
| 47 | 570 | 63 | 724 |
| 48 | 647 | 64 | 723 |
| 49 | 690 | 65 | 452 |
| 50 | 636 | 66 | 747 |
| 51 | 541 | 67 | 923 |
| 52 | 1003 | 68 | 458 |
| 53 | 3974 | 69 | 569 |
| 54 | 1158 | 70 | 1361 |
| 55 | 639 | 71 | 927 |
| 56 | 705 | 72 | 724 |
| 57 | 465 | 73 | 649 |
| 58 | 679 | 74 | 600 |
| 59 | 689 | 75 | 769 |
| 60 | 794 | 76 | 710 |
| 61 | 1046 | 77 | 465 |
| 62 | 873 | 78 | 600 |

2 Services

The property will access water, sewer and stormwater infrastructure servicing the existing Marine Street precincts. The layout of these services and potential connection points are shown on concept drawings included at Appendix B.

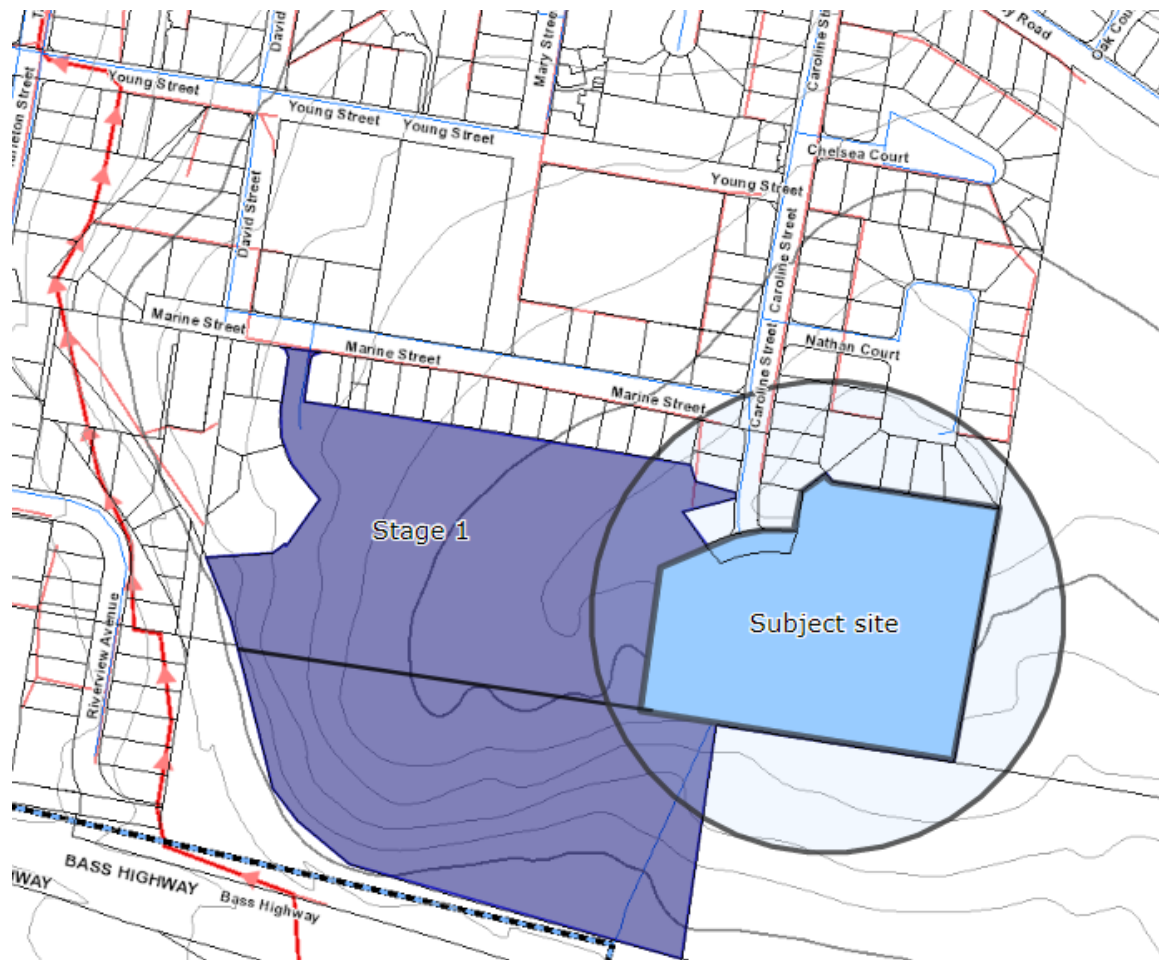


Figure 21 - Location existing service infrastructure

6.0 PLANNING SCHEME ASSESSMENT

6.1 10. General Residential Zone

8.1 Zone Purpose

Zone Purpose Statements

| | |
|-------|---|
| 8.1.1 | To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided. |
| 8.1.2 | To provide for the efficient utilisation of available social, transport and other service infrastructure. |
| 8.1.3 | To provide for non-residential use that: |
| (a) | primarily serves the local community; and |
| (b) | does not cause unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off-site impacts. |
| 8.1.4 | To provide for Visitor Accommodation that is compatible with residential character. |

RESPONSE: Complies with 8.1.1

The proposal complies with the zone purpose statements allowing for the development which will:

- accommodate further dwelling types at suburban densities;
- build upon the efficient use of all services available;
- achieve a layout and design respecting neighbourhood character and natural landscape, providing a high standard of residential development;
- achieve urban consolidation adding to the range of residential density.

8.6 Development Standards for Subdivision

8.6.1 Lot Design

Objective:

That each lot:

- (a) has an area and dimensions appropriate for use and development in the zone;
- (b) is provided with appropriate access to a road;
- (c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and
- (d) is oriented to provide solar access for future dwellings.

RESPONSE: Complies

- (a) the proposed development will create lots of adequate site area for the purposes of residential use;
- (b) access will be provided via an internal road network connecting to Caroline and Marine Streets;
- (c) the lot will contain a building area suitable for residential development, avoiding natural hazards;
- (d) all lots are oriented to ensure solar access for future dwellings.

| Acceptable Solutions | Performance Criteria |
|---|---|
| <p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision must:</p> <p>(a) Have an area of not less than 450m² and:</p> <p>(i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 12 in 5 clear of:</p> <p>a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2</p> <p>b. easements or other title restrictions that limit or restrict development; and</p> <p>(ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2</p> <p>(b) Be required for public use by the Crown, a Council or State authority;</p> <p>(c) Be required for the provision of Utilities; or</p> <p>(d) Be for the consolidation of a lot with another lot provided each lot is within the same zone.</p> | <p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <p>(a) the relevant requirements for development of buildings on the lots;</p> <p>(b) the intended location of buildings on the lots;</p> <p>(c) the topography of the site;</p> <p>(d) the presence of any natural hazards;</p> <p>(e) adequate provision for private open space; and</p> <p>(f) the pattern of development existing on established properties in the area.</p> |
| <p>RESPONSE: Complies with A1(a)(i).</p> <p>The proposed lots have an area greater than the minimum 450m², are capable of containing the required building envelopes, meeting the prerequisite requirements. The plan of subdivision demonstrates compliance with these requirements.</p> | |
| <p>A2</p> <p>Each lot or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.</p> | <p>P2</p> <p>Each lot or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</p> <p>(a) the width of frontage proposed, if any;</p> <p>(b) the number of other lots which have the land subject to the right of carriageway</p> |

| | |
|--|--|
| | <p>as their sole or principal means of access;</p> <p>(c) the topography of the site;</p> <p>(d) the functionality and useability of the frontage;</p> <p>the ability to manoeuvre vehicles on the site; and;</p> <p>(e) the pattern of development existing on established properties in the area; and not less than 3.6m wide.</p> |
| <p>RESPONSE: Complies with A2 and P2.</p> <p>With the exception of lots 60, 61, 70, 71 and 78, all remaining lots within the proposal meet the standard A2.</p> <p>Lots 60, 61, 70, 71 and 78 achieve the minimum requirement of 3.6m which is sufficient for the intended use so as to comply with P2(a) to (e).</p> | |
| <p>A3</p> <p>Each lot or lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.</p> | <p>P3</p> <p>Each lot or lot proposed in a plan of subdivision, must be provided with a vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the distance between the lot or building area and the carriageway;</p> <p>(c) the nature of the road and the traffic;</p> <p>(d) the anticipated nature of vehicles likely to access the site; and</p> <p>(e) the ability for emergency services to access the site.</p> |
| <p>RESPONSE: Complies with A3.</p> <p>Each lot is provided with access to an internal road which will be constructed in accordance with the requirements of the road authority and connect to the existing local road network.</p> | |
| <p>A4</p> <p>Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees</p> | <p>P4</p> |

| | |
|---|---|
| west of true north and 30 degrees east of true north. | <p>Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</p> <ul style="list-style-type: none"> (a) the size, shape and orientation of the lots; (b) the topography of the site; (c) the extent of overshadowing from adjoining properties; (d) any development on the site; (e) the location of roads and access to lots; and (f) the existing pattern of subdivision in the area. |
| <p>RESPONSE: Complies with P4 All lots within the proposed subdivision will provide adequate area for solar access for future dwellings given their relative site area and lot orientation.</p> | |

10.6.2 Roads

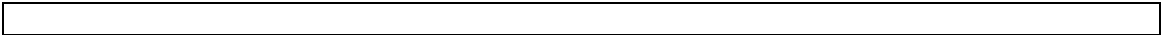
| | |
|---|---|
| <p>Objective:</p> <p>That the arrangement of new roads within a subdivision provides for:</p> <ul style="list-style-type: none"> (a) safe, convenient and efficient connections to assist accessibility and mobility of the community; (b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and (c) the efficient ultimate subdivision of the entirety of the land and of surrounding land. | |
| <p>Acceptable Solutions</p> <p>A1</p> <p>The subdivision includes no new roads.</p> | <p>Performance Criteria</p> <p>P1</p> <p>The arrangement and construction of roads within a subdivision must provide an adequate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:</p> <ul style="list-style-type: none"> (a) any road network plan by the council; (b) the existing and proposed road hierarchy; (c) the need for connecting roads and pedestrian and cycling, to common boundaries with adjoining land, to facilitate future subdivision potential; (d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks; |

| | |
|--|--|
| | <p>(e) minimising the travel distance between key destinations such as shops and services and public transport routes;</p> <p>(f) access to public transport;</p> <p>(g) the efficient and safe movement of pedestrians, cyclists and public transport;</p> <p>(h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;</p> <p>(i) the topography of the site; and</p> <p>(j) the future subdivision potential of any balance lots on adjoining or adjacent land.</p> |
| <p>RESPONSE: Complies with P1. The proposed new internal road network connects directly to the existing public road network (Caroline Street) and is designed to satisfy the qualifications of Performance Criteria P1 providing specifically appropriate level of access and the safety and convenience of vehicles, pedestrians and cyclists, which is confirmed by the TIA prepared by Midson Traffic. A design layout for road construction and access is provided with the application.</p> | |

8.6.3 Services

| | |
|---|---|
| Objective: | |
| That the subdivision of land provides services for future use and development of the land. | |
| <p>RESPONSE: Complies. The proposed development will be connected to all reticulated services suitable for the future use and development of the land.</p> | |
| Acceptable Solutions | Performance Criteria |
| A1 | P1 |
| Each lot or a proposed lot in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service. | A lot or a proposed lot in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a limited water supply service, having regard to: |

| | |
|--|--|
| | <p>(a) flow rates;</p> <p>(b) the quality of potable water;</p> <p>(c) any existing or proposed infrastructure to provide the water service and its location;</p> <p>(d) the topography of the site; and</p> <p>(e) any advice from a regulated entity.</p> |
| <p>RESPONSE: Complies with A1 The new lots will connect to an existing potable water supply. An indicative concept services design is provided as part of the application.</p> | |
| <p>A2</p> <p>Each lot or a proposed lot in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</p> | <p>P2</p> <p>No Performance Criteria.</p> |
| <p>RESPONSE: Complies with A2 The new lots will connect to the existing reticulated sewerage system. An indicative concept services design is provided as part of the application.</p> | |
| <p>A3</p> <p>Each lot or a proposed lot in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a public stormwater system.</p> | <p>P3</p> <p>Each lot or a proposed lot in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to:</p> <p>(a) the size of the lot;</p> <p>(b) topography of the site;</p> <p>(c) soil conditions;</p> <p>(d) any existing buildings on the site;</p> <p>(e) any area of the site covered by impervious surfaces; and</p> <p>(f) any watercourse on the land.</p> |
| <p>RESPONSE: Complies with P3. A reticulated stormwater system serves the existing neighbourhood subdivisions. A new stormwater main will connect to the existing culvert on Bass Highway. This culvert discharges to Bison Creek.</p> | |



| | |
|--------------------------------|--------------------------------------|
| Approx. land area (ha) | 9.93 |
| Land use | General Residential & Local Business |
| Hydraulic modelling undertaken | 2019 |
| Nominal minor system capacity | Less than 1EY (< 1 in 1 ARI) |
| Risk assessment undertaken | 2019 |
| Risk Rating | Low-Medium |

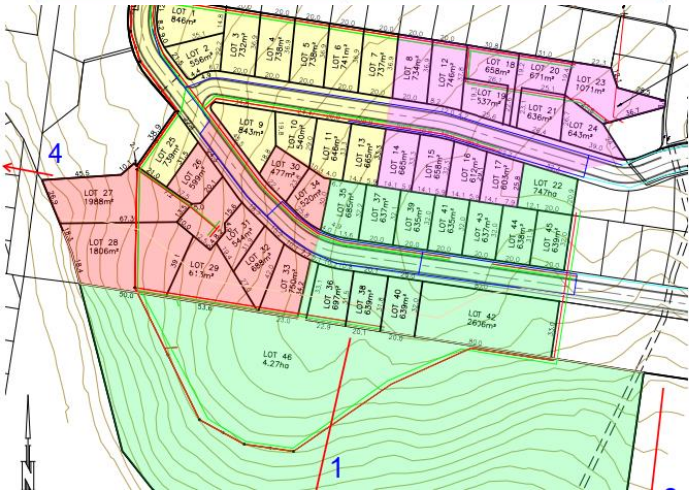


Figure 22 - Preferred Stormwater design (4)

7. PLANNING SCHEME CODES

7.1 C3.0 Road and Railway Assets Code

C3.1 Code Purpose

The purpose of the Road and Railway Assets Code is:

C3.1.1 To protect the safety and efficiency of the road and railway networks; and

C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.

C3.5 Use Standards

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

Objective:

To minimise any adverse impacts on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

RESPONSE: Complies

The internal road network is designed to junction with Marine and Caroline Street junctions. The **Midson Traffic** assessment concludes that the design of access and junctions maintain an acceptable level of safety for all road users.

| Acceptable Solutions | Performance Criteria |
|---|---|
| A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: <ul style="list-style-type: none"> a) a new junction b) a new vehicle crossing; or c) a new level crossing | P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of the junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network having regard to: <ul style="list-style-type: none"> a) any increase in traffic caused by the use; b) the nature of the traffic generated by the use; c) the nature of the road; d) the speed limit and traffic flow of the road; e) any alternative access to the road; f) the need for the use; g) any traffic impact assessment; and h) any advice received from the rail or road authority. |
| A1.2 For a road excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing or level crossing to serve the use and development has been issued by the road authority. | |
| A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. | |
| A1.4 | |

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| <p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road. <p>A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.</p> | |
| <p>RESPONSE: A1, A1.2 and A1.3 - Not applicable The proposal will not impact a category 1 road, limited access road or rail network.</p> | |
| <p>RESPONSE A1.4 The vehicle movements to and from the site will increase by more than the amounts in Table C3.1 and therefore Performance Criteria P1 must be addressed.</p> <p>RESPONSE P1 The internal road network is designed to junction with Marine and Caroline Street junctions. The Traffic Impact Assessment prepared by Midson Traffic concludes that the design of internal road network, access and junctions maintain an acceptable level of safety for all road users ensuring a low-speed environment with good connectivity to the external road network.</p> <p>Based upon the Traffic Impact Assessment, the Midson Traffic analysis concludes that the requirements of Clause C3.5.1 are met and specifically, that the traffic generation will not have any significant adverse impacts on the capacity of the junction or the surrounding road network.</p> <p>In reference to Performance Criteria the TIA observes and concludes as follows:</p> <ul style="list-style-type: none"> (a) The Traffic Impact Assessment prepared by Midson Traffic notes that the development will generate an increase in vehicle movements of approximately 71 per day at Marine Street, with a peak generation vehicle movement of 7 per hour at the site's access at Marine Street. The increase in traffic at the Caroline Street junction will be 166 vehicles per day with a peak of 18 vehicles per hour. The report concludes that the road junctions can cater for the relatively small peak hour traffic generation with a high level of service. (b) Traffic generation will be residential in nature; (c) Marine and Caroline streets are minor collector roads and carry relatively low traffic volumes; (d) The posted speed limit of both Marine and Caroline streets is 50 km/h. Traffic volumes impacting both roads is estimated to be in the order of 200 vehicles per day. (e) The two accesses to the site will ensure a good level of service onto the subject site when fully developed; (f) The junctions are required to provide access to the lots created by the subdivision; (g) Refer Appendix D - Traffic Impact Assessment; (h) There has been no written advice relative to the development issued by the road authority. | |

7.2 C13.0 Bushfire-Prone Areas Code

Summary Bushfire Hazard Management Report - Livingston Natural Resources

As the site is located within an area designated bushfire prone, a Bushfire Hazard report has been prepared by **Livingston Natural Resources** and has reviewed the subdivision proposal in terms of fire hazard management. The report recommends measures to enable adequate fire protection in the form of fire management areas for those proposed lots which exceed BAL Low Risk.

The report has reviewed both the initial proposal for residential development with direct access from Caroline Street and the proposed 32 lot subdivision forming part of this application for rezoning to the General Residential classification and subsequent development of the land.

The report observes that staged development of lots requires hazard management areas that must be in place and maintained to preserve the BAL ratings. At the completion of development and sealing of the titles at any stage, all lots within 50m of a developed lot with the exception of lot 46 and portions of lots 27, 28, 42 and 53 must be managed as low threat vegetation in perpetuity.

Lot 46 with the exception of a small area outside the landslip area and retained vegetation can remain, with management of relative fuel loads as either grassland or woodland at or before stage 4 titles are sealed. Lots 27, 28, 42 and 53 may have grassland fuel loads on areas outside their specific hazard management areas for habitable buildings on the lot or adjacent lot subject to review at the time of build planning.

Vegetation requirements for lot 46 must be in place prior to sealing of titles for lots 36, 38, 40 or 42. The woodland provision can be achieved with the management of the understorey requiring limited if any tree removal.

Hazard management for stage 5 and the rezoned site (present proposal) will require the entire area to be low threat unless staging occurs. If staged, all areas within a developed lot within the subdivision area must be managed as low threat with the exception of lot 53 which may have grassland fuel loads on areas outside the specific hazard management areas for habitable buildings on the lot or adjacent lot subject to review at the time of build planning.

The report concludes that all lots within the subdivision have building areas at BAL 19 or lower, with hazard management during staging some lots can achieve BAL low ratings. Lots on the eastern and southern portion of the residential development require a setback for their building area for construction BAL 19 and a larger setback for BAL 12.5 construction.

The Bushfire Hazard Management Report is included at Appendix C.



Figure 23 Hazard Management Areas - Extract Bushfire Hazard Management report, Livingston Natural Resources

C13.1 Purpose of the Bushfire-Prone Areas Code

C13.1.1 To ensure that use and development is appropriately designed, located, serviced and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.

C13.2 Application of this Code

C13.2.1 This code applies to:

- (a) subdivision of land that is located within, or partially within, a bushfire-prone area; and
- (b) a use, on land that is located within, or partially within a bushfire-prone area, that is a vulnerable use or hazardous use

C13.4 Use or Development Exempt from this Code

The following use or development is exempt from this code:

- (a) any use or development that the TFS or an accredited person, having regard to the objective of all applicable standards in this code, certifies there is insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures; and
- (b) adjustment of a boundary in accordance with clause 9.3 of the planning scheme.

C13.6 Development Standards for Subdivision

C13.6.1 Subdivision: Provision of hazard management areas

| Objective |
|---|
| That subdivision provides for hazard management areas that: |

Section 40T - 158 Caroline Street, East Devonport - Rezoning and Development Application

| <p>(a) facilitate an integrated approach between subdivision and subsequent building on a lot;</p> <p>(b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and</p> <p>(c) provide protection for lots at any stage of a staged subdivision.</p> | |
|---|--|
| <p>RESPONSE: The subdivision design and management measures will ensure compliance with the objective.</p> | |
| Acceptable Solutions | Performance Criteria |
| <p>A1</p> <p>(a) TFS or an accredited person certifies that there is insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or</p> <p>(b) the proposed plan of subdivision:</p> <p>(i) shows all lots are within or partly within bushfire-prone area, including those developed at each stage of a staged subdivision;</p> <p>(ii) shows the building area for each lot;</p> <p>(iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to or greater than, the separation distances required for BAL 19 in table 2.4.4 of <i>Australian Standard as 3959-2009 construction of buildings in a bushfire-prone areas</i>; and</p> <p>(iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person showing hazard management areas equal to or greater than, the separation distances required for BAL 19 in table 2.4.4 of <i>Australian Standard as 3959-2009 construction of buildings in a bushfire-prone areas</i>; and</p> <p>(c) if hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an</p> | <p>P1</p> <p>A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on the lots within a bushfire-prone area, having regard to:</p> <p>(a) the dimensions of hazard management areas;</p> <p>(b) a bushfire risk assessment of each lot at any stage of a staged subdivision;</p> <p>(c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability;</p> <p>(d) the topography, including site slope;</p> <p>(e) any other potential forms of fuel and ignition sources;</p> <p>(f) separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent development;</p> <p>(g) an instrument that facilitates management of fuels located on land external to the subdivision; and</p> <p>(h) any advice from the TFS.</p> |

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| agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan. | |
| RESPONSE: Complies with A1 (b)(i)-(iv) All lots are shown within the plan relative to the bushfire prone area overlay, providing the building area for the new lots showing bushfire hazard management areas, and confirmation that the development of a habitable building will meet BAL-19 of AS 3959-2009. The hazard management areas are not located on land external to the proposed subdivision. | |

C13.6.2 Subdivision: Public and firefighting access

| | |
|---|---|
| Objective: That access roads to, and the layout of roads, tracks and trails, in a subdivision: | |
| (a) allow safe access and egress for residents, firefighters and emergency service personnel; (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack and for hazard management works to be undertaken; (c) are designed and constructed to allow for fire appliances to be manoeuvred; (d) provide access to water supplies for fire appliances; (e) are designed to allow connectivity, and where needed, offering multiple evacuation points. | |
| RESPONSE: Complies with the objective, the existing access road Marine and Caroline streets, and the internal road network design demonstrates compliance with the relevant standard for access and firefighting. | |
| Acceptable Solutions | Performance Criteria |
| A1 (a) TFS or an accredited person certifies that there is insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of firefighting; or (b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building | PI A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to: (a) Appropriate design measures, including; (i) two-way traffic; (ii) all weather surfaces; |

| | |
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| <p>areas is included in a bushfire hazard management plan that:</p> <p>(i) demonstrates proposed roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and</p> <p>(ii) is certified by the TFS or an accredited person.</p> | <p>(iii) height and width of any vegetation clearances;</p> <p>(iv) load capacity</p> <p>(v) provision of passing bays;</p> <p>(vi) traffic control devices;</p> <p>(vii) geometry, alignment and slope of roads, tracks and trails;</p> <p>(viii) use of through roads to provide for connectivity;</p> <p>(ix) limits on the length of cul-de-sacs and dead-end roads;</p> <p>(x) provision of turning areas;</p> <p>(xi) provision of parking areas;</p> <p>(xii) perimeter access; and</p> <p>(xiii) fire trails;</p> <p>(b) the provision of access to:</p> <p>(i) bushfire-prone vegetation to permit the undertaking of hazard management works; and</p> <p>(ii) firefighting water supplies; and</p> <p>(c) any advice from the TFS.</p> |
| <p>RESPONSE: Complies with A1(b)(i) and (ii).</p> <p>The Bushfire Hazard report confirms the area for hazard management for those lots which do not reach BAL <i>Low Risk</i>. Future indicative water service is demonstrated as part of the indicative infrastructure layout to service the development.</p> | |

Table C1 Standards for Roads

| Element | Requirement |
|---------|--|
| A. | <p>Roads</p> <p>Unless development standards in the zone require a higher standard, the following apply:</p> <p>(a) two-wheel drive, all weather construction;</p> |

| | | |
|--|--|---|
| | | <p>(b) load capacity of at least 20t, including for bridges and culverts;</p> <p>(c) minimum carriageway width is 7m for a through road, or 5.5 m for a dead-end or cul-de-sac road;</p> <p>(d) minimum horizontal clearance of 4m;</p> <p>(e) minimum vertical clearance of 2m from the edge of the carriageway;</p> <p>(f) cross falls of less than 3 degrees (1:20 or 5%);</p> <p>(g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;</p> <p>(h) curves have a minimum inner radius of 10m;</p> <p>(i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7m in width;</p> <p>(j) dead-end or cul-de-sac roads having a turning circle with a minimum 12m outer radius; and</p> <p>(k) carriageway less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with <i>Australian Standard AS1743-2001 Road signs-Specifications</i>.</p> |
|--|--|---|

Table C2 Standards for property access

| Element | | Requirement |
|---------|---|---|
| A. | Property access length is less than 30m; or access is not required for a fire appliance to access a firefighting water point. | There is no specified design and construction requirements |
| B. | Property access length is 30m or greater; or access is required for a fire appliance to a firefighting water point. | <p>The following design and construction requirements apply to the property access:</p> <p>(a) all weather construction;</p> <p>(b) load capacity of at least 20t, including for bridges and culverts;</p> <p>(c) minimum carriageway width of 4m;</p> <p>(d) minimum vertical clearance of 4m;</p> <p>(e) minimum horizontal clearance of 0.5m from the edge of the carriageway;</p> <p>(f) cross falls of less than 3 degrees (1:20 or 5%);</p> |

| | | |
|----|--|---|
| | | <p>(g) dips less than 7 degrees (1:8 or 12.5%) entry and exit level;</p> <p>(h) curves with a minimum inner radius of 10m;</p> <p>(i) maximum gradients of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and</p> <p>(j) terminate with a turning area for fire appliances provided by one of the following:</p> <p>(i) a turning circle with a minimum outer radius of 10m; or</p> <p>(ii) a property access encircling the building; or</p> <p>(iii) a hammerhead 'T' or 'Y' turning head 4m wide and 8m long.</p> |
| C. | Property access length is 200m or greater. | <p>The following design and construction requirements apply to property access:</p> <p>(a) the requirements for B above; and</p> <p>(b) passing bays of 2m additional carriageway width and 20m length must be provided every 100m.</p> |

C13.6.3 Subdivision: Provision of water supply for firefighting purposes

| | |
|--|---|
| Objective: That an adequate, accessible and reliable water supply for the purposes of firefighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas. | |
| RESPONSE: the development complies with the objective. | |
| Acceptable Solutions A1 In areas serviced with reticulated water by the water corporation; (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for firefighting purposes; (b) a proposal plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS | Performance Criteria P1 No Performance Criterion. |

| | |
|---|--|
| or accredited person as being compliant with Table E4; or (c) a bushfire hazard management plan certified by the TFS or accredited person demonstrates that the provision of water supply for firefighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire. | |
| RESPONSE: Complies with A1(c) The subdivision complies with reticulated water supply and fire hydrant requirements as per the requirements of Table C4 to the Code. The indicative service design provided by PDA demonstrates compliance. | |
| A2 In areas that are not serviced by reticulated water by the water corporation: (a) the TFS or an accredited person certifies that there is insufficient increase in risk from bushfire to warrant provision of a water supply for firefighting purposes; (b) the TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to firefighting, will be provided and located compliant with Table E5; or (c) a bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of a water supply for firefighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire. | P2 No Performance Criterion. |
| RESPONSE: Not applicable , all reticulated services are available to the site. | |

Table C4 Reticulated water supply for firefighting

| Element | | Requirement |
|---------|------------------|--|
| A. | Distance between | The following requirements must apply: |

| | | |
|----|---|---|
| | building area to be protected and water supply. | (a) The building area to be protected must be located within 120m of a fire hydrant; and (b) The distance must be measured as a hose lay, between the firefighting water point and the furthest point of the building area. |
| B. | Design criteria for fire hydrants | The following requirements must apply: (a) Fire hydrant system must be designed and constructed in accordance with <i>Taswater Supplement to Water Supply Code of Australia WSA 03-2011-3.1 MRWA 2nd Edition</i> ; and (b) Fire hydrants are not installed in parking areas. |
| C. | Hardstand | A hardstand area for firefighting appliances must be: (a) No more than 3m from the hydrant, measured as a hose lay; (b) No closer than 6m from a building area to be protected; (c) A minimum width of 3m constructed to the same standard as the carriageway; and (d) Connected to the property access by a carriageway equivalent to the standard of the property access. |

Table C5 Static water supply for firefighting

| Element | | Requirement |
|---------|---|---|
| A. | Distance between building area to be protected and water supply | The following requirements apply: (a) the building area to be protected must be located within 90m of firefighting water point of a static water supply; and (b) the distance must be measured as a hose lay, between the firefighting water point and the furthest point of the building area. |
| B. | Static Water Supplies | A static water supply: (a) may have a remotely located offtake connected to the static water supply; (b) may be a supply for combined use (firefighting and other uses) but the specified minimum quantity of firefighting water must be available at all times; (c) must be a minimum of 10,000L per building area to be protected. This volume of water must be used for any other purpose including firefighting sprinkler or spray systems; (d) must be metal, concrete or lagged by non-combustible materials if above ground; and |

| | | |
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| | | <p>(e) if a tank can be located so it is shielded in all directions in compliance with section 3.5 of <i>Australian Standard AS 3959-2009 Construction of buildings in bushfire-prone areas</i>, the tank may be constructed of any material provided that the lowest 400mm of the tank exterior is protected by:</p> <p>(i) metal;</p> <p>(ii) non-combustible material; or</p> <p>(iii) fibre-cement a minimum of 6mm thickness.</p> |
| C. | Fittings, pipework and accessories (including stands and tank supports) | <p>fittings and pipework associated with a firefighting water point for a static water supply must:</p> <p>(a) have a minimum nominal diameter of 50mm;</p> <p>(b) be fitted with a valve with a minimum nominal internal diameter of 50mm;</p> <p>(c) be metal or lagged by non-combustible materials if above ground;</p> <p>(d) if buried, have a minimum depth of 300mm;</p> <p>(e) provide a DIN or NEN standard forged Storz 65mm coupling fitted with a suction washer for connection to firefighting equipment;</p> <p>(f) ensure the coupling is accessible and available for connection at all times;</p> <p>(g) ensure the coupling is fitted with a blank cap and securing chain (minimum 200mm length);</p> <p>(h) ensure underground tanks have either an opening at the top of not less than 250mm diameter or a coupling compliant with this Table; and</p> <p>(i) if a remote offtake is installed, ensure the offtake is in a position that is;</p> <p>(i) visible;</p> <p>(ii) accessible to allow construction by firefighting equipment;</p> <p>(iii) at a working height of 450 - 600mm above ground level; and</p> <p>(iv) protected from possible damage including damage by vehicles.</p> |
| D. | Signage for static water connections. | The firefighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. A sign must: |

| | | |
|----|-----------|--|
| | | (a) comply with the water tank signage requirements within <i>Australian Standard AS 2304-2011n Water storage tanks for fire protection systems</i> ; or (b) comply with the Tasmania Fire Service Water Supply Guideline published by the Tasmania Fire Service. |
| E. | Hardstand | A hardstand area for fire appliances must be: <ul style="list-style-type: none"> (a) no more than 3m from the firefighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like); (b) no closer than 6m from the building area to be protected; (c) a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access. |

7.3 C15.0 Landslip Hazard Code

C15.1 Code Purpose

The purpose of the Landslip Hazard Code is:

C15.1.1 To ensure that a tolerable risk can be achieved and maintained for the type, scale and intensity and intended life of use or development on land within a landslip hazard area.

C15.2 Application of the Code

C15.2.1 This Code applies to:

- (a) use or development of land within a landslip hazard; or
- (b) use or development of land identified in a report, that is lodged with an application, or required in response to a request under section 54 of the Act, as having potential to cause or contribute to a landslip.

C15.2.2 The planning authority may only make a request under clause C15.2.1(b) where it reasonably believes, based on information in its possession, that the use or development of land has the potential to cause or contribute to landslip.

Review:

The subdivision site footprint shown below is outside the areas impacted by medium hazard bands, in relation to which *GeoTon* have provided detailed assessment as part of the subdivision design for the area shown as Stage 1 at *figure 24* below. The proposed development site the subject of this application is not impacted by medium or higher risk hazard bands.



Figure 24 - Landslip Hazard Bands - development site

8. CONCLUSION

In accordance with the CCRLUS the proposed development will achieve a higher density of development with the introduction of the General Residential Zone replacing the current lower-density Rural Living A classification. This aligns with the strategy which seeks to maximise as far as possible development within the limits of sustainable infrastructure.

In effect, the proposal substitutes density requirements for residential living to reflect the availability of services, and current development standards within the precinct, achieving infill development thereby maximising potential residential development within the existing urban growth boundary.

The analysis provided by technical reports relevant to the proposal include:

Midson Traffic completed a Traffic Impact Assessment concluding subject to recommendations the development is supported on traffic grounds. The internal road network is designed to junction with Marine and Caroline Street junctions. The Traffic Impact Assessment concludes that the design of internal road network, access and junctions maintain an acceptable level of safety for all road users ensuring a low-speed environment with good connectivity to the external road network.

GeoTon Pty Ltd were engaged to review the stability issues affecting the land south of the subdivision precinct of Stage 1 (Lot 50) refer Figure 7, identifying the hazard and assessing the risk to the proposed development. The result is that the design retains the forest vegetation south of the proposed subdivision thus ensuring the stability and integrity of the land is maintained. Stage 2 development is unaffected and not impacted by stability issues.

PDA Planners & Engineers have completed concept service design and stormwater management reports for the development, demonstrating sustainable infrastructure availability to service the proposed development.

Livingston Natural Resource Services have completed an analysis of both stages 1 and 2 of the site's residential development and rezoning in accordance with the Bushfire-Prone Areas Code, providing Certificates under s51(2)(d) of the *Land Use Planning and Approvals Act 1993*.

The introduction of the General Residential Zone to this section of the property will enable the sustainable development of the site in a manner which is in keeping with that of the immediately proximate and nearby lots, achieving compliance with the planning scheme development standards and relevant Codes.

The proposal will create 32 residential allotments within the precinct which can be developed without compromising the values of the site and surrounding precincts.

The fact that the future residential expansion is impacted by the arable rural land suggests that the rezoning and subsequent change of residential density for the subject site is both sustainable and an imperative to ensure that the most is made of land which is zoned for residential development and occurs at densities to ensure that the opportunity of available infrastructure is maximised in terms of its capacity and the potential lot yield. This will ensure that future demand is accommodated within the constraints of available infrastructure, ultimately achieving a more cost-effective development strategy.

It is submitted that the proposal complies with the objectives of the CCRLUS and thereby the *Land Use Planning and Approvals Act 1993* - land use planning system, meeting the requirements of the planning scheme standards and relevant code imperatives.

The CCRLUS supports the change in zoning in that supply within the municipality is well below the 10 years supply stipulated at clause 4.7 and should be increased. Both the CCRLUS and Draft *Greater Devonport Residential Growth Strategy 2021-2040* support increasing General Residential land supply through infill development.

APPENDICES

Appendix A Subject Property Titles

Appendix B Proposal Plan

Appendix C Bushfire Hazard Management Report

Appendix D Traffic Impact Assessment

Contact

For any enquiries, please contact one of our offices

HOBART

A: 127 Bathurst Street, Hobart, TAS 7000
P: (03) 6234 3217
E: pda.hbt@pda.com.au

KINGSTON

A: 6 Freeman Street, Kingston, TAS 7050
P: (03) 6229 2131
E: pda.ktn@pda.com.au

HUONVILLE

A: 8/16 Main Street, Huonville, TAS 7109 (by appointment)
P: (03) 6264 1277
E: pda.huon@pda.com.au

EAST COAST

A: 3 Franklin Street, Swansea, TAS 7190 (by appointment)
P: (03) 6130 9099
E: pda.east@pda.com.au

LAUNCESTON

A: 3/23 Brisbane Street, Launceston, TAS 7250
P: (03) 6331 4099
E: pda.ltn@pda.com.au

DELORAIN

A: 16 Emu Bay Road, Deloraine, TAS 7304 (by appointment)
P: (03) 6362 2993
E: pda.ltn@pda.com.au

BURNIE

A: 6 Queen Street, Burnie, TAS 7320
P: (03) 6431 4400
E: pda.bne@pda.com.au

DEVONPORT

A: 77 Gunn Street, Devonport, TAS 7310
P: (03) 6423 6875
E: pda.dpt@pda.com.au

WALTER SURVEYS

A: 127 Bathurst Street, Hobart, TAS 7000 (Civil Site Surveying and Machine Control)
P: 0419 532 669 (Tom Walter)
E: tom.walter@waltersurveys.com.au

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

| | | | | |
|--|--------------|---|--|--|
| OWNERS: FOLIO REFERENCE: 166238/1 GRANTEE: | | PLAN OF TITLE LOCATION CITY OF DEVONPORT CONVERTED BY PLAN No P19981 COMPILED BY R Sands NOT TO SCALE LENGTHS IN METRES | | REGISTERED NUMBER P174766 APPROVED 08 AUG 2018 <i>Alice Kawa</i> Recorder of Titles |
| MAPSHEET MUNICIPAL CODE No. 108 | LAST UPI No. | LAST PLAN No: | ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN | |

SKETCH BY WAY OF ILLUSTRATION ONLY
"EXCEPTED LANDS"

AS RELATES TO THE AREA MARKED A-B-C-D-E-F
DERIVED FROM CONV. 42/9226

EXCEPTED LAND

| | | |
|---------------------------|---------|---------------------|
| Lots 2 & 3 | SP3968 | 1497 m ² |
| Lots 65 & 66 | SP4317 | 6508 m ² |
| Lots 1 to 6 | SP4521 | 4512 m ² |
| Lots 7, 8 & 149 | SP4877 | 1496 m ² |
| Lots 9 to 14 & 121 to 126 | SP5461 | 8620 m ² |
| Lot 15 | SP6917 | 669 m ² |
| Lots 32 to 44 & 150 | SP7931 | 1,468 ha |
| Lots 16 to 21 | SP11208 | 4218 m ² |
| Lots 1 to 21 | SP11209 | 2,266 ha |
| Lot 22 | SP12029 | 669 m ² |
| Lots 136 to 141 & 105 | SP12842 | 4777 m ² |
| Lot 106 | SP14065 | 670 m ² |
| Lots 23, 24, 107 & 143 | SP19852 | 3265 m ² |
| Lot 1 | P174765 | 850 m ² |

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

| | |
|------------------|------------------------------|
| VOLUME 174766 | FOLIO 1 |
| EDITION 3 | DATE OF ISSUE 04-Nov-2021 |

SEARCH DATE : 28-Jan-2022

SEARCH TIME : 05.50 PM

DESCRIPTION OF LAND

City of DEVONPORT
 Lot 1 on Plan 174766
 Being in part the land described in Conveyance No. 42/9226
 Excepting thereout For Excepted Lands see Plan
 Derivation : Part of Lot 181 Granted to Robert Stewart and
 Part of 150 Acres Granted to Charles Oldaker
 Prior CT 166238/1

SCHEDULE 1

M923709 TRANSFER to VOS CONSTRUCTION & JOINERY PTY LTD
 Registered 04-Nov-2021 at noon

SCHEDULE 2

D27090 Land is limited in depth to 15 metres, excludes minerals and is subject to reservations relating to drains sewers and waterways in favour of the Crown
 BENEFITTING EASEMENT :(appurtenant to the land marked ABCDEF on Plan 174766) a right of way and passage at all times with or without horses cattle carts and carriages in over and upon the Roadway 10.06 (50) wide on Plan 174766
 BURDENING EASEMENT: right of carriageway [appurtenant to Lot 65 and 66 on Sealed Plan 4317) over the land marked Right of Way 15.24 wide on Plan 174766
 C934837 BURDENING EASEMENT: A Pipeline Easement in favour of Tasmanian Water and Sewerage Corporation (North-Western Region) Pty Ltd over the land marked Pipeline Easement 3.00 wide on Plan 174766 Registered 18-Aug-2011 at 12.01 PM
 SP164198 BURDENING EASEMENT: a pipeline easement in favour of Tasmanian Water and Sewerage Corporation (North Western Region) Pty Ltd over the land marked Pipeline Easement 'A' 3.00 wide on Plan 174766
 D27090 FENCING PROVISION in Transfer
 D27150 ADHESION ORDER under Section 110 of the Local Government (Building and Miscellaneous Provisions)



RESULT OF SEARCH

RECORDER OF TITLES

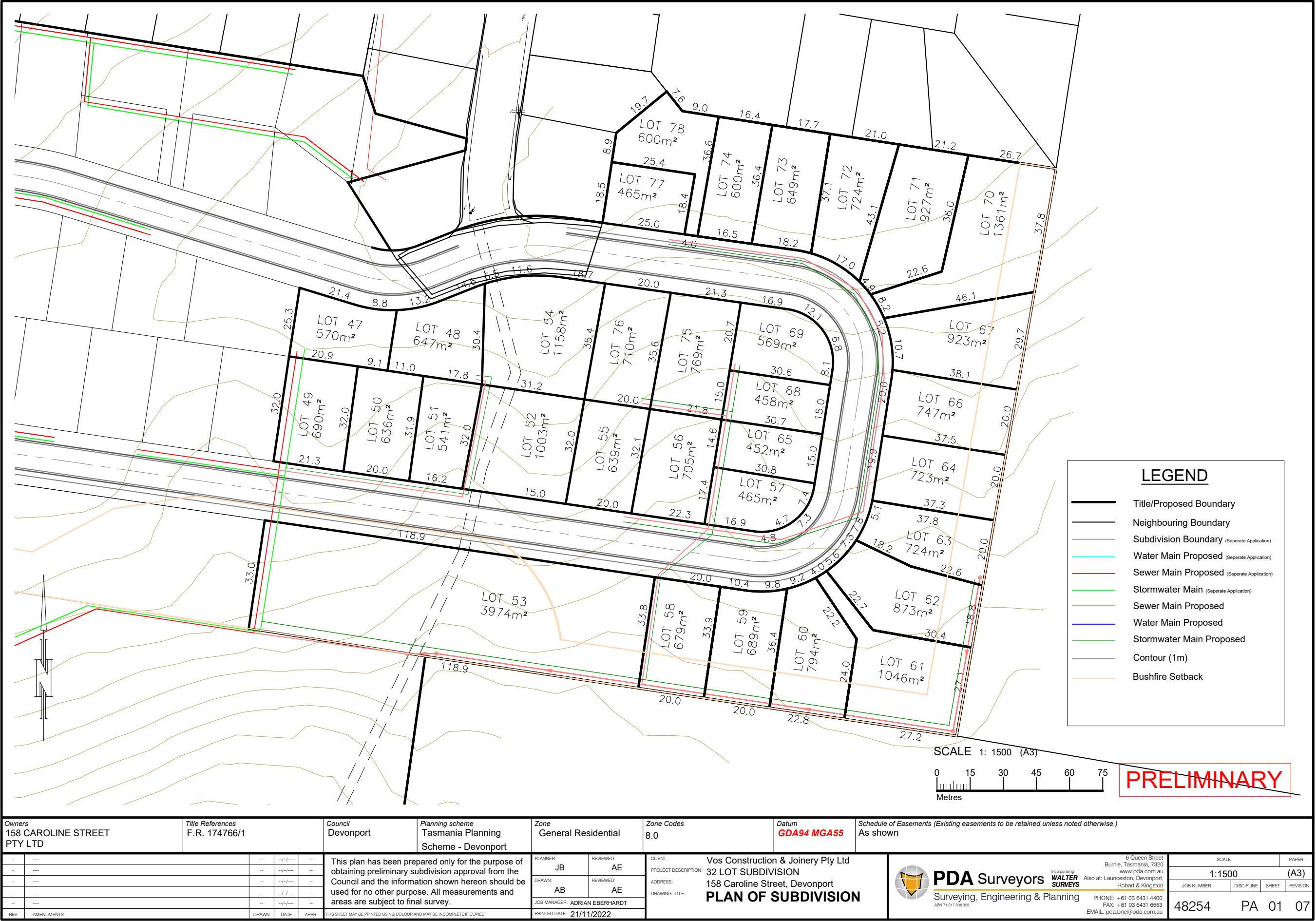
Issued Pursuant to the Land Titles Act 1980

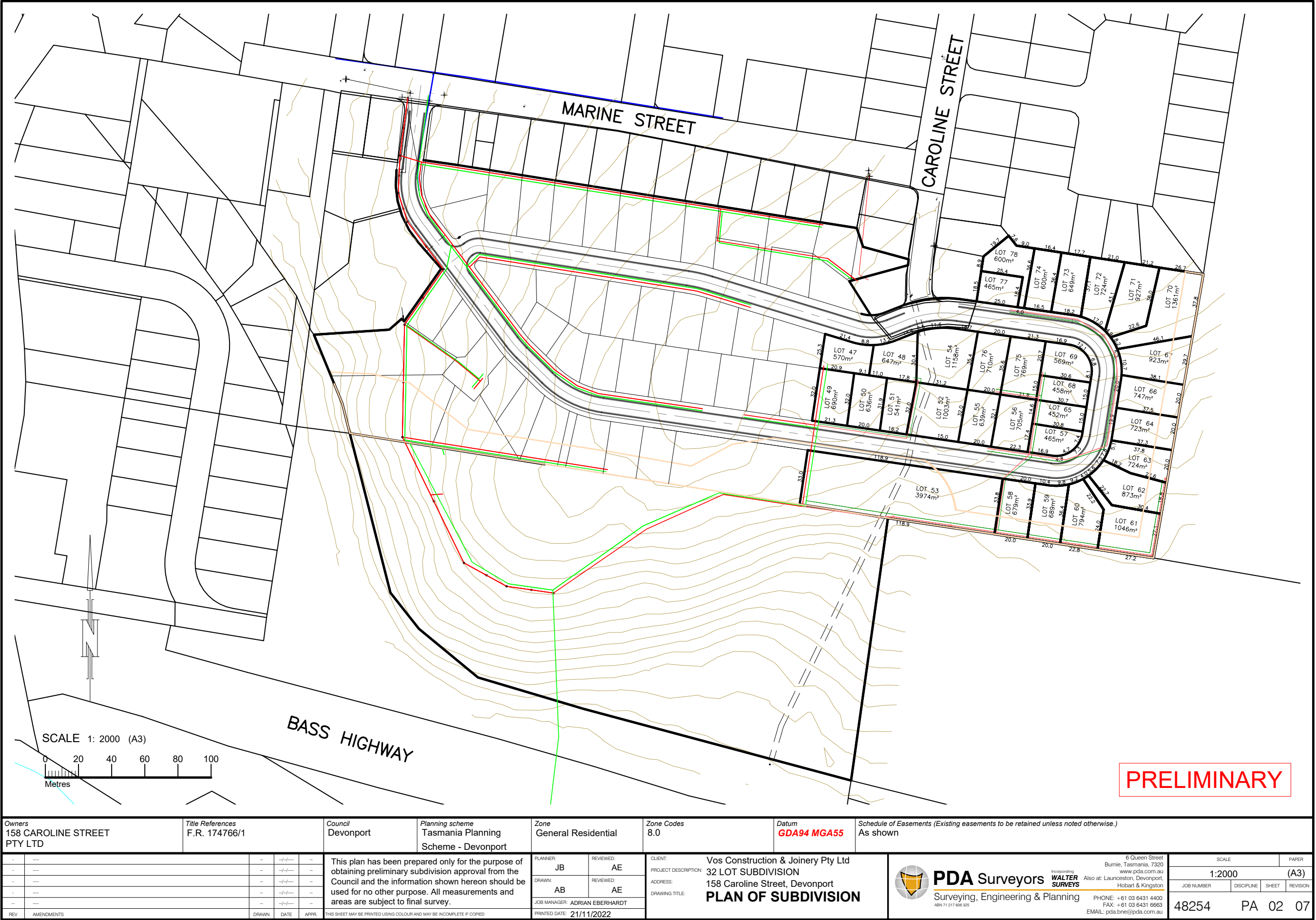


Act 1993 Registered 09-Jul-2013 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations





Bushfire Hazard Management Report: Subdivision

Report for: PDA Surveyors

Property Location: 158 Caroline Street, East Devonport

Prepared by: Scott Livingston
Livingston Natural Resource Services
299 Relbia Road
Relbia, 7258

Date: 28th June 2022



Summary

Client: PDA Surveyors, Vos Construction & Joinery Pty Ltd

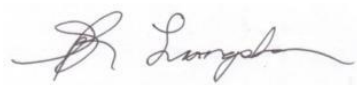
Property identification: Current zoning: General Residential, Rural Living, Agriculture
Tasmanian Planning Scheme- Devonport 2021

158 Caroline Street, East Devonport, CT 174766/1, PID 3604651

Proposal: A 46 lot + balance & road subdivision in 4 stages is proposed from one existing title at 158 Caroline Street, East Devonport. A further 30 lots on the balance lot is proposed following rezoning to general residential.

Assessment comments: A field inspection of the site was conducted to determine the Bushfire Risk and Attack Level.

Assessment by:



Scott Livingston,
Master Environmental Management,
Natural Resource Management Consultant.
Accredited Person under part 4A of the Fire Service Act 1979:
Accreditation # BFP-105.

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DESCRIPTION

A 46 lot + balance & road subdivision in 4 stages is proposed from one existing title at 158 Caroline Street, East Devonport. A further 30 lots on the balance lot is proposed for rezoning to general residential. The area is mapped as bushfire prone.

The property is currently within 3 zones under the Tasmanian Planning Scheme- Devonport. The 45 residential lots in stages 1-4 are zoned General Residential, Lot 46 is zoned Agriculture and lots 47-78 are zoned Rural Living A with a proposed Rezoning to General Residential.

The property has no existing buildings. The northern portion (residential zones) is currently grassland. Proposed lot 46 has forest on the majority of the area, with the hilltop grassland. The forested area has active landslips and retention of the vegetation on steeper slopes is recommended in the Geo Technical report, upper fringes of the forest are outside this retention requirement. The forest is to the south of proposed residential areas and bounded by low threat area except to the east where grassland occurs. Any fire threat will have a limited run (<150 from the south). Land to the north and west is low threat residential or major road infrastructure. Land to the east is grassland on areas occasionally cropped.

The property has frontage to Caroline and Marine Streets, and non accessible frontage to the Bass Hwy and East Devonport interchange roads. The subdivision will be serviced by a reticulated water supply.

See Appendix 1 for maps and site plan, and appendix 2 for photographs.

BAL AND RISK ASSESSMENT

The land is mapped as Bushfire Prone in Planning Scheme Overlays.

VEGETATION AND SLOPE

Stages 1-4

| Stage | Lot | | North | East | South | West |
|-------|-----|--|-------------------|----------------------------|----------------------------|---|
| 1 | 1~8 | Vegetation within 100m of lot boundaries | 0-100m low threat | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0->20m grassland (on lots), >20-100m low threat |
| | | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° |
| | | Bal Rating at boundary | BAL Low | BAL FZ | BAL FZ | BAL FZ |
| | | Bal Rating with setbacks and HMA | BAL Low | | | |

| | | | | | | |
|---|------|--|--|----------------------------|---|---|
| 2 | 9~13 | Vegetation within 100m of lot boundaries | 0-50+m grassland (on lots)50+-100m low threat | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0->20m grassland (on lots), >20-100m low threat |
| | | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° |
| | | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | | Bal Rating with setbacks and HMA | BAL Low | | | |
| | 25 | Vegetation within 100m of lot boundaries | 0-60+m grassland (on lots ,)60+-100m low threat | 0-100m grassland (on lots) | 0-80m grassland, 80-100m forest (on lots) | 0-100m low threat |
| | | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° |
| | | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL Low |
| | | Bal Rating with setbacks and HMA | BAL 12.5 | | | |
| | 27 | Vegetation within 100m of lot boundaries | eastern portion: 0-100m grassland (on lots ,) western portion:60+-100m low threat | 0-100m grassland (on lots) | 0-40m grassland, 40-100m forest (on lots) | 0-100m low threat |
| | | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° |
| | | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL Low |
| | | Bal Rating with setbacks and HMA | BAL 19 | | | |
| | 28 | Vegetation within 100m of lot boundaries | eastern portion: 0-100m grassland (on lots), western portion:0-25m grassland (on lots)25-100m low threat | 0-100m grassland (on lots) | 0-100m forest (on lots) | 0-100m low threat |

| | | | | | |
|--------|--|-----------------------------|----------------------------|---|---|
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL Low |
| | Bal Rating with setbacks and HMA | BAL 19 | | | |
| 29 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-20m grassland, 20-100m forest (on lots) | 0- 50m grassland (on lots) 50-100m low threat |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 19 | | | |
| 30 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-65m grassland (on lots), 65-100m low threat |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5 | | | |
| 31 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-80m grassland, 80-100m forest (on lots) | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL Low | | | |
| 32, 33 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-60m grassland, 60-100m forest (on lots) | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Grassland :Downslope up to 0-5° Forest 10-15° | Downslope up to 0-5° |

| | | | | | | |
|---|---------------|--|---|---|----------------------------|----------------------------|
| 3 | 34 | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | | Bal Rating with setbacks and HMA | BAL 12.5/ BAL19 | | | |
| | | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-100m grassland (on lots) |
| | | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° |
| | | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | 8, 12, 18, 19 | Bal Rating with setbacks and HMA | BAL Low | | | |
| | | Vegetation within 100m of lot boundaries | 0--100m low threat | 0-50+m grassland (on lots), 50+-100m low threat | 0-100m grassland (on lots) | 0-100m grassland (on lots) |
| | | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° |
| | | Bal Rating at boundary | BAL Low | BAL FZ | BAL FZ | BAL FZ |
| | 14, 15 | Bal Rating with setbacks and HMA | BAL Low | | | |
| | | Vegetation within 100m of lot boundaries | 0-50+m grassland (on lots), 50+-100m low threat | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-100m grassland (on lots) |
| | | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Upslope flat |
| | | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | | Bal Rating with setbacks and HMA | BAL Low | | | |
| | 16, 17 | Vegetation within 100m of lot boundaries | 0-50+m grassland (on lots), 50+-100m low threat | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-100m grassland (on lots) |
| | | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Upslope flat |
| | | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | | Bal Rating with setbacks and HMA | BAL Low, BAL 12.5 | | | |

| | | | | | | |
|---|--------|--|--|---|---|----------------------------|
| 4 | 20, 21 | Vegetation within 100m of lot boundaries | 0-60+m grassland (on lots ,)60+-100m low threat | 0-100m grassland (on lots) | 0-60m grassland, 60-100m forest (on lots) | 0-100m grassland (on lots) |
| | | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° |
| | | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | | Bal Rating with setbacks and HMA | BAL Low | | | |
| | 23 | Vegetation within 100m of lot boundaries | 0--100m low threat | 0-45m low threat, 45-100m grassland (on lots) | 0-100m grassland (on lots) | 0-100m grassland (on lots) |
| | | Slope (degrees, over 100m) | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° | Upslope flat |
| | | Bal Rating at boundary | BAL Low | BAL 12.5 | BAL FZ | BAL FZ |
| | | Bal Rating with setbacks and HMA | BAL Low | | | |
| | 24 | Vegetation within 100m of lot boundaries | 0-19m grassland (on lots ,)19-100m low threat | 0-40m low threat, 40-100m grassland (on lots) | 0-100m grassland (on lots) | 0-100m grassland (on lots) |
| | | Slope (degrees, over 100m) | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° | Upslope flat |
| | | Bal Rating at boundary | BAL FZ | BAL 12.5 | BAL FZ | BAL FZ |
| | | Bal Rating with setbacks and HMA | BAL Low | | | |
| | 22 | Vegetation within 100m of lot boundaries | 0-50+m grassland (on lots), 50+-100m low threat | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-100m grassland (on lots) |
| | | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Upslope flat |
| | | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | | Bal Rating with setbacks and HMA | BAL 12.5 | | | |
| | 35, 37 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-100m grassland (on lots) |

| | | | | | |
|--------------------|--|----------------------------|----------------------------|--|----------------------------|
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope up to 0-5° | Downslope up to 0-5° |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL Low | | | |
| 36, 38 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-60m grassland, 60-100m forest (on lots) | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Grassland :Downslope up to 0-5° Forest 10-15° | Downslope up to 0-5° |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5/ BAL19 | | | |
| | | | | | |
| 39, 41, 43, 44, 45 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-48m grassland, 48-100m forest (on lots) | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Grassland :Downslope up to 0-5° Forest 10-15° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5 | | | |
| | | | | | |
| 40 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-8m grassland, 8-100m forest (on lots) | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Grassland :Downslope up to 0-5° Forest 10-15° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5/ BAL19 | | | |
| | | | | | |

| | | | | | |
|----|--|----------------------------|----------------------------|---|----------------------------|
| 42 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-100m forest (on lots) | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Downslope up to 0-5° | 10-15° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5/ BAL19 | | | |
| 4b | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland | 0-100m low threat | 0-100m low threat |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Grassland :Downslope up to 0-5° Forest 10-15° | Downslope up to 0-5° |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL Low | BAL Low |
| | Bal Rating with setbacks and HMA | BAL 12.5/ BAL19 | | | |

Stage 5+ Rezoning Required

| Lot | | North | East | South | West |
|--------|--|--|----------------------------|---|-----------------------------|
| 47, 48 | Vegetation within 100m of lot boundaries | 0-20+m grassland (on lots), 20+m - 100m low threat | 0-100m grassland (on lots) | 0-85m grassland (on lots) 85-100m forest (lot 46) | 0-100m grassland (on lots*) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Grassland :Downslope up to 0-5° Forest 10-15° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5 | | | |
| 49~52 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-50m grassland (on lots) 50-100m forest (lot 46) | 0-100m grassland (on lots*) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Grassland :Downslope up to 0-5° Forest 10-15° | Upslope flat |

| | | | | | |
|--------|--|---|---|--|---|
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5 | | | |
| 53 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | eastern portion 0-100m grassland, western portion 0-100m forest (lot 46) | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Grassland :Downslope up to 0-5° Forest 10-15° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5 | | | |
| 54 | Vegetation within 100m of lot boundaries | 0-18m grassland (on lots), 18-100m low threat | 0-100m grassland (on lots) | 0-85m grassland (on lots), 85-100m grassland | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Grassland :Downslope up to 0-5° Forest 10-15° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL Low/ BAL 12.5 | | | |
| 55, 56 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-50m grassland (on lots) 50-100m grassland | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope 0-5° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5 | | | |
| 57 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-50m grassland (on lots) 50-100m grassland | 0-50m grassland (on lots) 50-100m grassland | 0-55m grassland (on lots), 55-100 grassland |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope 0-5° | Upslope flat |

| | | | | | |
|--------------------|--|---|---|---|----------------------------|
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL Low | | | |
| 58, 59, 60 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-34m+ grassland (on lots) 34+-100m grassland | 0-100m grassland | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope 0-5° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5/ BAL19 | | | |
| 61 | Vegetation within 100m of lot boundaries | 0-100m grassland (on lots) | 0-100m grassland | 0-100m grassland | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope 0-5° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5/ BAL19 | | | |
| 62, 63, 64, 66, 67 | Vegetation within 100m of lot boundaries | 0-35+m grassland (on lots), 35+-100m low threat | 0-100m grassland | 0-100m grassland | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope 0-5° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5/ BAL19 | | | |
| 65, 68, 69 | Vegetation within 100m of lot boundaries | 0-35+m grassland (on lots), 35+-100m low threat | 0-50m grassland (on lots) 50-100m grassland | 0-50m grassland (on lots) 50-100m grassland | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope 0-5° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5/ BAL19 | | | |

| | | | | | |
|------------|--|--|--|----------------------------|---|
| 70 | Vegetation within 100m of lot boundaries | 0--100m low threat | 0-100m grassland | 0-100m grassland (on lots) | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope 0-5° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5/ BAL19 | | | |
| 71 | Vegetation within 100m of lot boundaries | 0--100m low threat | 0-100m grassland | 0-100m grassland (on lots) | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope 0-5° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL 12.5 | | | |
| 72, 73, 74 | Vegetation within 100m of lot boundaries | 0--100m low threat | 0-28m grassland (on lots), 28-100m grassland | 0-100m grassland (on lots) | 0-80m grassland (on lots), 80-100m low threat |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope 0-5° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL Low | | | |
| 75, 76 | Vegetation within 100m of lot boundaries | 0-55m grassland (on lots) 55-100m low threat | 0-100m grassland (on lots) | 0-100m grassland (on lots) | 0-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope 0-5° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |
| | Bal Rating with setbacks and HMA | BAL Low | | | |
| 72, 73, 74 | Vegetation within 100m of lot boundaries | 0--100m low threat | 0-28m grassland (on lots), 28-100m grassland | 0-100m grassland (on lots) | 0-45m low threat, 45-100m grassland (on lots) |
| | Slope (degrees, over 100m) | Upslope flat | Upslope flat | Downslope 0-5° | Upslope flat |
| | Bal Rating at boundary | BAL FZ | BAL FZ | BAL FZ | BAL FZ |

| | | |
|--|----------------------------------|---------|
| | Bal Rating with setbacks and HMA | BAL Low |
|--|----------------------------------|---------|

BUILDING AREA BAL RATING

Setback distances for BAL Ratings have been calculated based on the vegetation that will exist after development and management of land within the subdivision and have also considered slope gradients.

Where no setback is required for fire protection other Planning Scheme setbacks may need to be applied, other building constraints such as topography have not been considered. The BAL ratings applied are in accordance with the Australian Standard AS3959-2018, *Construction of Buildings in Bushfire Prone Areas*, and it is a requirement that any habitable building, or building within 6m of a habitable building be constructed to the BAL ratings specified in this document as a minimum.

| Bushfire Attack Level (BAL) | Predicted Bushfire Attack & Exposure Level |
|-----------------------------|--|
| BAL-Low | Insufficient risk to warrant specific construction requirements |
| BAL-12.5 | Ember attack, radiant heat below 12.5kW/m ² |
| BAL-19 | Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m ² |
| BAL-29 | Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m ² |
| BAL-40 | Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m ² |
| BAL-FZ | Direct exposure to flames radiant heat and embers from the fire front |

BUILDING SETBACKS

| BAL Rating | Slope | Vegetation Type | | |
|------------|---------------------|-----------------|----------|--------|
| | | Grassland | Woodland | Forest |
| BAL Low | all slopes | 50m | 100m | 100m |
| BAL 12.5 | upslopes and flat | 14m | 22m | 32m |
| | Downslope 0 - 5° | 16m | 26m | 38m |
| | Downslope 5 - 10° | 19m | 32m | 46m |
| | Downslope 10 - 15° | 22m | 40m | 56m |
| | Downslope 15° - 20° | 25m | 48m | 67m |
| BAL19 | upslopes and flat | 10m | 15m | 23m |
| | Downslope 0 - 5° | 11m | 18m | 27m |
| | Downslope 5 - 10° | 13m | 23m | 34m |
| | Downslope 10 - 15° | 15m | 28m | 41m |
| | Downslope 15° - 20° | 17m | 36m | 51m |

PROPOSED LOT BAL RATING



Figure 1: Proposed Lots and building areas. Stages 1-4

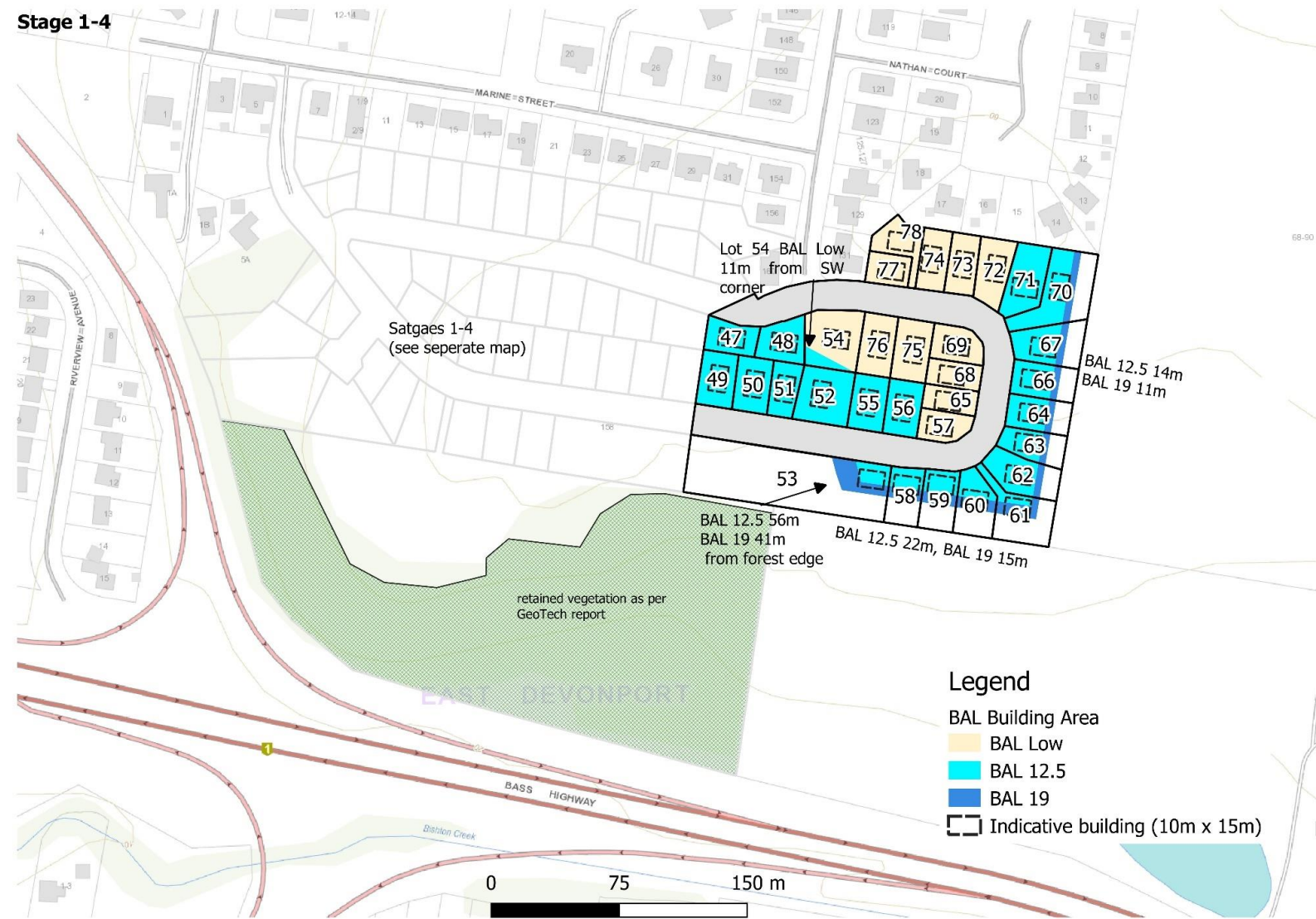


Figure 2: Proposed Lots and Building Areas (Stage 5+ rezoning)

HAZARD MANAGEMENT AREAS

Staged development of lotlots requires hazard management areas that must be in place and maintained to preserve the BAL ratings of lots. At the completion of development / sealing of titles at any stage all subdivision lots within 50m of a developed lot with the exception of Lot 46 and portions of lots 27, 28, 42 and 53 must be managed as low threat vegetation in perpetuity. Lot 46 with the exception of a small area outside the landslip required retained vegetation can remain as per current vegetation, that small area will require management of fuels as either grassland or woodland at or before stage 4 titles are sealed. The required grassland is within an area currently infested with gorse and woodland area is dominated by blackwoods. Lots 27, 28, 42 and 53 may have grassland fuel loads on areas outside their specific hazard management areas for habitable buildings on the lot or adjacent lot subject to review at the time of building planning.

Vegetation management requirements for lot 46 must be in place prior to sealing of titles for lots 36, 38, 40 or 42. The woodland provision can be achieved with the management of the understory and will require limited if any tree removal.

The owner of a lot is responsible for hazard management within their lot.

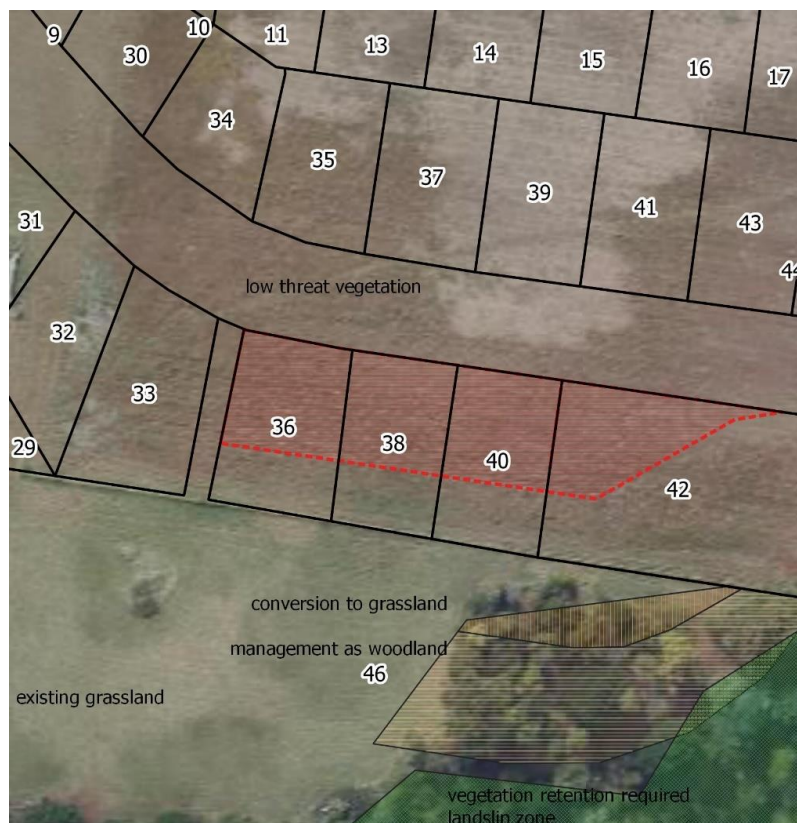


Figure 3: vegetation management Stage 4 lot 46

Hazard Management for Stage 5+rezoning will require the entirety of the development area to be low threat unless staging occurs, if staged all areas within a developed lot within that subdivision area must be managed as low threat with the exception of lot 53 which may have

grassland fuel loads on areas outside the specific hazard management areas for habitable buildings on the lot or adjacent lot subject to review at the time of building planning.

Low Threat: managed gardens orchards or lawns maintained to < 100mm in height.

Grassland: may be unmown grass, tree canopy cover must be < 5%

Woodland: must have a grassy understory with only occasional shrubs and a tree canopy cover of less than 30%.

Forest: no hazard management requirements.



Figure 4: Stages 1-4 Hazard Management

ROADS

Subdivision roads within bushfire prone areas must comply with the relevant elements of Table C13.1 Tasmanian Planning Scheme. All proposed roads are through roads with the exception of a small cul de sac servicing lots 27, 28 & 29. The turn head on this cul de sac may have a turn head reduced to the LGAT standard 9m radius and standard kerbs as assessed under performance criteria below. Temporary turn heads for the terminus of any staged road with the exception of the short section of the southern road at stage 1 must have compliant 12m radius turn heads, these may be gravelled with no kerb requirement. The stage 1 southern road junction services only 1 lot and the intersection provides adequate turn capability within 30m of the lot. Assessment against performance criteria for the cul de sac head is given below.

Table C13.1 Standards for Roads

| Element | Requirement |
|---------|--|
| A. | <div>Roads.</div> <p>Unless the development standards in the zone require a higher standard, the following apply:</p> <ul style="list-style-type: none"> (a) two-wheel drive, all-weather construction; (b) load capacity of at least 20 tonnes, including for bridges and culverts; (c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 2m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; (h) curves have a minimum inner radius of 10m; (i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7m in width; (j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and (k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with <i>Australian Standard, AS 1743-2001 Road signs-Specifications</i>. |

Cul de sac Assessment against E1.6.2P1

The Stage 2 Cul de sac head turn provision that meets with requirements of LGAT standards for width (9m radius) but is less than Bushfire Code provisions (12m radius). The cul de sac is 37m in length and services 3 lots (27, 28, 29), the turn head provision is 22.5m wide with an 18m road reserve width.

E1.6.2 Subdivision: Public and fire fighting access Performance Criteria P1

A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to:

- (a) appropriate design measures, including:
 - (i) two way traffic;
 - (ii) all weather surfaces;
 - (iii) height and width of any vegetation clearances;
 - (iv) load capacity;
 - (v) provision of passing bays;
 - (vi) traffic control devices;
 - (vii) geometry, alignment and slope of roads, tracks and trails;
 - (viii) use of through roads to provide for connectivity;
 - (ix) limits on the length of cul-de-sacs and dead-end roads;
 - (x) provision of turning areas;
 - (xi) provision for parking areas;
 - (xii) perimeter access; and
 - (xiii) fire trails;
- (b) the provision of access to:
 - (i) bushfire-prone vegetation to permit the undertaking of hazard management works; and
 - (ii) fire fighting water supplies; and
- (c) any advice from the TFS.

Response:

- (i) Road design allows two way traffic; 7m carriageway.
- (ii) Road design for paved road allows all weather trafficability.
- (iii) Road design and road reserve width allows sufficient room for horizontal and vertical vegetation clearances as per Bushfire Prone Areas Code.
- (iv) Road design allows appropriate load capacity (LGAT standards).
- (v) Road is greater than 6m allowing passing.
- (vi) No traffic control devices are indicated on plans.
- (vii) All road geometry is within required Bushfire Prone Areas Code standards, no tracks or trails indicated on plans.
- (viii) Dead end roads connect to a through road and provide for connectivity, by linking to a through road at no longer than 370m during staging and will have Bushfire Code compliant temporary turn heads.
- (ix) The cul de sac head will result in a dead end of 180m which meets acceptable standards without additional width requirement.
- (x) The proposed turn head at the cul de sac meets LGAT standards for residential roads. Additional T turn provision will be available at the cul de sac junction and stage 1 road intersection and the temporary turn at the stage 2 road terminus. The proposed (LGAT standard) turn head) has a 18m diameter turn provision. Turning areas provided at intersections and cul de sac head, exceed the 16m T turn requirement for a fire appliance other than aerial appliances (Ref 2,3,4,6). Urban Heavy Pumper requires 19.2m curb to curb (Ref 4), a 4x2 Medium pumper tanker 16-20m curb to curb).
- (xi) No restriction on parking is proposed, road design with 3 property crossovers at the turn head indicates it is unlikely that parking would occur within the turn area
- (xii) No fire trails are part of the proposal,

(b) the provision of access to:

- (i) **Perimeter Roads:** The Bass Hwy serves as a perimeter road to the southern portion of the retained bushfire prone vegetation. Lots 28, 46 and the balance lot provide access through grassland to the forest perimeter. The perimeter road requirement for performance criteria is for access to undertake hazard management works and not fire suppression. Access via grassland is considered acceptable as this is likely to occur in dry conditions, non emergency situations. With the exception of a portion of the eastern section lot 46 the forest perimeter is within 120m hose lay of a hydrant and hard stand. This forest perimeter is within 120m hose lay of a hydrant if crossing of the boundary fence was considered acceptable, the boundary portion of lot 42 will be on an area that will be managed as low threat at stage 4. The eastern perimeter of the forest area and balance lot portion of the subdivision is adjacent to grassland, noting these areas are regularly cropped and temporarily low threat. The northern perimeter of the subdivision is residential or other low threat areas.
 - (ii) **Water Supply:** Proposed roads provide compliant access to water supply points. No access for water supply is required in the cul de sac.
- (c) No specific advice was sought from TFS for this proposal. TFS have previously provided endorsement of 9m radius turning heads in residential subdivision where the threat is considered low (ref 8 a & b).

Comment:

Developed residential areas to the north have multiple cul de sac heads that are below the acceptable solution requirement of the code, and many providing only 1 16m diameter turn on the carriageway. Fire service personnel will be aware of this constraint within residential areas and the reduction in turn on a cul de sac not required for water supply access should not affect standard procedures that allow T turns. Where fire appliances egress from the site and require a turn provision it is likely any emergency situation has passed, and adequate time will be available for safe negotiation of any reduced turn provision. Any habitable buildings requiring access from the Stage 2 cul de sac will be serviced by a hydrant within a BAL Low area. There is no requirement for fire appliances to enter the cul de sac. The alternative to a reduced turn head is making the 3 serviced lots have pan handle access and not construct a road, as no access would be required to the water supply point. Those accesses would not need to comply with any design or construction requirements.

The Queensland and Victorian Fire Authorities guidelines show how an appliance can turn within an 18m diameter turn head without reliance on areas outside the carriageway. Noting both of these standards only require the turn head when constructed roads are greater than 60m in length. (figure 5)

| Turning Bays | |
|---|--|
| Performance Requirement | CFA Standard |
| Provision is made for fire trucks to turn at the end of dead end roads. | <p>Constructed roads more than 60 m in length from the nearest intersection must have a turning circle with a minimum radius of 8 m (including roll-over curbs if they are provided).</p> <p>Other solutions using T or Y heads of specified dimensions are also appropriate (figure 8).</p> |

Rationale

It is dangerous for emergency vehicles to be required to back along roads for excessive distances. Turning is normally carried out after the incident is under control when an emergency movement is not required. Even then, large trucks backing can create safety concerns.

Fire trucks occasionally need to seek an alternative route necessitating a 180-degree turn in emergency conditions. Using a three-point turn, fire trucks require a turning circle radius of 8m to turn safely. Alternative designs using specified T or Y heads are also appropriate. This area needs to be clear of obstructions.

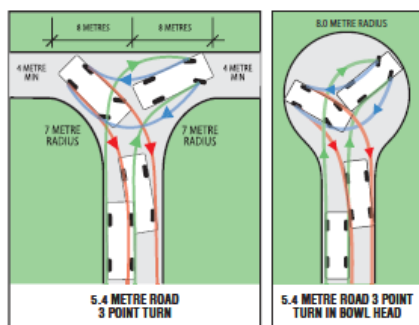


figure: 8

BATTLE AXE LOT AND CARRIAGEWAY EASEMENTS ACCESS

| Battle Axe and Carriageway Easement Access Width | |
|---|---|
| Performance Requirement | CFA Standard |
| Driveways are wide enough for fire trucks to gain access to a safe working area close to buildings and water supplies | <p>Constructed driveways within battle axe lot or carriageway easement must be:</p> <ul style="list-style-type: none"> • A minimum trafficable width of 3.5 m • A minimum 0.5 m clearance to structures either side of the trafficable width • Maintained with minimum vertical clearance of 4m (figure 9) |

Rationale

If the distance from the road to a dwelling and water supply is less than 30 m it is possible to fight a fire from the road. Greater distances may require the driveway to be used for access.

It is dangerous for a fire truck to be backed along a driveway, particularly if the driveway is narrow or there is poor clearance.

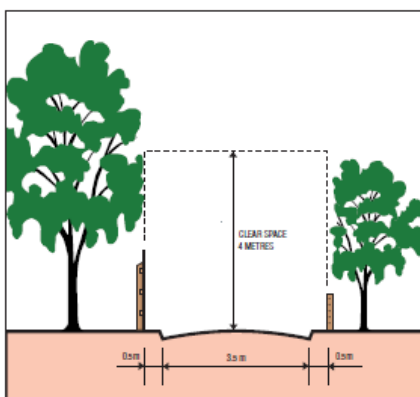


figure: 9

13

Figure 5: Preferred requirements for Water Supply and Access for Subdivisions in Rural Zones (CFA 2006).

The following documents have been referenced in the above justification:

1. Tasmanian Planning Scheme-Bushfire Prone Areas Code
2. Guidelines for Development in Bushfire Prone Areas of Tasmania, Tasmania Fire Service (2005).
3. Preferred requirements for Water Supply and Access for Subdivisions in Rural Zones (CFA 2006).
4. Fire Hydrant and Vehicle Access Guidelines for Residential, Commercial and Industrial Lots, Queensland Fire and Emergency Services (2019).
5. Planning for Bushfire Protection, NSW Rural Fire Service (2019)
6. Guidelines for Planning in Bushfire prone Area 1.3 Western Australian planning Commission.

(2017)

7. Ausroads Design Vehicles and Turning Path templates Ausroads (2013)

8. TFS endorsed BHMP with 9m turn heads:

- a. Bushfire Hazard Management Report 86 Burghley Street Longford, Woolcott Surveys November 2021 (PLN21-0323, Northern Midlands Council.) TFS endorsement variation to acceptable solutions, Tom O'Connor 14/1/2022)
- b. Bushfire Hazard Report, Friend Street George Town, Woolcott Surveys January 2022, (DA 2022/10 George Town Council) TFS endorsement of performance criteria, Tom O Connor TFS, undated)

PROPERTY ACCESS

Access to bushfire prone lots must comply with the relevant elements of Table C13.1 Tasmanian Planning Scheme. No access to water supply points will be required, the majority of lots will have access less than 30m and no specific design or construction requirements apply

FIRE FIGHTING WATER SUPPLY

The subdivision will be serviced by a reticulated water supply, additional hydrants will be required to fully service building areas via a 120m hose lay. New hydrants must meet the requirements of Table C13.4 Tasmanian Planning Scheme at all stages of development.

Table C13.4 Reticulated Water Supply for Fire Fighting

| Element | | Requirement |
|---------|--|---|
| A. | Distance between building area to be protected and water supply. | <p>The following requirements apply:</p> <ul style="list-style-type: none"> (a) the building area to be protected must be located within 120m of a fire hydrant; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area. |
| B. | Design criteria for fire hydrants. | <p>The following requirements apply:</p> <ul style="list-style-type: none"> (a) fire hydrant system must be designed and constructed in accordance with <i>TasWater Supplement to Water Supply Code of Australia, WSA 03-2011-3.1 MRWA 2nd edition</i>; and (b) fire hydrants are not installed in parking areas. |
| C. | Hardstand. | <p>A hardstand area for fire appliances must be provided:</p> <ul style="list-style-type: none"> (a) no more than 3m from the hydrant, measured as a hose lay; (b) no closer than 6m from the building area to be protected; (c) with a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access. |

CONCLUSIONS

A 48 + balance lot & road subdivision is proposed from one existing title CT 174766/1 at 158 Caroline Street, East Devonport in 4 stages. A further 30 lots on the balance are proposed subject to rezoning. The area is mapped as bushfire prone.

All lots within the subdivision have building areas at BAL 19 or lower, with hazard management during staging some Lots can achieve BAL Low ratings.

Lots on the eastern and southern portion of the residential development require a setback for their building area for construction to BAL 19 and a larger setback for BAL 12.5 construction.

Staged development of lot requires hazard management areas that must be in place and maintained to preserve the BAL ratings of lots. At the completion of development / sealing of titles all subdivision lots with the exception of Lot 46 and portions of lots 27, 28, 42 and 53 must be managed as low threat vegetation in perpetuity. Lot 46 with the exception of a small area outside the landslip required retained vegetation can remain as per current vegetation, that small area will require management of fuels as either grassland or woodland at or before stage 4 titles are sealed. Lots 27, 28, 42 and 53 may have grassland fuel loads on areas outside their specific hazard management areas for habitable buildings.

The owner of a lot is responsible for hazard management within their lot.

Subdivision roads must comply with the relevant elements of Table C13.1 Tasmanian Planning Scheme, with the exception of the Stage 2 cul de sac which may be constructed to LGAT Residential design standards.

The subdivision will be serviced by a new reticulated supply. New hydrants must meet the requirements of Table C13.4 of the Tasmanian Planning Scheme.

REFERENCES

Australian Building Codes Board. (2015). *National Construction Code - Volume 2*. ABCB.

Bushfire Planning Group. (2005). *Guidelines for Development in Bushfire Prone Areas of Tasmania*.

Department of Justice (Tasmania). (2017). *Determination - Requirements for building in bushfire prone areas 2017*.

Department of Premier and Cabinet (Tasmania). (2017). *Building Act 2016*.

Department of Premier and Cabinet (Tasmania). (2017). *Building Regulations 2016*.

Standards Australia Limited. (20018). *AS 3959-2018 Construction of buildings in bushfire prone areas (incorporating Amendments Nos 1, 2 and 3)*.

Tasmanian Planning Commission. (2021). *Tasmanian Planning Scheme*

Tasmanian Planning Commission. (2017). *Planning Directive No. 5.1 - Bushfire-Prone Areas Code*.

APPENDIX 1 – MAPS

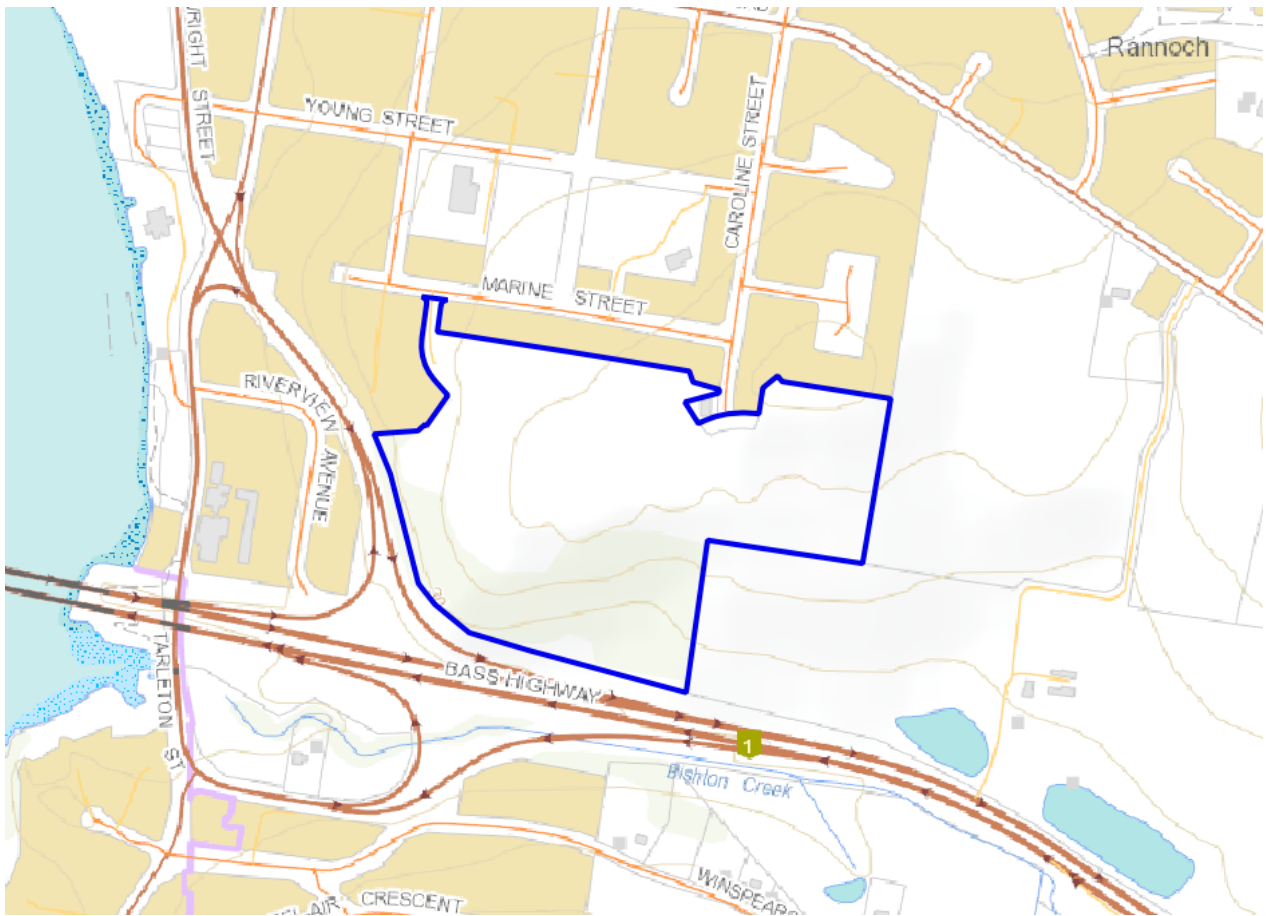


Figure 6: Location existing lot in blue



Figure 7: Aerial Image

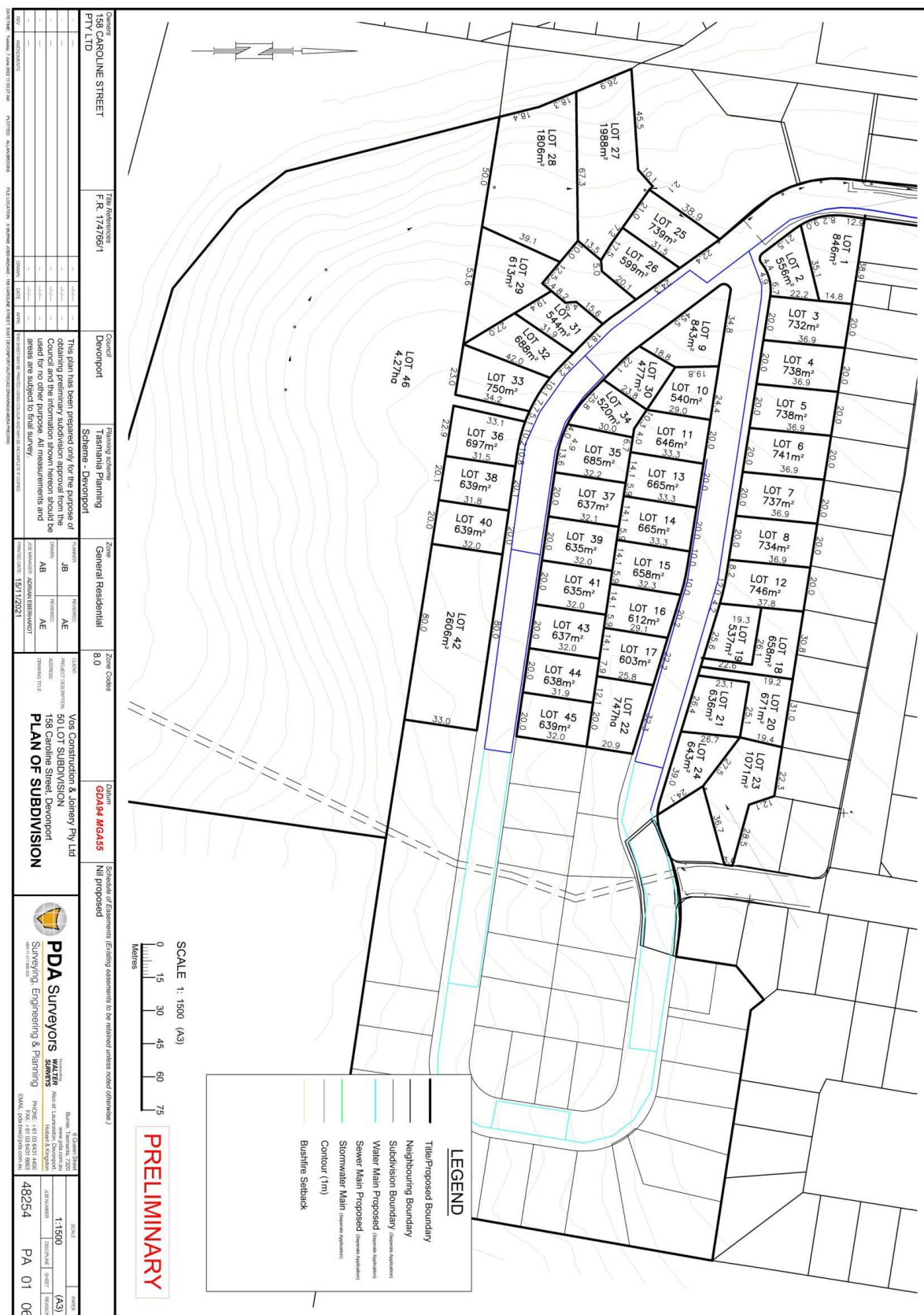


Figure 8: Proposed Subdivision Plan

Bushfire Report

Agenda - COUNCIL MEETING - 24 APRIL 2023 ATTACHMENTS

APPENDIX 2 – PHOTO



Figure 10: south across lots



Figure 11: south across lot 46, vegetation management area



Figure 12: west along lot 46 northern boundary



Figure 13: north east across eastern boundary (classified as grassland)

Bushfire Hazard Management Plan: Subdivision

Construction: BAL Low, BAL 12.5, BAL 19 as shown

Buildings in Bushfire Prone Area to be built in accordance with the Building Code of Australia and Australian Standard AS3959.

Building setbacks / BAL ratings apply to habitable buildings (Class 1, 2 3, 8 or 9) and class 10a buildings within 6m of a habitable building.

| | |
|----------------------|--|
| Proposed Development | Subdivision, 64 lots and road s from 1 lot |
| Plan of Subdivision | PDA Surveyors 48254 P06a |
| Property Owner | Vos Construction & Joinery Pty Ltd |
| Address | 158 Caroline Street, East Devonport |
| CT | 174766/1 |
| PID | 3604651 |

the following must be installed/ compliant prior to sealing of titles for any lot other than a road lot and be maintained in perpetuity:
Hazard Management Areas, Water supply, and Roads

This BHMP has been prepared to satisfy the requirements of the Tasmanian Planning Scheme– Devonport and Director’s Determination for Bushfire Hazard Areas v1.1 2021.

This plan should be read in conjunction with the report titled: Bushfire Hazard Management Report , 158 Caroline St East Devonport. Livingston Natural Resource Services .



Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 28/6/2022
SRL22/33S



Hazard Management Areas

At Stage 4 fuel management is required in lot 46, see report for detail..

The owner of a lot is responsible for management of fuels within their lot (s)

Hazard Management Areas must be in place prior to sealing of titles for any lot other than a road lot.

Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 28/6/2022
SRL22/335

Water Supply

A reticulated water supply to the standards below must be in place prior to sealing of titles for any of lot.

Distance between building area to be protected and water supply.

- a. the building area to be protected must be located within 120m of a fire hydrant; and
- b. the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.

Design criteria for fire hydrants.

- a. fire hydrant system must be designed and constructed in accordance with *TasWater Supplement to Water Supply Code of Australia, WSA 03-2011-3.1 MRWA 2nd edition*; and
- b. fire hydrants are not installed in parking areas.

Hardstand. A hardstand area for fire appliances must be provided:

- a. no more than 3m from the hydrant, measured as a hose lay;
- b. no closer than 6m from the building area to be protected;
- c. with a minimum width of 3m constructed to the same standard as the carriageway; and
- d. connected to the property access by a carriageway equivalent to the standard of the property access.

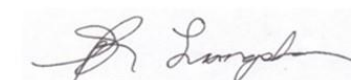
Roads

Roads to the standards below must be in place prior to sealing of titles for a stage. With the exception of the Stage 2 cul de sac which may be constructed to LGAT residential standards unless otherwise specified by planning approval.

- a. two-wheel drive, all-weather construction;
- b. load capacity of at least 20 tonnes, including for bridges and cul-verts;
- c. minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;
- d. minimum vertical clearance of 4m;
- e. minimum horizontal clearance of 2m from the edge of the carriageway;
- f. cross falls of less than 3 degrees (1:20 or 5%);
- g. maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;
- h. curves have a minimum inner radius of 10m;
- i. dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7m in width;
- j. dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and
- k. carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with *Australian Standard, AS 1743-2001 Road signs-Specifications*.

Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 28/6/2022

SRL22/33S



Page 3 of 3

BUSHFIRE-PRONE AREAS CODE**CERTIFICATE¹ UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993****1. Land to which certificate applies**

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

Street address:

158 Caroline Street, East Devonport

Certificate of Title / PID:

CT 174766/1, PID 3604651,

2. Proposed Use or Development**Description of proposed Use and Development:**

Subdivision, 64 lots & road from 1 lot

Applicable Planning Scheme:

Tasmanian Planning Scheme -Devonport

3. Documents relied upon

This certificate relates to the following documents:

| Title | Author | Date | Version |
|---|------------------|------------|---------|
| Bushfire Hazard Management Report 158 Caroline Street, East Devonport | Scott Livingston | 10/3/2022 | 1 |
| Bushfire Hazard Management Plan 158 Caroline Street, East Devonport | Scott Livingston | 10/3/2022 | 1 |
| Plan of Subdivision | PDA surveyors | 15/11/2021 | PO6a |

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

| | |
|--------------------------|--|
| <input type="checkbox"/> | E1.4 / C13.4 – Use or development exempt from this Code |
| <input type="checkbox"/> | Compliance test |
| | Compliance Requirement |

¹ This document is the approved form of certification for this purpose and must not be altered from its original form.

| | | |
|--------------------------|----------------------|-------------------------------|
| <input type="checkbox"/> | E1.4(a) / C13.4.1(a) | Insufficient increase in risk |
|--------------------------|----------------------|-------------------------------|

| | | |
|--------------------------|---|---|
| <input type="checkbox"/> | E1.5.1 / C13.5.1 – Vulnerable Uses | |
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.5.1 P1 / C13.5.1 P1 | <i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i> |
| <input type="checkbox"/> | E1.5.1 A2 / C13.5.1 A2 | Emergency management strategy |
| <input type="checkbox"/> | E1.5.1 A3 / C13.5.1 A2 | Bushfire hazard management plan |

| | | |
|--------------------------|--|---|
| <input type="checkbox"/> | E1.5.2 / C13.5.2 – Hazardous Uses | |
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.5.2 P1 / C13.5.2 P1 | <i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i> |
| <input type="checkbox"/> | E1.5.2 A2 / C13.5.2 A2 | Emergency management strategy |
| <input type="checkbox"/> | E1.5.2 A3 / C13.5.2 A3 | Bushfire hazard management plan |

| | | |
|-------------------------------------|---|---|
| <input checked="" type="checkbox"/> | E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas | |
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.6.1 P1 / C13.6.1 P1 | <i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i> |
| <input type="checkbox"/> | E1.6.1 A1 (a) / C13.6.1 A1(a) | Insufficient increase in risk |
| <input checked="" type="checkbox"/> | E1.6.1 A1 (b) / C13.6.1 A1(b) | Provides BAL-19 for all lots (including any lot designated as ‘balance’) |
| <input type="checkbox"/> | E1.6.1 A1(c) / C13.6.1 A1(c) | Consent for Part 5 Agreement |

| | | |
|-------------------------------------|--|--|
| <input checked="" type="checkbox"/> | E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access | |
| | Acceptable Solution | Compliance Requirement |
| <input checked="" type="checkbox"/> | E1.6.2 P1 / C13.6.2 P1 | <i>Planning authority discretion required. A proposal cannot be certified as compliant with P1. Cul de sac head only</i> |
| <input type="checkbox"/> | E1.6.2 A1 (a) / C13.6.2 A1 (a) | Insufficient increase in risk |

| | | |
|-------------------------------------|--------------------------------|--|
| <input checked="" type="checkbox"/> | E1.6.2 A1 (b) / C13.6.2 A1 (b) | Access complies with relevant Tables All access except cul de sac head |
|-------------------------------------|--------------------------------|--|

| | | |
|-------------------------------------|---|---|
| <input checked="" type="checkbox"/> | E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes | |
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.6.3 A1 (a) / C13.6.3 A1 (a) | Insufficient increase in risk |
| <input checked="" type="checkbox"/> | E1.6.3 A1 (b) / C13.6.3 A1 (b) | Reticulated water supply complies with relevant Table |
| <input type="checkbox"/> | E1.6.3 A1 (c) / C13.6.3 A1 (c) | Water supply consistent with the objective |
| <input type="checkbox"/> | E1.6.3 A2 (a) / C13.6.3 A2 (a) | Insufficient increase in risk |
| <input type="checkbox"/> | E1.6.3 A2 (b) / C13.6.3 A2 (b) | Static water supply complies with relevant Table |
| <input type="checkbox"/> | E1.6.3 A2 (c) / C13.6.3 A2 (c) | Static water supply consistent with the objective |

5. Bushfire Hazard Practitioner

| | | | |
|--------------------------|------------------|-----------------------|--------------------------------|
| Name: | Scott Livingston | Phone No: | 0438 951 021 |
| Postal Address: | 299 Relbia Road | Email Address: | scottlivingston.lnrs@gmail.com |
| Accreditation No: | BFP – 105 | Scope: | 1, 2, 3A, 3B, 3C |

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

- ☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- ☒ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier



Name:

Scott Livingston

Date:

28/6//2022

Certificate Number:

SRL 22/33S

(for Practitioner Use only)

Bushfire Hazard Management Plan: Rezoning & Subdivision

Construction: BAL Low, BAL 12.5, BAL 19 as shown

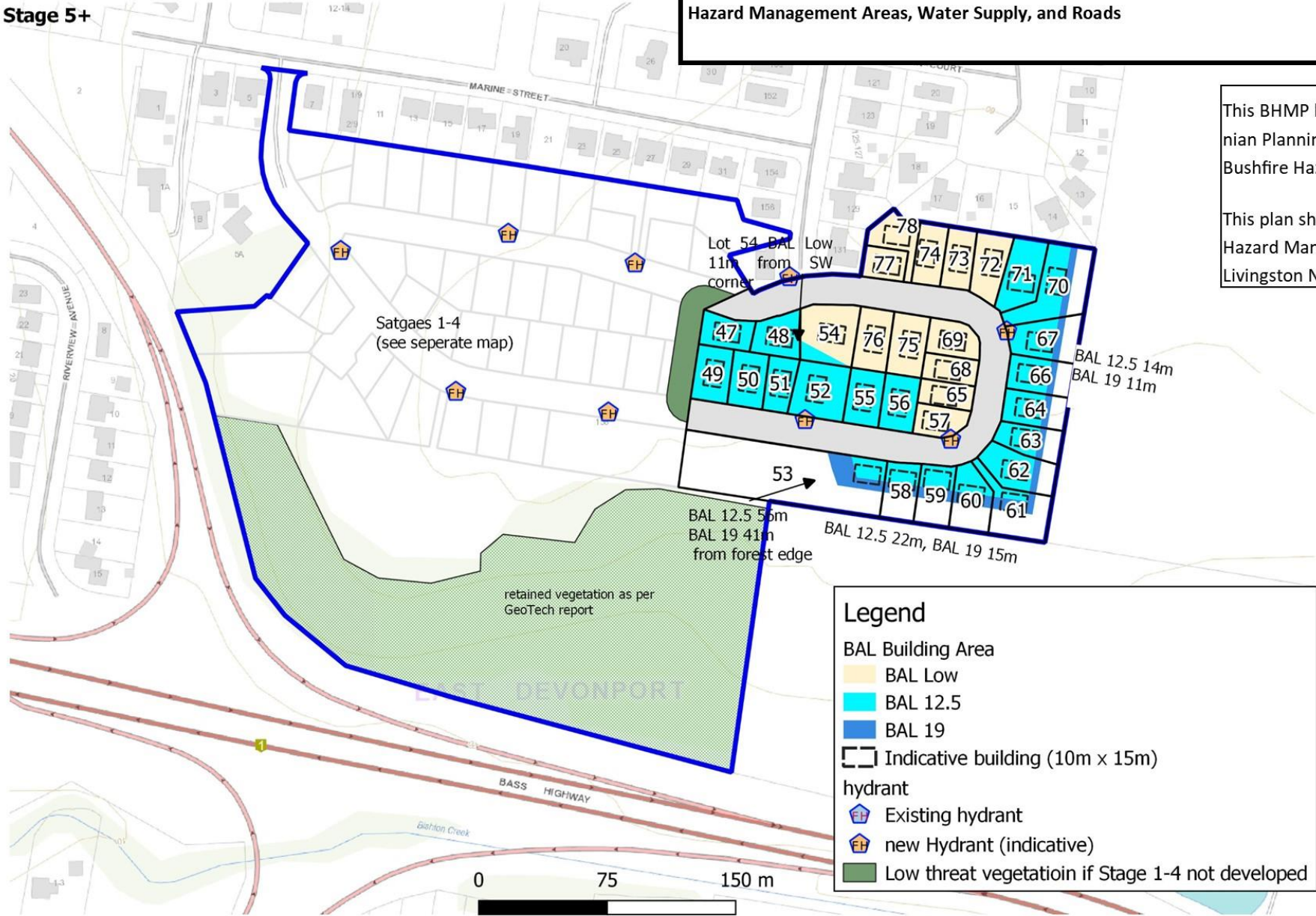
Buildings in Bushfire Prone Area to be built in accordance with the Building Code of Australia and Australian Standard AS3959.

Building setbacks / BAL ratings apply to habitable buildings (Class 1, 2 3, 8 or 9) and class 10a buildings within 6m of a habitable building.

| | |
|----------------------|---|
| Proposed Development | Subdivision, 30 lots and roads from 1 lot |
| Plan of Subdivision | PDA Surveyors 48254 Rezoning P06 |
| Property Owner | Vos Construction & Joinery Pty Ltd |
| Address | 158 Caroline Street, East Devonport |
| CT | 174766/1 |
| PID | 3604651 |

the following must be installed/ compliant prior to sealing of titles for any lot other than a road lot and be maintained in perpetuity:
Hazard Management Areas, Water Supply, and Roads

Stage 5+



This BHMP has been prepared to satisfy the requirements of the Tasmanian Planning Scheme– Devonport and Director’s Determination for Bushfire Hazard Areas v1.1 2021.

This plan should be read in conjunction with the report titled: Bushfire Hazard Management Report , 158 Caroline St East Devonport—RZ. Livingston Natural Resource Services .

See report for detail table of BAL ratings and setback requirements

Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 28/6/2022
SRL22/34S

Water Supply

A reticulated water supply to the standards below must be in place prior to sealing of titles for any of lot.

Distance between building area to be protected and water supply.

- a. the building area to be protected must be located within 120m of a fire hydrant; and
- b. the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.

Design criteria for fire hydrants.

- a. fire hydrant system must be designed and constructed in accordance with *TasWater Supplement to Water Supply Code of Australia, WSA 03-2011-3.1 MRWA 2nd edition*; and
- b. fire hydrants are not installed in parking areas.

Hardstand. A hardstand area for fire appliances must be provided:

- a. no more than 3m from the hydrant, measured as a hose lay;
- b. no closer than 6m from the building area to be protected;
- c. with a minimum width of 3m constructed to the same standard as the carriageway; and
- d. connected to the property access by a carriageway equivalent to the standard of the property access.

Roads

Roads to the standards below must be in place prior to sealing of titles for a stage.

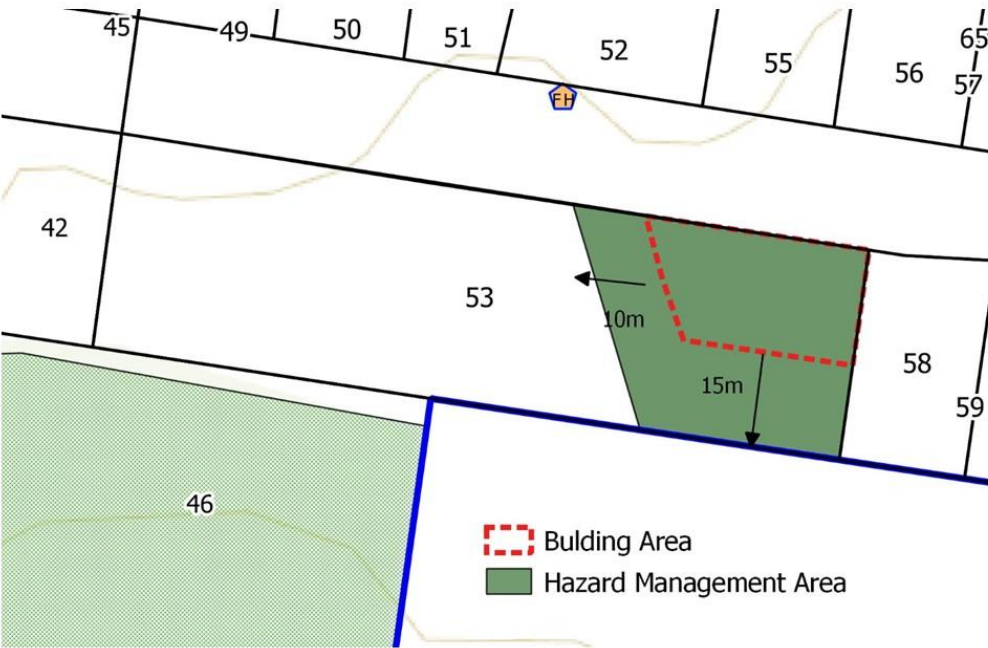
- a. two-wheel drive, all-weather construction;
- b. load capacity of at least 20 tonnes, including for bridges and culverts;
- c. minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;
- d. minimum vertical clearance of 4m;
- e. minimum horizontal clearance of 2m from the edge of the carriageway;
- f. cross falls of less than 3 degrees (1:20 or 5%);
- g. maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;
- h. curves have a minimum inner radius of 10m;
- i. dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7m in width;
- j. dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and
- k. carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with *Australian Standard, AS 1743-2001 Road signs-Specifications*.

Hazard Management Areas

All areas of the subdivision with the exception of Lot 53 must be managed as low threat vegetation within 50m of a Bal Low rated lot and 16m of a Bal 12.5 rated lot from sealing of titles for a lot other than a road lot. This may include earlier stages if not developed.

Lot 53 must be low threat vegetation within 14m of lot 58 boundary prior to sealing of titles. Lot 53 must be low threat vegetation within 10m west and 15m south of the building area prior to commencement of construction of a habitable building on the lot. The balance of lot 53 may be grassland.

The owner of a lot is responsible for management of fuels within their lot (s)



Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 28/6/2022
SRL22/345

BUSHFIRE-PRONE AREAS CODE**CERTIFICATE² UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993****1. Land to which certificate applies**

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

Street address:

158 Caroline Street, East Devonport

Certificate of Title / PID:

CT 174766/1, PID 3604651,

2. Proposed Use or Development**Description of proposed Use and Development:**

Subdivision, 30 lots & road from 1 lot

Applicable Planning Scheme:

Tasmanian Planning Scheme -Devonport

3. Documents relied upon

This certificate relates to the following documents:

| Title | Author | Date | Version |
|--|------------------|-----------|---------|
| Bushfire Hazard Management Report 158 Caroline Street, East Devonport RZ | Scott Livingston | 28/6/2022 | 1 |
| Bushfire Hazard Management Plan 158 Caroline Street, East Devonport RZ | Scott Livingston | 28/6/2022 | 1 |
| Plan of Subdivision | PDA Surveyors | 2/12/22 | RZ PO6 |

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

☐ **E1.4 / C13.4 – Use or development exempt from this Code**

² This document is the approved form of certification for this purpose and must not be altered from its original form.

| | Compliance test | Compliance Requirement |
|--------------------------|----------------------|-------------------------------|
| <input type="checkbox"/> | E1.4(a) / C13.4.1(a) | Insufficient increase in risk |

| <input type="checkbox"/> | E1.5.1 / C13.5.1 – Vulnerable Uses | |
|--------------------------|---|---|
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.5.1 P1 / C13.5.1 P1 | <i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i> |
| <input type="checkbox"/> | E1.5.1 A2 / C13.5.1 A2 | Emergency management strategy |
| <input type="checkbox"/> | E1.5.1 A3 / C13.5.1 A2 | Bushfire hazard management plan |

| <input type="checkbox"/> | E1.5.2 / C13.5.2 – Hazardous Uses | |
|--------------------------|--|---|
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.5.2 P1 / C13.5.2 P1 | <i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i> |
| <input type="checkbox"/> | E1.5.2 A2 / C13.5.2 A2 | Emergency management strategy |
| <input type="checkbox"/> | E1.5.2 A3 / C13.5.2 A3 | Bushfire hazard management plan |

| <input checked="" type="checkbox"/> | E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas | |
|-------------------------------------|---|---|
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.6.1 P1 / C13.6.1 P1 | <i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i> |
| <input type="checkbox"/> | E1.6.1 A1 (a) / C13.6.1 A1(a) | Insufficient increase in risk |
| <input checked="" type="checkbox"/> | E1.6.1 A1 (b) / C13.6.1 A1(b) | Provides BAL-19 for all lots (including any lot designated as 'balance') |
| <input type="checkbox"/> | E1.6.1 A1(c) / C13.6.1 A1(c) | Consent for Part 5 Agreement |

| <input checked="" type="checkbox"/> | E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access | |
|-------------------------------------|--|---|
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.6.2 P1 / C13.6.2 P1 | <i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i> |

| | | |
|-------------------------------------|--------------------------------|--------------------------------------|
| <input type="checkbox"/> | E1.6.2 A1 (a) / C13.6.2 A1 (a) | Insufficient increase in risk |
| <input checked="" type="checkbox"/> | E1.6.2 A1 (b) / C13.6.2 A1 (b) | Access complies with relevant Tables |

| | | |
|-------------------------------------|---|---|
| <input checked="" type="checkbox"/> | E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes | |
| | Acceptable Solution | Compliance Requirement |
| <input type="checkbox"/> | E1.6.3 A1 (a) / C13.6.3 A1 (a) | Insufficient increase in risk |
| <input checked="" type="checkbox"/> | E1.6.3 A1 (b) / C13.6.3 A1 (b) | Reticulated water supply complies with relevant Table |
| <input type="checkbox"/> | E1.6.3 A1 (c) / C13.6.3 A1 (c) | Water supply consistent with the objective |
| <input type="checkbox"/> | E1.6.3 A2 (a) / C13.6.3 A2 (a) | Insufficient increase in risk |
| <input type="checkbox"/> | E1.6.3 A2 (b) / C13.6.3 A2 (b) | Static water supply complies with relevant Table |
| <input type="checkbox"/> | E1.6.3 A2 (c) / C13.6.3 A2 (c) | Static water supply consistent with the objective |

5. Bushfire Hazard Practitioner

| | | | |
|--------------------------|------------------|-----------------------|--------------------------------|
| Name: | Scott Livingston | Phone No: | 0438 951 021 |
| Postal Address: | 299 Relbia Road | Email Address: | scottlivingston.lnrs@gmail.com |
| Accreditation No: | BFP – 105 | Scope: | 1, 2, 3A, 3B, 3C |

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

- ☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- ☒ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier



Name:

Scott Livingston

Date:

28/6/2022

**Certificate
Number:**

SRL 22/34S

(for Practitioner Use only)

**CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE
ITEM****Section 321**

To: Owner /Agent

 Suburb/postcode

Form **55****Qualified person details:**

Qualified person:
 Address: Phone No:
 Fax No:
 Licence No: Email address:

Qualifications and Insurance details: (description from Column 3 of the Director of Building Control's Determination)

Speciality area of expertise: (description from Column 4 of the Director of Building Control's Determination)

Details of work:

Address: Lot No:
 Certificate of title No:
 The assessable item related to this certificate: (description of the assessable item being certified)
 Assessable item includes –
 - a material;
 - a design
 - a form of construction
 - a document
 - testing of a component, building system or plumbing system
 - an inspection, or assessment, performed

Certificate details:

Certificate type: (description from Column 1 of Schedule 1 of the Director of Building Control's Determination)

This certificate is in relation to the above assessable item, at any stage, as part of - (tick one)

building work, plumbing work or plumbing installation or demolition work: ☒

or

a building, temporary structure or plumbing installation: ☐

In issuing this certificate the following matters are relevant –

Documents:

- Bushfire Attack Level Assessment & Report

Relevant
calculations:

References:

Australian Standard 3959

Building Amendment Regulations 2016

Director of Building Control, Determinations

- Categories of Building Control and Demolition Work (July 2017)
- Requirements for Building in Bushfire Prone Areas. (July 2017)
- Application of Requirements for Building in Bushfire Prone Areas. (Feb 2017)

Director of Building Control (2021) Director's Determination for Bushfire Hazard Areas v1.1 2021

Substance of Certificate: (what it is that is being certified)

1. Assessment of the site Bushfire Attack Level (BAL) to Australian Standards 3959
Bushfire Hazard Management Plan

Assessed as – BAL Low, BAL 12.5, BAL 19

Proposal is compliant with DTS requirements, tables 1, 2, 3A/3B & 4, Director's Determination for Bushfire Hazard Areas v1.1 2021.

Scope and/or Limitations

Scope:

This report was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with Director of Building Control, Determination- Requirements for Building in Bushfire Prone Areas, the Building Code of Australia and Australian Standards, AS 3959-20018, Construction of buildings in bushfire-prone areas.

Limitations:

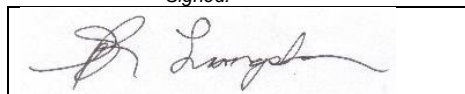
The inspection has been undertaken and report provided on the understanding that;-

1. The report only deals with the potential bushfire risk all other statutory assessments are outside the scope of this report.
2. The report only identifies the size, volume and status of vegetation at the time the site inspection was undertaken and cannot be relied upon for any future development.
3. Impacts of future development and vegetation growth have not been considered.

I certify the matters described in this certificate.

Qualified person:

Signed:



Certificate No:

SRL22/33S

Date:

28/6/2022



Voss Construction & Joinery Pty Ltd
158 Caroline St, Devonport
Stage 2, Traffic Impact Assessment
June 2022





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1. Introduction

1.1 Background

Midson Traffic were engaged by Voss Construction and Joinery Pty Ltd to prepare a traffic impact assessment for a proposed 32 lot residential subdivision development at 158 Caroline Street, Devonport. The subdivision represents a second stage of a 49-lot subdivision.

A traffic impact assessment for Stage 1 of the subdivision was previously prepared by Midson Traffic in February 2022. This report builds on the findings of the February traffic impact assessment.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2019.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses in C2.0, *Parking and Sustainable Transport Code*, and C3.0, *Road and Railway Assets Code*, the Tasmanian Planning Scheme – Devonport, 2021.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 26 years professional experience in traffic engineering and transport planning.



- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 158 Caroline Street, Devonport. The site is currently a large vacant lot located immediately north of the Bass Highway.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

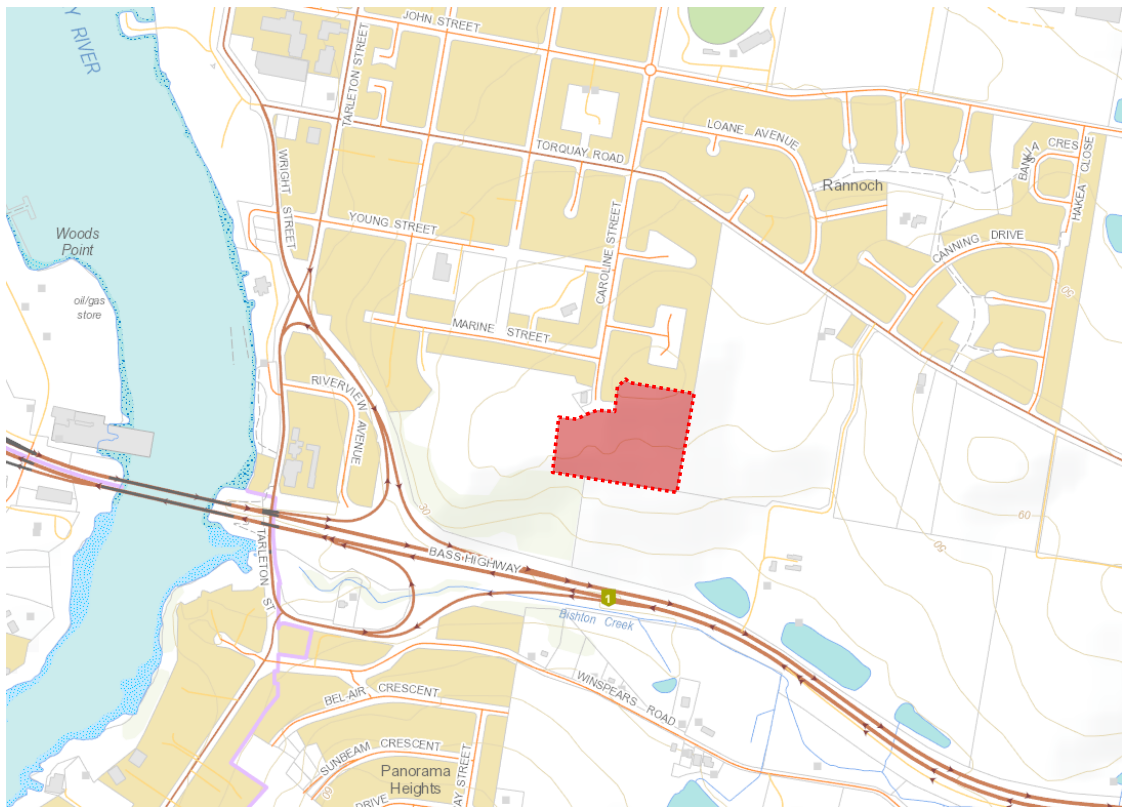


Image Source: LIST Map, DPIWWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – Devonport, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2019
- Austroads, *Guide to Road Design*, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys*, 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1:2004)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Marine Street and Caroline Street. Other roads such as Tarleton Street and Bass Highway were considered in the broader context of the surrounding network but were not assessed in detail.

2.1.1 Marine Street

Marine Street connects between David Street and Caroline Street, providing local connectivity for a small residential catchment area, including the subject site. Marine Street carries a relatively low traffic volume, in the order of 200 vehicles per day. The General Urban Speed Limit of 50-km/h applies to Marine Street. It has a sealed pavement width of approximately 7.5 metres with wider road verges. A footpath has been constructed on the northern side of Marine Street for approximately half its length.

Marine Street near the subject site is shown in Figure 2.

Figure 2 Marine Street



2.1.2 Caroline Street

Caroline Street connects between Marine Street at its southern end and Upper Drew Street at its northern end. It provides connectivity for residential and rural properties along its length. Caroline Street carries a relatively low traffic volume near the subject site, estimated to be in the order of 200 vehicles per day.

The General Urban Speed Limit of 50-km/h applies to Caroline Street. Caroline Street connects to Marine Street at a T-junction with Caroline Street having priority. The intersection is shown in Figure 3

Figure 3 Caroline Street/ Marine Street Junction



2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2017 and 31st January 2022 for the full length of Marine Street and Caroline Street between Torquay Road and Marine Street.

No crashes were reported during this time.

3. Proposed Development

3.1 Development Proposal

The development proposal is a 32-lot residential subdivision. Access will be provided at two locations: the termination of Caroline Street; and Marine Street via the road network of Stage 1 of the subdivision.

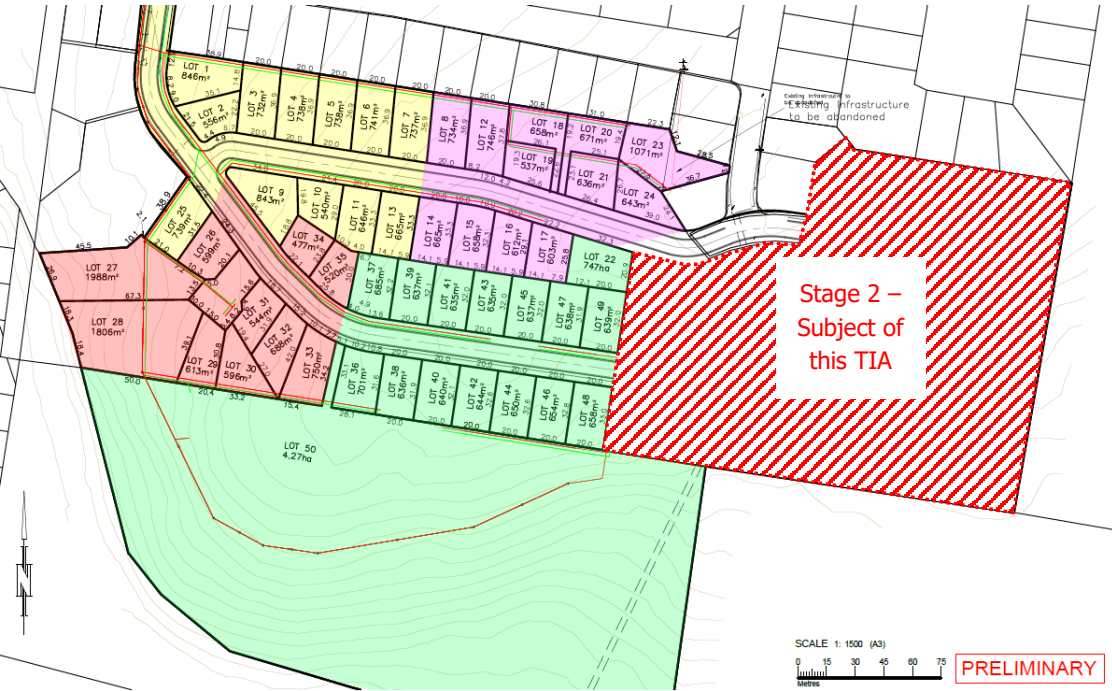
The proposed development is shown in Figure 4. The layout of Stage 1 of the subdivision is shown in Figure 5.

Figure 4 Proposed Development Plans





Figure 5 Overall Subdivision Including Stage 1





4. Traffic Impacts

4.1 Trip Generation

Traffic generation rates were sourced from the RMS Guide. The RMS Guide (and RMS updated surveys) states the following traffic generation rates for residential developments:

- Daily vehicle trips 7.4 per dwelling
- Weekday peak hour vehicle trips 0.78 per dwelling

Based on these rates, the traffic generation from the subdivision when fully developed (with all dwellings occupied within the subdivision) is likely to be in the order of 237 vehicles per day, with a peak of 25 vehicles per hour.

The previous stage of the subdivision will generate 363 vehicles per day with a peak of 38 vehicles per day. When considering the potential of the fully developed land associated with Stages 1 and 2, the traffic generation is likely to reach 600 vehicles per day with a peak of 63 vehicles per hour.

4.2 Trip Assignment

Traffic will access the site at two locations. The subdivision is located at the western end of the subject site and therefore the Marine Street access is likely to carry a higher traffic volume than the Caroline Street access.

A distribution of 70%/ 30% has been assumed for traffic utilising the Caroline Street and Marine Street. This equates to:

- Caroline Street junction: 166 vehicles per day, peak of 18 vehicles per hour
- Marine Street junction (via Stage 1): 71 vehicles per day, peak of 7 vehicles per hour

When considering the traffic generation of Stages 1 and 2 of the subdivision combined, the split of traffic at each access would be as follows:

- Caroline Street junction: 275 vehicles per day, peak of 29 vehicles per hour
- Marine Street junction (via Stage 1): 325 vehicles per day, peak of 34 vehicles per hour



4.3 Access Impacts

The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states "*Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than the amounts in Table C3.1*".

Table C3.1 specifies a maximum increase of 20% of 40 vehicles per day, whichever is greater. For the two access locations connecting to the subdivision, this equates to:

- Caroline Street 51 vehicles per day (20% of 254 vehicles per day)
- Marine Street 40 vehicles per day (40 vpd greater than 20% of 109 vpd)

The increased traffic generated by the subdivision exceeds these requirements at both accesses and therefore the Acceptable Solution A1.4 is not met.

The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme states:

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

- (a) any increase in traffic caused by the use;*
- (b) the nature of the traffic generated by the use;*
- (c) the nature of the road;*
- (d) the speed limit and traffic flow of the road;*
- (e) any alternative access to a road;*
- (f) the need for the use;*
- (g) any traffic impact assessment; and*
- (h) any advice received from the rail or road authority".*

The following is relevant with respect to the development proposal:

- a. Increase in traffic. The increase in traffic at the Marine Street access will be approximately 71 vehicles per day (as an increase from Stage 1 of the subdivision) and the peak traffic generation increase at the access will be approximately 7 vehicles per hour. Similarly, the increase in traffic at the Caroline Street junction will be 166 vehicles per day with a peak of 18 vehicles per hour. The road junctions to the site can cater for the relatively small peak hour traffic generation with a high level of service.
- b. Nature of traffic. The traffic generation will be residential in nature. This is consistent with traffic currently utilising Marine Street.



- c. Nature of road. Marine Street and Caroline Street are minor collector roads that carries relatively low traffic volumes.
- d. Speed limit and traffic flow of road. The posted speed limit of Marine Street and Caroline Street is 50-km/h. Traffic volumes in both roads are estimated to be in the order of 200 vehicles per day.
- e. Alternative access. The two accesses to the site will ensure a good level of service once the subject site is fully subdivided.
- f. Need for use. The junctions are required to provide access to the lots associated with the subdivision.
- g. Traffic impact assessment. This report documents the findings of a traffic impact assessment.
- h. Road authority advice. No written advice was received by Council (as road authority). Council provided advice that the development requires a TIA to accompany the development application.

Based on the above assessment, the development meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme. Specifically, the traffic generation will not have any significant adverse impacts on the capacity of the junction or the surrounding road network.

4.4 Sight Distance

The availability of sufficient sight distance at an access or junction of a road is critical for road safety. Austroads defines Safe Intersection Sight Distance (SISD) as follows:

"SISD Provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation (e.g. in the worst case, stalling across the traffic lanes) and to decelerate to a stop before reaching the collision point.

Is viewed between two points to provide inter-visibility between drivers and vehicles on the major road and minor road approaches. It is measured from a driver eye height of 1.1 m above the road to points 1.25m above the road which represents drivers seeing the upper part of cars.

Assumes that the driver on the minor road is situated at a distance of 5.0 m (minimum of 3.0 m) from the lip of the channel or edge line projection of the major road. SISD allows for a 3 second observation time for a driver on the priority legs of the intersection to detect the problem ahead (e.g. car from minor road stalling in through lane) plus the SSD.

Provides sufficient distance for a vehicle to cross the non-terminating movement on two-lane two-way roads, or undertake two-stage crossings of dual carriageways, including those with design speeds of 80-km/h or more.

Should also be provided for drivers of vehicles stored in the centre of the road when undertaking a crossing or right-turning movement.

Enables approaching drivers to see an articulated vehicle, which has properly commenced a manoeuvre from a leg without priority, but its length creates an obstruction.



Is measured along the carriageway from the approaching vehicle to the conflict point, the line of sight having to be clear to a point 5.0 m (3.0 m minimum) back from the holding line or stop line on the side road”.

The Austroads SISD requirements are applicable to road junctions. For a 50-km/h frontage road, the Austroads SISD requirement is 97 metres. The available sight distance exceeds 100 metres in both directions from the proposed junction along Marine Street, thus meeting Austroads SISD requirements (noting that full sight distance is available to the cul-de-sac termination of Marine Street to the west of the junction, and full sight distance is available to the Caroline Street junction to the east).

4.5 Pedestrian Impacts

The proposed development is likely to generate a relatively small amount of pedestrian activity associated with the residential lots. Whilst there is a general lack of pedestrian specific infrastructure, there is sufficient nature strip area to cater for the general pedestrian needs associated with the development.

4.6 Road Safety Impacts

No significant adverse road safety impacts are foreseen for the proposed development. This is based on the following:

- The relatively small peak hour traffic generation of 25 vehicles per hour will not have any significant impact on the traffic efficiency and general operation of the connectivity with the intersections of Marine Street and Caroline Street, as well as the surrounding road network.
- The existing road safety performance of the network in the vicinity of the subject site does not indicate that there are any current road safety deficiencies that may be exacerbated by the proposed development. Noting specifically that no crashes have been reported in Marine Street or Caroline Street in the past five years.
- Adequate sight distances is available at the access for the prevailing vehicle speeds on Marine Street in accordance with Austroads requirements.

4.7 Internal Road Network Assessment

The subdivision will create a circular internal road that will connect to Stage 1 of the subdivision.

Council relies on the design criteria of LGAT Tasmanian Standard Drawings and Subdivision Guidelines, 2013. The requirements for residential subdivision roads are reproduced in Table 1. The following standards are applicable for the internal road network:

- Road design should be in accordance with Austroads Guidelines.
- LGAT Standard Drawings and Tasmanian Subdivision Guidelines.

**Table 1 LGAT Standard Drawings – Road Requirements, Residential**

| ROAD TYPES | ROAD TYPE | ROAD LENGTH / NUMBER OF TENEMENTS | MINIMUM ROAD WIDTH | MINIMUM RESERVATION WIDTH | MINIMUM FOOTPATH REQUIREMENTS |
|------------------|------------------------|--|-----------------------|---------------------------------|-------------------------------------|
| 1 – Arterial | Detail design required | | | | |
| 2 – Sub Arterial | | | | | |
| 3 – Collector | Through Road | Any length | 11.0m | 20.0m | Both Sides |
| 4 – Local | Through Road | Any length | 8.9m | 18.0m | One Side Only |
| | Cul-De-Sac | Length > 150m | 8.9m | 18.0m | One Side Only |
| | Cul-De-Sac | Length ≤ 150m and / or No. of equiv. tenements ≤ 15 | 6.9m | 15.0m | One Side Only |
| | | | | | |

The appropriate road design for the internal roads within the subdivision is a road reservation width of 18 metres with a sealed road width of 8.9 metres. The road reservation width of 18 metres is available on the subdivision plans.

The layout of the internal road network will ensure a low-speed environment, with good connectivity to the external road network.

The junction with the internal subdivision road with Caroline Street should be a T-junction with the internal road having priority. The junction of the internal road with Marine Street should be a T-junction with Marine Street having priority.



5. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed 32-lot residential subdivision development at 158 Caroline Street, Devonport. The subdivision is a second stage of a previous subdivision. A TIA was prepared for Stage 1 of the subdivision in February 2022.

The key findings of the TIA are summarised as follows:

- The proposed development is likely to generate 237 vehicles per day, with 25 vehicles per hour during peak periods. The total traffic generation of stages 1 and 2 of the subdivision will be 600 vehicles per day, with a peak of 63 vehicles per hour.
- Traffic generation will be split across the two accesses. The Marine Street access will carry approximately 325 vehicles per day with a peak of 34 vehicles per hour. The Caroline Street junction will carry approximately 275 vehicles per day with a peak of 29 vehicles per hour.
- The available sight distance at the Marine Street meets the Austroads SISD sight distance requirements.

Based on the findings of this report and subject to the recommendations above, the proposed development is supported on traffic grounds.



Midson Traffic Pty Ltd ABN: 26 133 583 025

28 Seaview Avenue

Taroona TAS 7053

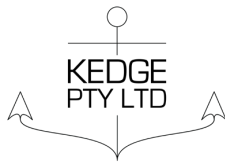
T: 0437 366 040 E: admin@midsontraffic.com.au W: www.midsontraffic.com.au

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Document Status

| Revision | Author | Review | Date |
|----------|--------------|-------------------|--------------|
| 0 | Keith Midson | Zara Kacic-Midson | 17 June 2022 |
| | | | |
| | | | |



Matthew Atkins
General Manager
Devonport Council

< matkins@devonport.tas.gov.au >

Dear Matthew,

It was good to chat to you this morning- I really appreciate your time and the discussion we had.

Kedge Pty Ltd is a Tasmanian maritime ESG business with excellent technical and operational capacity. We have completed 5 very successful and significant electric/hybrid builds and are building links with progressive maritime hydrogen fuel cell manufacturers, as we see this as very much the future for short sea propulsion.

As discussed, Kedge's plan would be to convert the *Torquay* into a zero-emissions hydrogen powered vessel, and keep her operating the 160-year-old ferry route and, having removed many of her current restrictions to allow for guided tours around the Mersey River to make the venture commercially feasible. Concurrently she will serve as a technology demonstrator and learning platform.

We would be proposing to take the vessel over for a small consideration and complete the work close to our facilities in Hobart. Once purchased, the vessel would be moved from Devonport to Margate for refurbishment and conversion which we anticipate would proceed as follows:

Stage 1

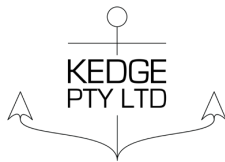
Complete hull sub-division to remove survey restrictions on the vessel and refit the passenger area to be more suitable for ferry and tour operations and removal of the existing engine and fuel tanks. Conversion to a hybrid using an electric motor, small generator and batteries. She would then return to the run. We would anticipate her being returned to the run in circa 6 months.

Stage 2

Once we are confident that our chosen hydrogen fuel cells will gain regulatory approval and are safe the batteries and generator would be removed and replaced with a hydrogen fuel cell by provided by XXXXXX (*deleted due to commercial sensitivity*). XXXXX have a suitable hydrogen fuel cell incorporating some interesting disruptive technology and the system is currently going through DNV regulatory approval which is expected to be completed Q3 of 2022. This approval is a pre-requisite for Australian commercial survey approval. The modular system XXXXX has produced is currently being tested on an unmanned vessel, as well as a river boat similar to that of the *Torquay*.

Page 1 of 2

KEDGE MARINE SURVEYORS
"Your Safety Is Our Business"
PO BOX 129, SANDY BAY TAS 7006
1300 899 596



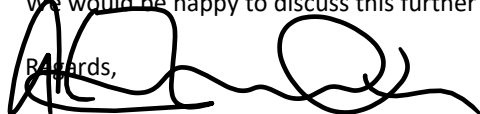
We have reached out to several interested stakeholders and various state authorities as well as the UTAS based Blue Economy CRC .

We have had positive responses at all levels and look forward to continuing the conversations in the coming months.

We do not believe that we are best placed to take over the eastern landing pontoon and would like to request Council considers doing so, allowing us to concentrate on the area we have the most expertise in- converting Torquay to a zero carbon emissions ferry and operating it in a sustainable manner.

We are confident that the *Torquay* is a most suitable candidate to act as a flagship of new low emissions green technology within the maritime industry and that it will be a positive story for the local community and all involved.

We would be happy to discuss this further and appreciate your consideration of this proposal.

Regards,


AC Brancher

MD Kedge Pty Ltd

17 November 2022

12th December 2022



Date 16th December 2022

Version V1

Devonport City Council

Kinetic East Devonport Ferry Pontoon

Condition Assessment Report



Introduction

Devonport City Council commissioned AusSpan to complete a current Condition Assessment on the East Devonport Pontoon used by the "Torquay Ferry" until the recent closure of the service.

Main objectives of this report are to determine the current condition of the Pontoon and to also provide details on maintenance works that will be required to maintain this structure in good condition for its intended use.

This Pontoon forms the access via the Mersey River by the "Torquay Ferry" for residents between East Devonport and Devonport City "Central Business District".

Pontoon Geometry Description

Pontoon is of steel construction being 8.20m long x 4.00m wide with 2 No. steel piles connected to a steel truss support frame and steel support beams bolted to a timber piled concrete abutment at the shoreline. Access to Pontoon via a steel/ galv. Gangway being 12.80m long by 1.70m wide with infill safety mesh and secured to the concrete abutment.

Locked gate located towards end of Gangway with barbed wire arrangement installed around the gate frame preventing access to Pontoon when not in use.

Level 2 Condition Assessment

AusSpan completed a Level 2 Condition Assessment on 12th of December 2022 and found the Pontoon structure itself to be in fair to good condition with evidence of a refurbishment in the form of a new coating system with-in the last 3 to 5 years.

Pontoons steel piles are now showing increase rates of corrosion on the inside face between low and high tide marks with some early signs of loss of section now occurring and wear observed on rollers particularly on the downstream pile. The steel truss support frame between the piles and support beams anchored to the concrete abutment have some isolated areas of coating system breakdown with early evidence of corrosion but generally in fair to good condition.

The timber piled concrete abutment was found to be in fair to good condition with the timber piles appearing to be "Turpentine" of considerable age with individual sounding showing a hardness in most piles which is a characteristic of this timber. The piles have been constructed close together providing also a "Sheet Piling System" for stabilisation of shoreline at location of the abutment with evidence of concrete placed between & behind piles. There is evidence of "Teredo Worms" activity leaving 1 No. pile now failed at location of Gangway & other piles showing damage to their outside sapwood layer.

Gangways steel/ galv. components are now showing increase rates of corrosion/ loss of section on underside particularly to the deck support beams and the anchorage system at the concrete abutment. The estimated residual life of the Gangway due to current corrosion rates in particular on components on underside is approx. 2 to 4 years until a full Renewal will be required.

The anti-slip material on the steel access ramp onto Pontoon from Gangway was found to be in poor condition and potentially slippery in poor weather conditions.

Pontoon found to have no safety access ladder installed and no fender system along Ferry berthing area of structure.

Pedestrian steel barrier on approach to Gangway upstream has severe corrosion with sections on underside of bottom railing now completely corroded through and requiring replacement.

Condition Assessment Recommendations

The following recommendations from the condition assessment are detailed as follows:

- Renewal of the existing Gangway to the current Standards within the next 2 to 4 years
- Corrosion repair of damaged steel piles on inside face to reduce any future section loss on this section of the piles
- Coating Inspection by a coating specialist to determine residual life of current coating system on steel piles including truss support frame and support beams & provide time frame for future re-coating of these components
Note: Recommend lead paint test during Inspection.
- Underwater Diving Inspection of Pontoon and its sacrificial anodes
- Renewal of failing pedestrian steel barrier upstream on approach to Gangway
- Risk Assessment for installation of safety access ladder
Note: Refer AS4997-2005 Standard Clause 3.4.5.
- Installation of appropriate fender system along Ferry berthing area of Pontoon
Note: Ferry currently has rubber fender secured along edge to protect itself & Pontoon from damage.
- Renew anti-slip material on steel ramp access from Gangway to Pontoon
- Implementation of regular Inspection Program

The recommendations above from the Level 2 Condition Inspection provides a current list of maintenance works required to be completed to maintain this structure in a good condition for its intended purpose of providing a ferry service for the people of City of Devonport.

Disclaimers below:

- 1) No "Underwater Diving Inspection" completed to confirm both Pontoons and the sacrificial anodes condition on underside.
- 2) No "Coating Inspection" by a coating specialist completed to determine remaining residual life of existing coating systems.

Appendix A provides:

1/ Photos

The above report provides Council with an updated assessment of the current condition of the "Kinetic" East Devonport Ferry Pontoon.

If you have any further queries, please contact myself on 0429 964 011.

Regards,
Peter Belbin
Asset Manager

Inspection Procedures

Process of assessing the condition of the structure's main components by visual inspection and sounding of components.

Management Systems

AS/NZ ISO 9001:2016 Quality Management QMS

AS/NZ ISO 4801:2001 Occupational Health & Safety QMS

AS/NZ ISO 14001:2016 Environmental Management System QMS

Technical References:

AS4997-2005 Guidelines for the Design of Maritime Structures

VicRoads Bridge Inspection Manual & Procedures Version 2018

ARRB Level 2 Bridge Inspection Guidelines

Appendix A

Photos



East Devonport Torquay Ferry Pontoon





Severe Corrosion to Steel Piles now causing Section Loss





Severe Corrosion to Gangway Deck Support Beams





Severe Corrosion to Gangway Anchorage at Abutment





Isolated areas of Corrosion on Steel Truss Frame & Support Beams





Failed Timber Pile at location of Gangway & Evidence of Teredo Worms Activity





Failing bottom rail on Steel Pedestrian Barrier upstream due to Severe Corrosion



No Fender System installed along Pontoon Ferry Berthing Area



15 December 2022

To: Matthew Atkins
General Manager
Devonport City Council

CC: Allison Jarman

Subject: Spirit of Devonport ferry

Dear Matthew ,

As an update to the previous letter dated 10 November, I am pleased to advise that we have now transferred ownership of the ferry to Kedge Pty Ltd.

The vessel is on its way to Hobart, where it will undergo extensive renovations and conversion to hybrid power, and potentially a completely green power source in the near future. This is a great outcome for all parties involved, and industry leading technology for Tasmania.

My understanding is that Adam Brancher, from Kedge, has already been in discussions with council about the future of the ferry, and we wish him and council the best in future discussions around the use of the vessel.

With regard to the eastern pontoon, it is our intention to pass ownership of this to council. I am aware that council has had the pontoon assessed in the last week or so, and I would ask that you keep us updated with any progress regarding this matter. We believe this to be an important piece of infrastructure for the Devonport community, and it would be a pity to have this removed if no agreement is reached.

If you would like to discuss any of the above further, please let me know.

simon@merseylink.com.au or 0456 807 415.

Kind regards,

Simon Lunnon
People & Culture Manager Tasmania

Health and
Wellbeing Strategy
2023-2033
DEVONPORT

*Living
Well*



the noa group



The City of Devonport acknowledges the
Tasmanian Aboriginal People as the
Traditional Owners and ongoing custodians
of Lutruwita, Tasmania.

We pay our respect to all Aboriginal and
Torres Strait Islander people and their Elders
past, present and emerging.

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Attachment A: How well are we living? An overview of the present health and wellbeing determinants for the City of Devonport.

Introduction : Devonport – Living Well

What we eat, how we move, our access to learning, education and training, livelihoods, housing, transport, feeling connected, and a sense of belonging all influence our health and well-being. It is an interdependent system presently being worked on many fronts, but more needs to be done.

The ten-year health and well-being plan 'Living Well' will build on change that is already occurring, *and* our strengths. The goal is to achieve positive health and wellbeing outcomes for our entire community. Collaborating has already begun through the development of our 'Living Well' Plan.

The following activities informed the development of the Living Well Plan:

- An analysis of the present situation using data and information from the census, ID profile, Primary Health Tasmania, and the University of Tasmania, resulting in the 'How WELL are we living?' document. (Attachment A)
- Interviews with System Reference Group Members to gain 'lived experience' insights to add to the qualitative data profile.
- Workshops with relevant Devonport City Council managers.
- A co-design workshop involving over 60 people representative of the health and well-being system.
- Devonport City Council workshop.
- And feedback from System Reference Group Members throughout the entire process.

Relevant strategic documents were also used to highlight existing or potential issues impacting how well we are living. These included:

- Devonport Strategic Plan 2009-2030
- Child and Student Wellbeing Strategy
- Devonport Open Space Strategy
- Devonport Population Growth Strategy
- Devonport Community Health Check
- Felt Needs Assessment East Devonport Community
- Food Security Strategy
- Healthy Tasmania Strategy 2022-2026
- Living and Working in Devonport
- Tasmanian Drug Strategy 2022-2027
- University of Tasmania CAPITOL Project – Devonport Activities

Collective efforts are needed to progress the six focus areas and strategic outcomes. The plan sets a ten-year timeframe for us to use our city and community's strengths to make sure 'Living Well' is the foundation of our way of life, identity and reputation.

Devonport Health and Wellbeing System Reference Group

The following individuals and organisations formed the System Reference Group, guiding and contributing to its development throughout.

- Mayor Alison Jarman, Devonport City Council
- Carol Bryant, Fabio Pizzirani, Brett Patterson, Devonport City Council
- Nick Haywood, Teacher & NW Thunder Coach
- Bryn Parry, Community advocate
- Kate Beer, Devonport Community House
- Jenny Mountney, East Devonport Child, and Family Learning Centre
- Jane Forward, Libraries Tasmania
- Damian Collins, Youth, Family and Community Connections
- Rob Soward, University of Tasmania School of Health Sciences, College of Health and Medicine

How we built our Living Well Plan

This is a plan for the Devonport community with the following components:

A vision: Our desired health and well-being aspiration for Devonport.

Focus areas: Six focus areas to progress our health and well-being outcomes.

Present Issues: What's happening now in each focus area.

Future aspirations: What we want to be happening in each focus area.

Strategic outcomes: Key changes we want to happen in each focus area.

Indicators to measure progress: Quantitative and qualitative information that will help measure progress toward achieving our future aspirations and strategic outcome.

Initiatives: Things to work on to make progress.

Who needs to collaborate: Making progress will require people and organisations to work together.

Leading the strategy's activation: Living Well is a community-led strategy involving representatives of the health and well-being system - Devonport City Council, Tasmanian Government through the Departments of Education, Children and Young People and Health, private education and learning institutions, University of Tasmania, service providers, community groups and organisations.

Council's role: Council has a provider role through the provision of public infrastructure, open space, urban design, and place-making because where you live, its look and feel, access and safety can all impact a community's health and well-being. Council also provides a regulatory function in planning, safety, environment, and public health.

Further to these roles is supporting the work to make progress on the community's health and well-being as the 'Spine'. The 'Spine' brings people together to:

- collaborate around initiatives,
- manage relevant data and information,
- communicate progress against indicators,
- promote ways to get involved,
- advocate for policy changes and responses and
- build strategic relationships around funding and investment.

The term of the plan: Ten years from 2023 to 2033

Our Vision:

In our City of Devonport, we are all Living Well because we are

Eating Well: We use the fresh, seasonal produce of our rich, agriculturally productive land to create nutritious meals shared with family and friends around our tables at gatherings and events.

Moving Well: As part of everyone's day, in formal and informal ways, we are moving – on the field, in the pool, on the track, in the park, in our workplace or in our homes because we know that moving well keeps us fit, healthy and happy.

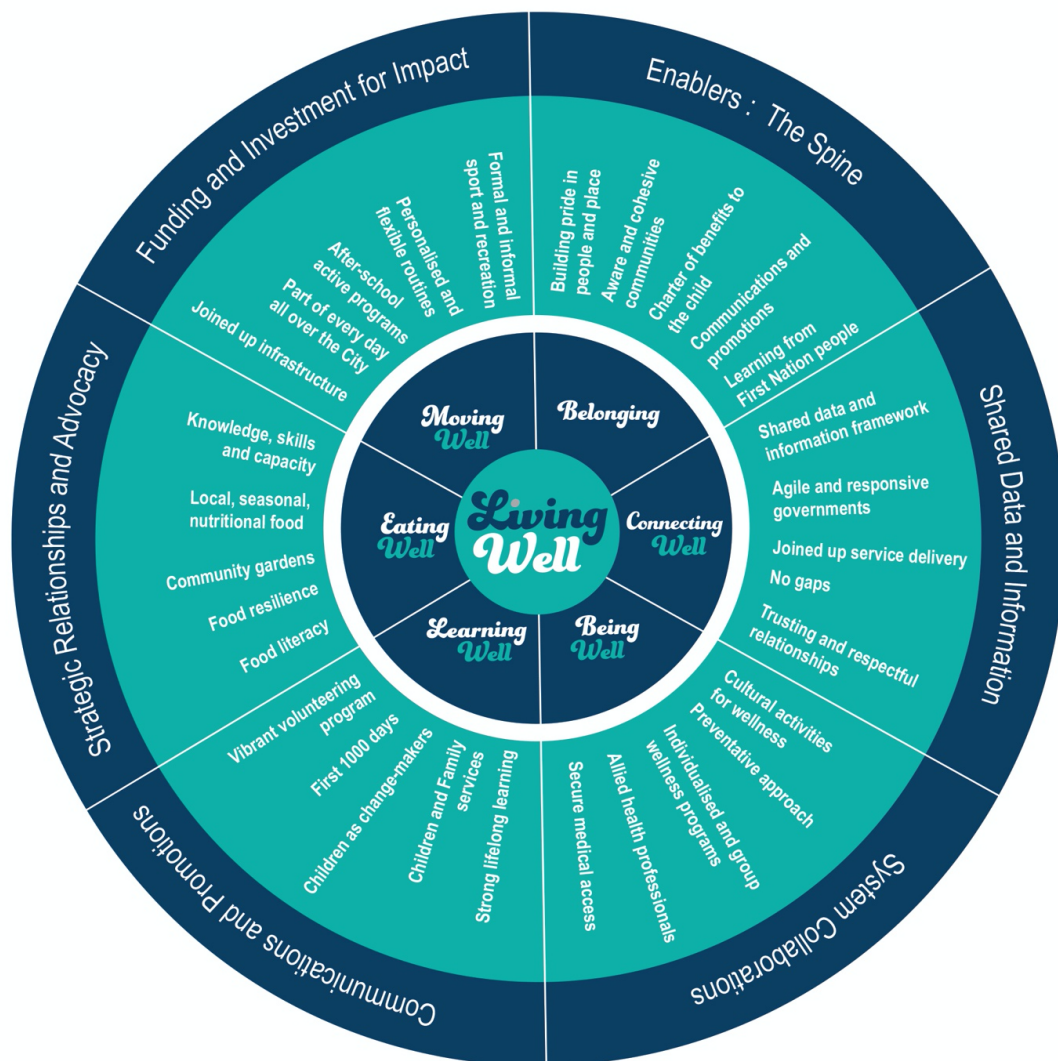
Being Well: Preventative practices based on a deep understanding of what keeps us healthy and happy is what we do. When needed, we have access to all the professional support we need. A beautiful environment, connection to one another and vibrant creative culture nurture our wellness.

Learning Well: Lifelong learning is part of who we are and how we do things. Informal and formal learning, generational mentoring, and children as our most incredible change-makers are part of the rich environment of sharing, learning, and living in our communities.

Connecting Well: We're well connected and use each other's strengths. Collaborating comes easily through trusting and respectful relationships. We share data and information to know what is happening in our communities. This 'real-time' approach forms the basis of our decision-making, strategic focus, grant, and investment success.

And we have a strong sense of **Belonging**. Our pride in the place we call home and our people shows. We celebrate achievements. We seek to learn from our First Nation people and their strong connection and belonging to Country. We care for our carers and volunteers, acknowledging with gratitude the role they play. Our cultural activities, events and festivals celebrate diversity, identity and what it means to belong in our 'Living Well' community.

Living Well's Six Focus Areas, Strategic Outcomes, Indicators of Progress, and Initiatives



Eating Well

Access to fresh, healthy food can be problematic for some residents despite being surrounded by rich agricultural production. There are indicators that we don't all eat enough fresh fruit and vegetables. Initiatives are occurring in our Neighbourhood Houses, Child and Family Learning Centre, and at schools with breakfast programs, school lunch program, school gardens and increasing cooking knowledge and skills.

Our aspirations

Food and health literacy are high in our community. Learning what food is good for us, how to grow it and use it to make healthy, tasty meals begins at home and develops as our children grow through breakfast clubs, school lunch programs, gardening, skill development and cooking classes. The children help teach their families and others. Access to healthy, seasonal food is easy, and we grow a lot of our fruit and vegetables at home, in the community and in school gardens. Fresh food markets and edible gardens are part of all neighbourhoods.

Strategic Outcomes

- Everyone knows what food is good for them and how to prepare it - high food literacy
- Fresh, seasonal food is grown and shared in each neighbourhood
- A well-connected food network involving producers and community organisations.
- All schools actively help children become food literate and well nourished.

Indicators of progress

- Knowledge and skills in cooking and growing food
- Consumption of fruit and vegetables
- Number of community gardens
- Participation in the eating well school lunch program, cooking skills and growing food
- Participation in programs undertaken by community organisations

Initiatives

- Involve the food system in a plan to shift from food security to food resilience
- All schools encourage children to Eat Well through a breakfast or lunch program
- Identify advocates within the system to influence engagement with improving health and well-being within school communities
- Grow seedlings, plant, and produce swap programs in all neighbourhoods
- Build knowledge and skills in making nutritious meals using local seasonal produce

Moving Well

We have excellent free-to-access physical infrastructure and high participation in sports. The paying registration program for some children participating in sports has worked well. However, 18% of us don't do enough daily exercise. To respond to growing trends in physical activity, we need informal, Individualized, and flexible ways to improve fitness and well-being.

Our aspirations

Like eating well, our community is on the move by playing sports, exercising, and improving fitness levels. Formal and informal exercise is part of every day in our schools, workplaces, public spaces, tracks, trails, parks, pool, and venues. We all know what is on offer, and there is something for everyone. We also understand the positive link between moving well and good mental health and wellbeing. When new residents arrive, we make sure they know how they can make moving well part of their day. Programs are affordable, use existing and well-placed new infrastructure, and are flexible and focused on developing skills so community members can shape their own 'moving well' at times and in places convenient to them.

Strategic Outcomes

- Movement is an integral part of everyone's day
- Strong community participation in organised and informal sporting and fitness activities
- Community members shape their own 'moving well' programs at times and places convenient to them, including their workplaces
- Accessible and affordable recreational infrastructure and programs
- Good community knowledge about facilities and opportunities for moving well

Indicators of progress

- Membership in sports clubs
- Increased engagement in informal recreation
- Number and participation in workplace moving well programs
- Usage of infrastructure
- Attendance and participation in recreational events

Initiatives

- Design and deliver an informal program of fitness and recreation
- Promote what programs and activities are available
- Expand the active after-school (government and non-government schools) program in all areas
- Community after-hours use of school infrastructure for health and well-being activities
- Join up paths and tracks with good lighting for safety

Being Well

There is a growing focus towards preventative health and well-being activities, increasing health literacy and preventing conditions like diabetes and heart disease through eating well and moving well. 48% of us rate our health as excellent. 40% of us have one or more long-term health conditions, the dominant being diabetes, heart disease, arthritis, mental health, and asthma. Accessing doctors, dentists, specialists, sexual health services and support services when needed and through bulk billing or an affordable price is often difficult. Access to mental health professionals and support, particularly around complex needs, is challenging and sometimes impossible. The public transport system schedule needs to be more responsive to health appointment needs. Responsive programs focus on people making better choices around drug and alcohol use. There are many cultural activities within the community, and involvement improves our overall wellness.

Our aspirations

In our city, early intervention and prevention are the foundations of the overall good health and well-being we enjoy. We understand what it means to be healthy and well – physically, mentally and belonging - because we have a high level of health literacy, eat well, move well, and spend time together. Opportunities for increased socialisation and community connections are also part of our healthy living. A trauma-informed lens has increased our understanding and empathy for others. We do not 'label' or judge but help one another make informed choices about living well. We understand and use cultural activities to develop and maintain our sense of being well, feeling confident and building resilience.

Strategic Outcomes

- Stronger emphasis on early intervention and preventative actions
- Greater community understanding of what it means to feel well
- An improved health and wellbeing profile across all ages and areas of the city
- Timely, accessible, and adequate care and support services
- A connected community with places and opportunities for socialisation
- Enough medical, allied health and support professionals are attracted and retained

Indicators of progress

- Waiting times for services
- Self-reported health assessment
- Data on long-term health conditions & lifestyle data, e.g., Drugs and alcohol
- Retention of health professionals

Initiatives

- Increase allied health service provision
- Explore potential learning opportunities to attract and retain health professionals
- Secure reliable access to needed professionals
- Design and deliver programs and activities, including cultural activities, to increase individual and group wellness
- Integrated community spaces and venues for connecting, belonging, learning, and being well

Learning Well

The percentage of the population in primary and secondary education is high, and more people are completing Year 12. There is also an increase in university attendance. The Child and Family Learning Centre plays a crucial role in early childhood development. This support should be in all areas of need. Across the community, digital inclusion is below national levels. Fostering a culture of learning has the potential to support positive living and learning outcomes.

Our aspirations

In our community, education and learning are the responsibility of everyone. Learning comes through many options - formal, informal, and intergenerational - supported by digital access and literacy. Lifelong learning is valued. Literacy and participation rates are high. Volunteering from all ages helps things work well, and those involved build skills and confidence through this vital work. The importance of the 'First 1000 days' are known, understood, and drive action. Schools, TAFE, and University work together, and all educational levels, including professional development, are available. Better educational pathways lead to more employment opportunities and a stronger sense of belonging.

Strategic Outcomes

- Lifelong learning is valued and encouraged across the community
- Primary, secondary, and tertiary education providers work together
- A literate community
- A skilled workforce
- All children are developmentally on track, physically, socially, and emotionally.
- Digital inclusion at national levels

Indicators of progress

- National digital inclusion data
- School retention and completion data
- University attendance and local access to tertiary education programs
- AEDC data
- Participation in apprentice and trainee programs

Initiatives

- The First 1000 days program is successfully operating throughout the city
- Children as change-makers to influence friends, families and community towards better health and well-being outcomes
- Advocating for child and family services where needed
- Capture and communicate all local lifelong learning opportunities in an online community notice board
- Campaign to increase volunteering across all age groups and to develop capacity and confidence through this important work

| Connecting Well |
|---|
| <p><i>Access to timely local data is limited, resulting in a lag in understanding and responding to what is needed. Gathering and interpreting information is often something that people do 'off the side of their desk'. Government departments need to be more agile for faster service delivery. Each year, service providers need to understand who is delivering what program so responses are 'joined up' and supportive of our community's health and well-being needs.</i></p> |
| <p>Our aspirations</p> <p>Service delivery is 'joined up' because our providers connect well through agreed roles and service systems. Local data and information are shared and used to improve health connections, collaborations, and outcomes. This integrated way of working supports decision-making, grant applications and strategic focus. Respectful and trusting relationships drive Connecting Well.</p> |
| <p>Strategic Outcomes</p> <ul style="list-style-type: none"> • Decision-making is supported by accessible, real-time, local data • A clear service system map shows who provides what service • Service providers work together as a joined-up network. • No more gaps in service delivery • Agile and responsive government agencies |
| <p>Indicators of progress</p> <ul style="list-style-type: none"> • Knowing what each service provider is delivering • Waiting times and gap information • Government agency response times • Grant funding obtained |
| <p>Initiatives</p> <ul style="list-style-type: none"> • Share information to expand the 'real-time' understanding of health and well-being performance across the city • Build a databank of qualitative and quantitative data and information to assist in reviewing progress, identify ongoing priorities and support funding and investment • Promote progress • Initiate programs to support respectful relationships and develop trust within the community |

Belonging

We are good at helping each other out, and the number of people providing unpaid assistance to people with disabilities is increasing. As a community, we are ageing, with 29% now over 60. The number of women over 55 caring for other people's children is increasing. Two thousand two hundred people in the community need assistance with core daily activities, while overall, there is a gradual decline in the number of volunteers. We need to care for our carers and volunteers. There is evidence of housing stress around availability and affordability, lack of rental properties and increased homelessness. In addition, there is an increasing number of families and growing cultural diversity to enrich community life and living.

Our aspirations

We are a welcoming community that values diversity and inclusion. We respect different perspectives and approaches. We are optimistic and productive, proud of our place and people. There are places and spaces where we come together and connect. Everyone has a place to call 'home'. When new residents arrive, we ensure they know how to get involved and belong in Devonport. Volunteering is vital, and people help each other. We care for our carers and volunteers because we value and appreciate all they do. Our cultural activities, events and festivals celebrate diversity, identity and what it means to belong as part of our 'Living Well' communities.

Strategic Outcomes

- A welcoming community and diversity is celebrated
- A proud and positive community
- Strong participation in volunteering and capacity building
- Our carers are celebrated
- Our volunteers are celebrated and, through participation, build their capacity and confidence
- A supportive community where there is someone to turn to if you need help
- Engagement with and learning from First Nations people

Indicators of progress

- Volunteering data
- Census data on changes in % of population needing core activity assistance
- Census data on caring for children and persons with disability
- Number of activities and events that welcome new residents

Initiatives

- Engage with the Aboriginal communities and learn what impacts wellness and what responses are needed.
- Develop and launch a charter or policy where decisions are assessed against the benefits to the child
- Bring out the 'hidden side' of our City to build understanding, respect, and empathy to create a more aware and cohesive society.

Belonging

- Make the unfamiliar familiar, so people are confident and know they will be welcome into all aspects of community life.
- Promote regular communication strategies that tell the stories of what it means to engage, participate, and get involved in what's going on in the community.
- Maintain and build the pride of the citizens in Devonport, highlighting achievements and actions from all aspects of life – sport, culture, environment leadership, inclusion, social good and kindness
- Capacity building programs for volunteers, volunteer organisations and carers

Who Needs to Collaborate?

An interconnected system starting with individuals and families wanting to change something about their health and well-being, influences overall outcomes for the entire community. Every organisation or group must change the system. The system needs to collaborate to make progress. There are crossovers of groups and organisations between the focus areas. Although not definitive, the following table lists potential groups to work together to achieve the strategic outcomes in each focus area.

| Collaborators | |
|---|--|
| <ul style="list-style-type: none"> • Devonport City Council • Tasmanian Government Departments of Education, Children and Young People, Health and Libraries Tasmania • Australian Government • Neighbourhood and Community Houses • University of Tasmania and TasTAFE • Neighbouring Councils • Schools: public and private • Early childhood education providers • GP's and health professionals • Health and well-being service providers • Workplaces • Employment enabling organisations • Registered Training Organisations (RTO's) | <ul style="list-style-type: none"> • Sporting clubs and associations • Food relief and resilience organisations • Recreational clubs • Local farmers and food producers • Food retailers • Religious organisations and clubs • Arts organisations and professionals • Cultural organisations • Business and industry groups • Gyms and fitness centres • Hospitality and food service organisations • Public and private transport organisation • Community advocates and influencers • Drama and music communities • Media |

Attachment A

How well are we living?

An overview of the present health
and wellbeing determinants
for the City of Devonport

Living
Well



the noagroup

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A framework for the determinants of community health and well-being.

| | | |
|---|--|---|
| <p>Community health and wellbeing in Devonport is influenced by a range of factors that interact in the place where people live. This table groups those factors under five determinants; community, education, health care and preventative activities, economic and the natural and built environment.</p> | <p>Community</p> <ul style="list-style-type: none"> • Population structure • Feeling safe • Supportive, and inclusive, communities • Resilient communities • Trusted relationships • Social isolation and loneliness • Volunteering and unpaid work • Engagement of all ages | <p>Education</p> <ul style="list-style-type: none"> • Access to education, training, and learning • Levels of education achieved • Literacy • Digital literacy • Numeracy • Early child development |
| <p>Health care and preventative programs</p> <ul style="list-style-type: none"> • Access to services • Quality of services • Co-morbidity • Access to active living programs and activities for all ages • Equitable health outcomes across the community • Healthy eating and access to nutritious and seasonal foods, food security • Smoking levels and increased smoke free communities • Mental health services | <p>Economic</p> <ul style="list-style-type: none"> • The cost of living: food, shelter, clothing, energy, and utilities • Secure employment and income • Industry of employment • Employment support services e.g., childcare, disability services • Vehicle ownership • Building approvals • Property sales | <p>Natural and built environment</p> <ul style="list-style-type: none"> • Clean water and air quality, exposure to pollutants • Health impacts of climate change • Physical activity infrastructure • Social infrastructure and access to facilities • Getting around – connected transport infrastructure: public, active transport options, paths, tracks, and trails • Housing options / choices • Internet access • Good urban design • Street lighting |

Data sources

2011, 2016 and 2021 ABS census data is used in this document.

The following 2021 census data was not available as it is due for release in October 2022:

- labour force, education, and migration characteristics
- Labour force status
- Highest non-school qualification
- Industry of employment
- Total family income
- Occupation
- Method of travel to work

Other sources

- Primary Health Tasmania Devonport Community Health Check 2021
- The Australian Early Development Census (AEDC)
- Research undertaken by the University of Tasmania through the Capitol project
- Healthy Tasmania Five Year Strategic Plan 2022-2026
- Food Relief to Food Resilience: Tasmanian Food Security Strategy and Action Plan 2021-2024
- It takes a Tasmanian village: Child and Youth Wellbeing Strategy 2021
- Tasmanian Drug Strategy 2022-2027
- Devonport Strategic Plan 2009-2030
- Devonport Community Health Check 2021
- GHD draft Devonport Open Space Strategy
- Living and working in Devonport: Experiences of and barriers to employment
- Felt needs assessment East Devonport Community 2021

Are we living well in the living city?

| Community | Education | Health Care | Economic | Environment | |
|--|--|--|--|--|--|
| Median age steady at 43 | 5.9% population growth since 2016 | % Of Aboriginal and Torres Strait Islander people up to 7.5% | Persons 60 years + increased to 29.3% of pop. | Young workers (25 - 34 years) up 2.3% | 70-to-84-year group increased 3.5% since 2011 |
| Homebuilders (35 - 49 Yrs.) fell 2.5% over 10 years | 42.3% of pop. married. Less than Tas. & Aus. | Percentage of married persons down 4.7%. | 32% single households up by 2.1% since 2011 | Increasing separations, divorces, de facto marriages & never married | 65% are family households down by 3.1% since 2011 |
| 83.6% of people were born in Australia | India, Nepal, Philippines, China numbers growing | Since 2011 couple families without children increased 1.6% | 21.3% one parent families. 81% are female single parents. | Since 2011 couple families with children decreased 3.3%. | No. of families increased by 652 since 2016. |
| Main Christian church groups in decline | "No religion" increased by 22.5% since 2011 | More 55 – 74-year-old females caring for other children. | 24.6% of pop. provided unpaid care for children. declining | 65% of pop. did unpaid domestic work. down 3.3% since 2011 | 15.4% of pop. did voluntary work down 2.4% since 2011 |
| % In primary and secondary education higher than Tas. & Aus. | Most students go to government schools | An increase of 2.5% attending University | 19.8% attending an educational institution | Decrease in developmentally on track children | Increase in developmentally vulnerable children |
| More students are completing year 12 | Digitally included but lower than national average | 48% of residents rate health as excellent or very good. 37% in Tas | 13% smoke compared to 12% for Tas. | 58% overweight same as Tas. | 93% eat less than 2 serves of vegetables per day |
| Access to fresh healthy food is challenging | Outlets selling highly processed food are more accessible | 41% of the pop. report having a long-term health condition. | Within the 41%: 8.4% have two conditions and 5.3% have three or more. | Top three conditions are Arthritis, Mental Health, Asthma. | Asthma and mental health are high for young & middle aged |
| 8.5 % of pop. need core activity assistance. 9.3% in 2016. | 13.4% of pop. provided unpaid assistance to a person with a disability. Rising | Lower household income than Tas. & Aus. | Lower median rent & mortgage payments than Tas. & Aus. | Median House price up by 25% since 2015 | 35% dwellings owned outright; 30.5% mortgaged & 31.8% rented. |
| Average number of motor vehicles per dwelling 1.8. | No. of businesses up by 0.82% since 2017. Total no. in 2020: 1,724 | No. of Separate houses up to 87.2%. Semi-detached up 11.5% | Average number of people per household is 2.3 Average no. of bedrooms is 2.9. | % Unoccupied dwellings have fallen to 7.2%. | Fee to access physical activity infrastructure rated excellent |

Community

Population structure

Median Age

The median age of the population has not changed since the 2016 census. It rose by 3 years between 2011 and 2016.

| | 2021 | 2016 | 2011 |
|------------|------|------|------|
| Median age | 43 | 43 | 40 |

People

Between the 2016 and 2021 census the population of Devonport grew by 1,450 persons which was a 5.9% increase. Between 2011 and 2016 population growth was flat at 0.34%.

The percentage of males has increased marginally by .9%

| | 2021 | 2016 | 2011 |
|---------------|--------|--------|--------|
| Total persons | 26150 | 24696 | 24615 |
| Male | 12591 | 11668 | 11752 |
| Female | 13563 | 13031 | 12863 |
| Male % | 48.10% | 47.20% | 47.70% |
| Female % | 51.90% | 52.80% | 52.30% |

Indigenous status

In 2021 the number of Aboriginal and /or Torres Strait Islander persons was 1,971. This represents 7.6% of the total population compared with 5.4% for Tasmania as a whole. The percentage of the population has increased by 2.3% between 2011 and 2021.

| Indigenous status | 2021 % | 2016 % | 2011 % |
|--|--------|--------|--------|
| Aboriginal and/or Torres Strait Islander | 7.5 | 6.4 | 5.2 |
| Tasmania | 5.4 | 4.6 | 4 |

Population by service group

The largest group in 2021 were parents / homebuilders (35 -49 years) with 4,403 persons or 16.8% of the total population. However, this group has declined by 2.5% since the 2011 census.

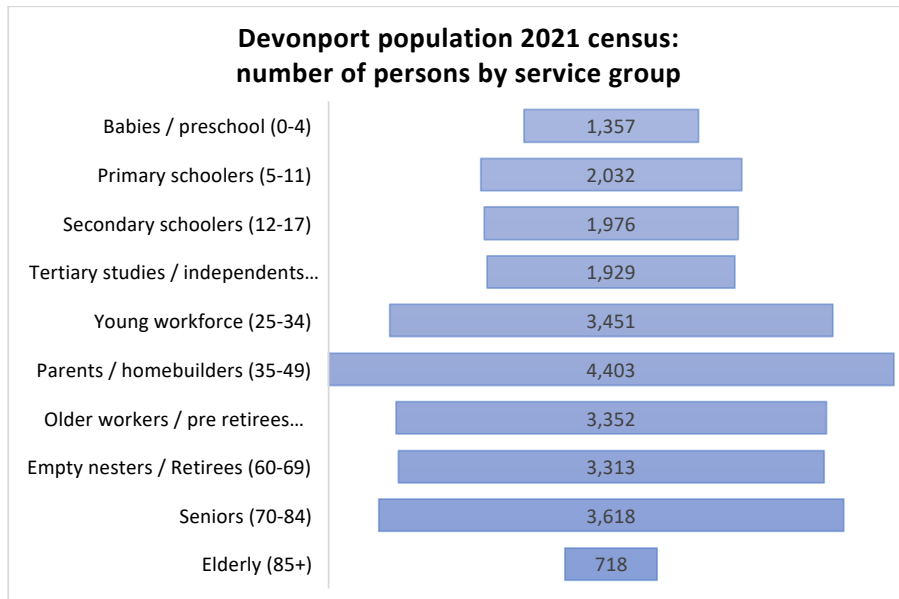
The young workforce (25 – 34 years) had 2,451 persons or 13.2%. This group has the strongest growth (2.3%) over the ten years from 2011 to 2021.

Older workers (50 – 59 years) numbered 4,403 persons or 12.8%. Broadly speaking, these groups provide the resource for the workforce. Devonport is under represented compared to Tasmania and Australia as a whole

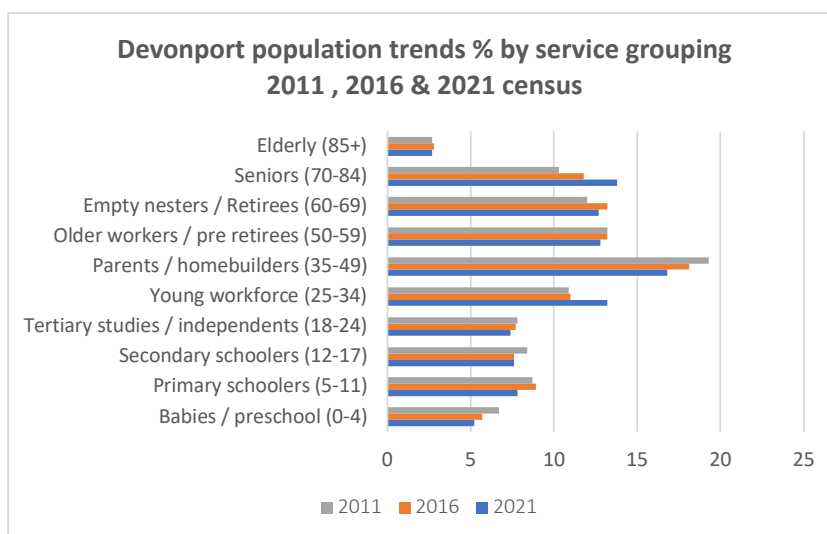
| Service group | D.port | Tas. | Aus. |
|-----------------------|--------|-------|-------|
| 25-34 Young workforce | 13.3% | 13.8% | 14.3% |
| 35-49 Home builders | 16.8% | 17.8% | 20.1% |
| 50-59 Older workers | 12.8% | 13.1% | 12.4% |
| Total | 42.9% | 44.7% | 46.8% |

The seniors' group (70-84 years) has increased by 3.5% since 2011. Persons 60 years old and above form 29.2% of Devonport's population compared to 27.8% for Tasmania and 23% for Australia. Relative to Tasmania and Australia, Devonport is an older community.

The percentage of total population for children from babies to secondary schoolers has fallen by 3.2% since the 2011 census. This reflects the reduction in parent home / builders.



| Service group | 2021 % |
|---|--------|
| Babies / preschool (0-4) | 5.2 |
| Primary schoolers (5-11) | 7.8 |
| Secondary schoolers (12-17) | 7.6 |
| Tertiary studies / independents (18-24) | 7.4 |
| Young workforce (25-34) | 13.2 |
| Parents / homebuilders (35-49) | 16.8 |
| Older workers / pre retirees (50-59) | 12.8 |
| Empty nesters / Retirees (60-69) | 12.7 |
| Seniors (70-84) | 13.8 |
| Elderly (85+) | 2.7 |



Marital status

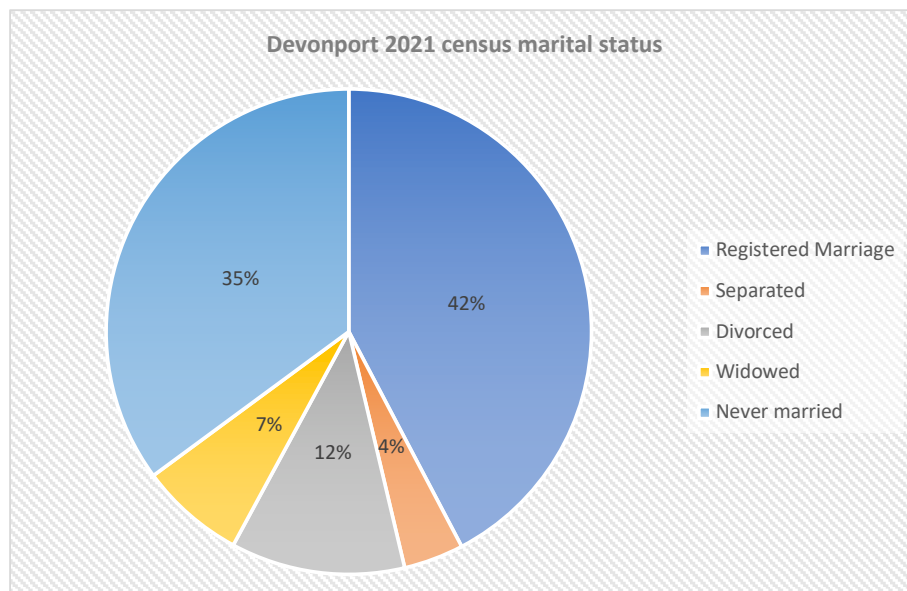
In 2021 less people, as a percentage of the population, were married in Devonport than in Tasmania and Australia as a whole. The percentage of separations and divorces was higher than Tasmania and Australia. Since the 2011 census the percentage of married persons has fallen by 4.7%.

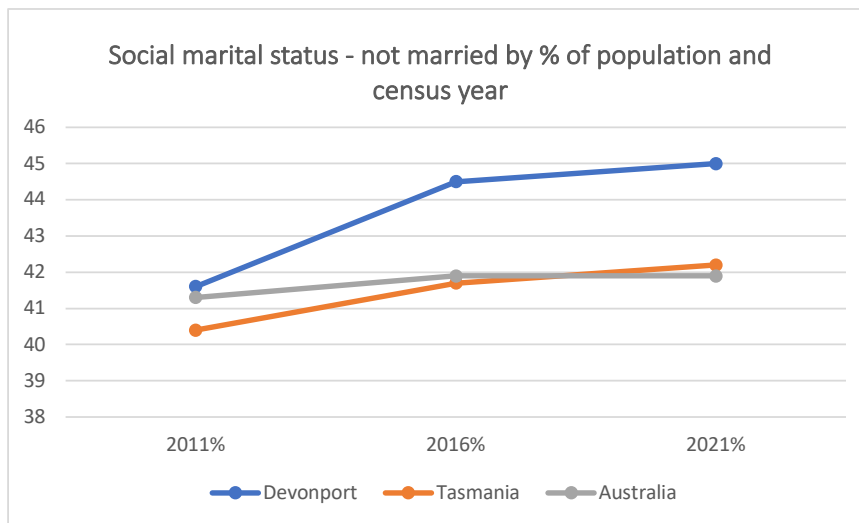
Since the 2011 census separations and divorces have increased by 1.5%, the percentage of persons who have never married has increased by 4% and de facto marriages have increased by 1.5%.. The percentage of the population who are not married has increased at a greater rate for Devonport than for Tasmania.

| Marital status | Number | % | Tas. % | Aus. % |
|---------------------|--------|------|--------|--------|
| Registered Marriage | 9917 | 42.3 | 44.4 | 46.5 |
| Separated | 877 | 4 | 3.3 | 3.2 |
| Divorced | 2514 | 11.6 | 10.3 | 8.8 |
| Widowed | 1520 | 7 | 6 | 5 |
| Never married | 7615 | 35.1 | 36.1 | 36.5 |

| Registered Marital status | 2021% | 2016% | 2011% |
|---------------------------|-------|-------|-------|
| Registered Marriage | 42.3 | 44.5 | 47 |
| Separated | 4 | 3.9 | 3.5 |
| Divorced | 11.6 | 11.4 | 10.6 |
| Widowed | 7 | 7.6 | 7.7 |
| Never married | 35.1 | 32.6 | 31.1 |

| Social marital status | 2021% | 2016% | 2011% |
|-----------------------|-------|-------|-------|
| De facto marriage | 12.6 | 11.5 | 11.1 |

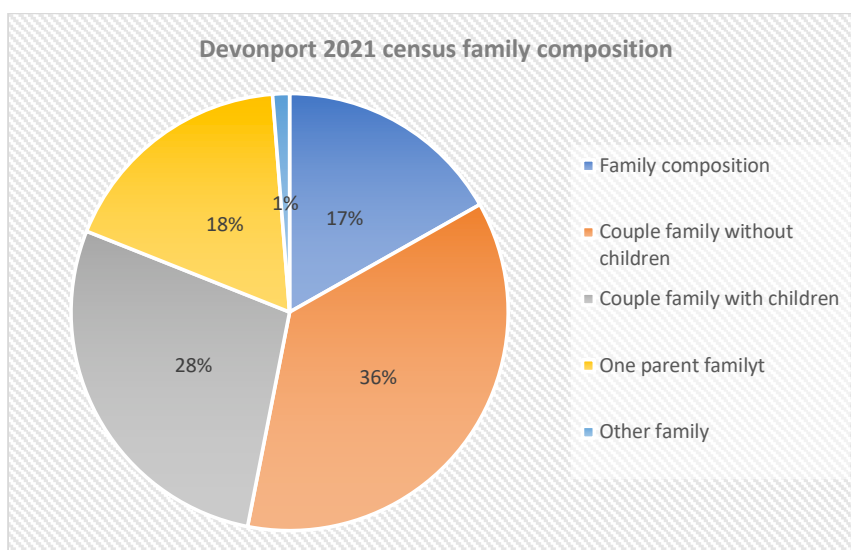




Family composition

In 2021 43.6% of families in Devonport were couples without children, 33.6% were couples with children and 21.3% were single parent families. The number of families has increased by 652 since the 2016 census. 81.4% of single parents were female.

| Family composition | Number | % | Tas.% | Aus.% |
|---|--------|------|-------|-------|
| Couple family without children | 3107 | 43.6 | 44.5 | 38.8 |
| Couple family with children | 2395 | 33.6 | 36.8 | 43.7 |
| One parent family | 1522 | 21.3 | 17.3 | 15.9 |
| Other family | 105 | 1.5 | 1.4 | 1.6 |
| Proportion of the total single parent population | | | | |
| Male | | 18.7 | 21.3 | 19.6 |
| Female | | 81.4 | 78.8 | 80.4 |
| number of families | 2021 | 2016 | 2011 | |
| | 7133 | 6481 | 6731 | |



The percentage of couple families without children is 4.8% higher than for Australia as a whole.

The percentage of couple families with children is 3.2% lower than Tasmania and 10.1% lower than Australia.

The percentage of one parent families is 4.3% higher than Tasmania and 5.4% higher than Australia.

Since the 2011 census couple families without children have increased by 1.6% and couple families with children has decreased by 3.3%. The percentage of one parent families has remained much the same.

The average number of children per family has remained constant at 1.8.

| Family composition | 2021% | 2016% | 2011 % |
|--|-------|-------|--------|
| Couple family without children | 43.6 | 41.9 | 41.9 |
| Couple family with children | 33.6 | 35.7 | 36.9 |
| One parent family | 21.3 | 21.2 | 20 |
| Other family | 1.5 | 1.1 | 1.1 |
| Proportion of the total single parent population | | | |
| Male | 18.7 | 15.6 | 18.4 |
| Female | 81.4 | 84.4 | 81.6 |
| Average number of children per family | 2021 | 2016 | 2011 |
| For families with children | 1.8 | 1.8 | 1.9 |
| For all families | 0.6 | 0.7 | |

Household composition

In 2021 65% of all households in Devonport were family households, 31.8% were single or lone person households and 3% group households. The % of family households is less than for Tasmania and Australia.

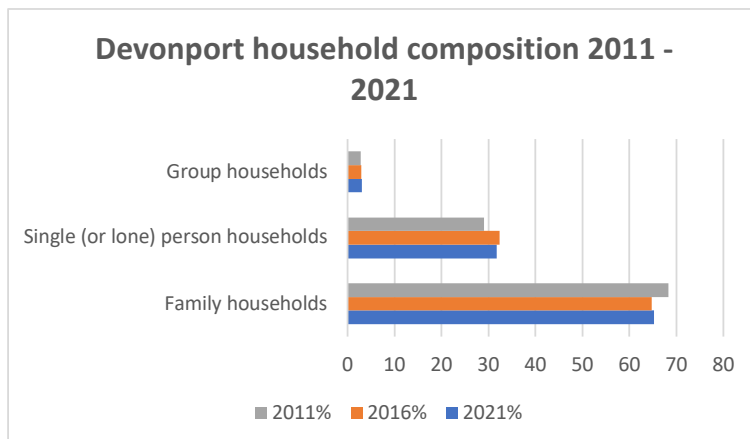
The % of single (lone) households is more than for Tasmania and Australia.

There has been a 3.1% reduction in family households and a 2.8% increase in single (lone) person households since the 2011 census.

The average number of people per household has remained the same at 2.3.

| Household composition | Devonport. 2021 | % | Tas.% | Aus.% |
|------------------------------------|--------------------|------|-------|-------|
| Family households | 7019 | 65.2 | 67.6 | 70.5 |
| Single (or lone) person households | 3423 | 31.8 | 29 | 25.6 |
| Group households | 326 | 3 | 3.4 | 3.9 |

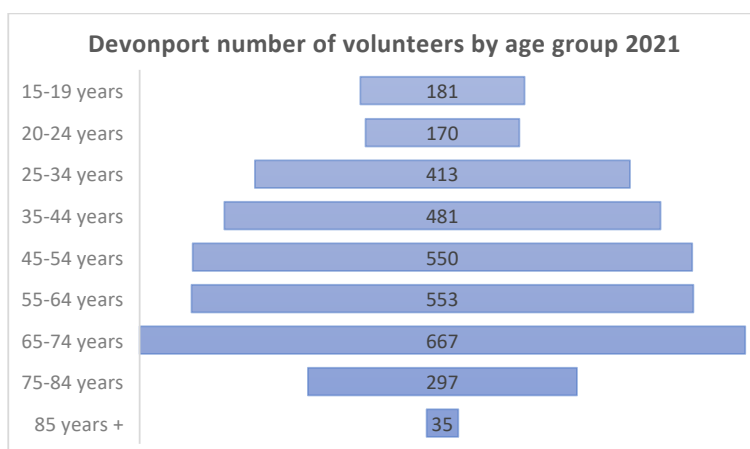
| Average number of people per household | 2021 | 2016 | 2011 |
|--|------|------|------|
| Devonport | 2.3 | 2.3 | 2.4 |
| Tasmania | 2.4 | 2.3 | 2.4 |
| Australia | 2.5 | 2.6 | 2.6 |



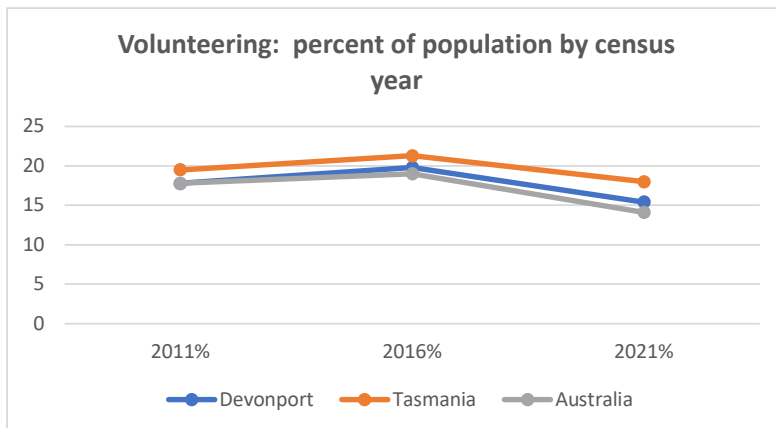
Volunteering

In 2021 15.4% of Devonport's population volunteered for an organisation or group in the past 12 months. This was less than Tasmania (19.8%) but greater than Australia (14.1%). Volunteering has declined in Devonport, Tasmania, and Australia since the 2011 census. The largest number of volunteers come from the 65 -74 year age group but there is participation across the middle age groups.

| Age | males | females | total | % Of total population |
|-------------|-------|---------|-------|-----------------------|
| 15-19 years | 86 | 93 | 181 | 0.83 |
| 20-24 years | 74 | 97 | 170 | 0.78 |
| 25-34 years | 188 | 225 | 413 | 1.90 |
| 35-44 years | 184 | 294 | 481 | 2.21 |
| 45-54 years | 251 | 301 | 550 | 2.53 |
| 55-64 years | 243 | 306 | 553 | 2.55 |
| 65-74 years | 302 | 365 | 667 | 3.07 |
| 75-84 years | 157 | 141 | 297 | 1.37 |
| 85 years + | 16 | 19 | 35 | 0.16 |
| | 1,501 | 1,841 | 3,347 | 15.41 |



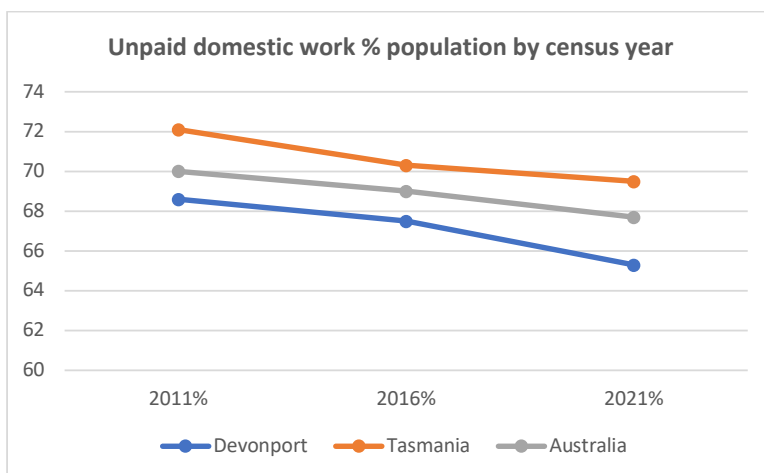
| Did voluntary work for an organisation or group in the last 12 months | 2011% | 2016% | 2021% |
|---|-------|-------|-------|
| Devonport | 17.8 | 19.8 | 15.4 |
| Tasmania | 19.5 | 21.3 | 18 |
| Australia | 17.8 | 19 | 14.1 |

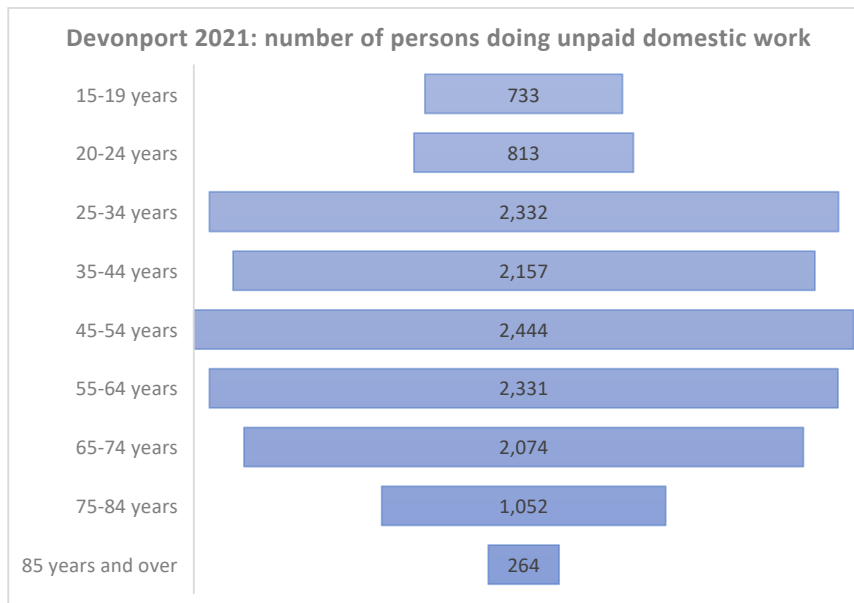


Unpaid domestic work

In 2021, during the week before the census date, 65% of Devonport's population did unpaid domestic work. This was less than Tasmania and Australia. Doing unpaid domestic work has been in decline since the 2011 census. Except for less than 5 hours, more women did unpaid domestic work than men across the hourly groupings. 36% of the female population did unpaid domestic work compared to 29% for males. The highest age group doing unpaid domestic work were the 45 – 54-year old's.

| Did unpaid domestic work (week before census night) | 2011% | 2016% | 2021% |
|---|-------|-------|-------|
| Devonport | 68.6 | 67.5 | 65.3 |
| Tasmania | 72.1 | 70.3 | 69.5 |
| Australia | 70 | 69 | 67.7 |





Devonport 2021: did unpaid domestic work in the week before the census date: hours by age group by gender

| | < 5 hours | | 5-14 hours | | 15-29 hours | | 30 hours+ | | |
|--------------------|-----------|---------|------------|---------|-------------|---------|-----------|---------|--------|
| | Males | Females | Males | Females | Males | Females | Males | Females | Total |
| 15-19 years | 305 | 298 | 44 | 69 | 0 | 14 | 6 | 5 | 741 |
| 20-24 years | 225 | 185 | 108 | 167 | 21 | 51 | 8 | 42 | 807 |
| 25-34 years | 455 | 263 | 459 | 525 | 84 | 233 | 55 | 254 | 2,328 |
| 35-44 years | 332 | 140 | 463 | 484 | 105 | 328 | 51 | 250 | 2,153 |
| 45-54 years | 375 | 194 | 537 | 594 | 121 | 345 | 64 | 220 | 2,450 |
| 55-64 years | 382 | 205 | 445 | 544 | 134 | 349 | 56 | 211 | 2,326 |
| 65-74 years | 219 | 102 | 395 | 354 | 204 | 378 | 109 | 303 | 2,064 |
| 75-84 years | 109 | 75 | 192 | 161 | 110 | 154 | 88 | 167 | 1,056 |
| 85 years+ | 33 | 51 | 39 | 45 | 23 | 36 | 21 | 17 | 265 |
| | 2,435 | 1,513 | 2,682 | 2,943 | 802 | 1,888 | 458 | 1,469 | 14,190 |

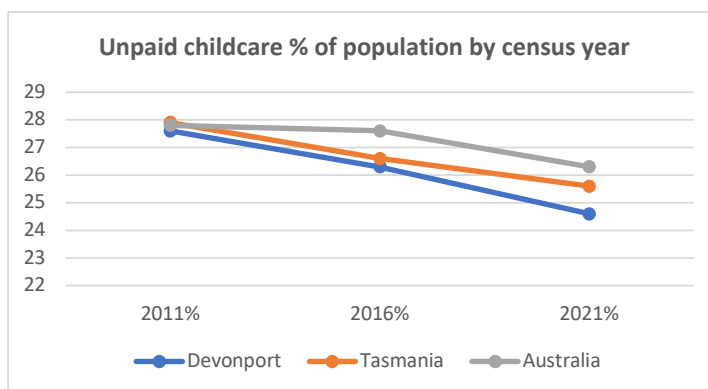
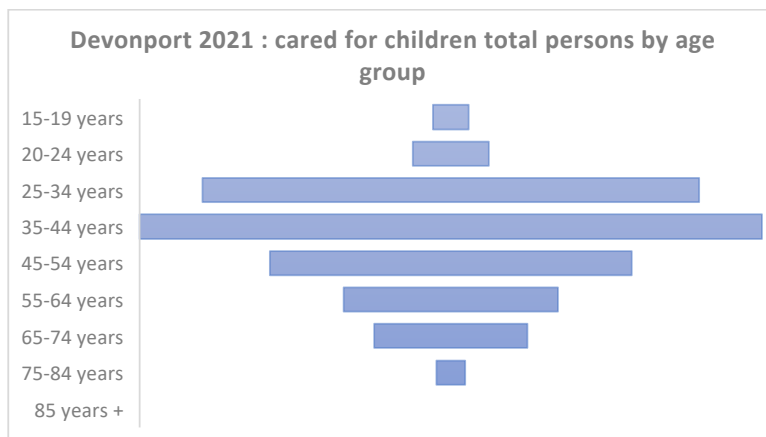
Provided unpaid care for children (during two weeks before census date)

In 2021, 24.6% of Devonport's population provided unpaid care for children during the two weeks prior to census night. More females provided care to their own children and others than males. Devonport's percentage is less than Tasmania and Australia. The percentage of persons providing unpaid childcare has been in decline across Devonport, Tasmania, and Australia since the 2011 census.

In the 55 – 74-year-old age group there is growth in the number of females caring for other children. These are probably grandmothers caring for grandchildren. The highest number of persons providing childcare are in the 35 – 44-year-old age group.

| Unpaid care for children Devonport 2021 | Own children only | | Other children only | | Own & other children | | |
|---|-------------------|--------|---------------------|--------|----------------------|--------|-------|
| Carer age | Male | Female | Male | Female | Male | Female | Total |
| 15-19 years | 5 | 9 | 23 | 60 | 0 | 0 | 97 |
| 20-24 years | 39 | 94 | 22 | 43 | 0 | 6 | 204 |
| 25-34 years | 457 | 675 | 41 | 76 | 28 | 62 | 1,339 |
| 35-44 years | 645 | 842 | 31 | 75 | 25 | 58 | 1,676 |
| 45-54 years | 359 | 375 | 55 | 149 | 20 | 16 | 974 |
| 55-64 years | 76 | 32 | 123 | 334 | 5 | 8 | 578 |
| 65-74 years | 14 | 5 | 147 | 247 | 0 | 0 | 413 |
| 75-84 years | 3 | 0 | 36 | 39 | 0 | 0 | 78 |
| 85 years + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1,598 | 2,032 | 478 | 1,023 | 78 | 150 | 5359 |

| Unpaid care for children | 2011% | 2016% | 2021% |
|--------------------------|-------|-------|-------|
| Devonport | 27.6 | 26.3 | 24.6 |
| Tasmania | 27.9 | 26.6 | 25.6 |
| Australia | 27.8 | 27.6 | 26.3 |



Cultural diversity

In 2021 83.6% of people in Devonport were born in Australia. This is 4.5% higher than Tasmania (79.1%) and 16.7% higher than Australia as a whole (66.9%). The most common other country remains England. However, there is a change with India equalling New Zealand.

Also, Nepal the Philippines and China have growing communities. From small beginnings cultural diversity is changing away from the traditional European profile. This also reflected in the data on languages spoken at home.

| Country of birth (Number of persons) | 2021 | 2016 | 2011 |
|---|--------|--------|--------|
| Australia | 21,861 | 20,931 | 21,259 |
| England | 767 | 773 | 851 |
| New Zealand | 201 | 196 | 144 |
| India | 201 | 71 | 71 |
| Nepal | 160 | 0 | 0 |
| Philippines | 150 | 106 | 93 |
| China | 143 | 43 | 33 |
| Scotland | 109 | 115 | 144 |
| Netherlands | 91 | 76 | 119 |

| Language used at home 2021 census | Number | % | Tas.% | Aus.% |
|---|--------|------|-------|-------|
| English only used at home | 23,499 | 89.9 | 86.1 | 72 |
| Households where a non-English language is used | 674 | 6.3 | 9.4 | 24.8 |
| Mandarin | 214 | 0.8 | 1.5 | 2.7 |
| Nepali | 177 | 0.7 | 1.3 | 0.5 |
| Punjabi | 95 | 0.4 | 0.5 | 0.9 |
| Vietnamese | 67 | 0.3 | 0.3 | 1.3 |
| Tongan | 67 | 0.3 | 0 | 0.1 |

Religious affiliation

In 2021 the highest response was “no religion as described” which has increased by 22.53% since the 2011 census. The main Christian groups are showing declines against previous census years. Buddhism, Islam, and Sikhism are all showing small increases which reflects the changes in cultural diversity.

| Religious affiliation | 2021 | % | 2016 | % | 2011 | % |
|-----------------------|------|-------|------|-------|------|-------|
| Anglican | 3238 | 12.38 | 5622 | 19.16 | 6619 | 22.79 |
| Catholic | 3021 | 11.55 | 4483 | 15.28 | 4864 | 16.74 |
| Uniting | 921 | 3.52 | 846 | 2.88 | 1961 | 6.75 |
| Other Christian | 2950 | 11.28 | 4590 | 15.64 | 4000 | 13.77 |
| Hinduism | 285 | 1.09 | | 0.00 | 53 | 0.18 |
| Buddhism | 227 | 0.87 | 210 | 0.72 | 136 | 0.47 |
| Islam | 99 | 0.38 | 62 | 0.21 | 45 | 0.15 |
| Sikhism | 86 | 0.33 | 4 | 0.01 | | 0.00 |

| Religious affiliation | 2021 | % | 2016 | % | 2011 | % |
|-----------------------------------|-------|------|-------|-------|-------|--------|
| Judaism | 21 | 0.08 | 9 | 0.03 | 9 | 0.03 |
| Australian Aboriginal Traditional | 0 | 0.00 | 5 | 0.02 | 0 | 0.00 |
| Other religious groups | 91 | 0.35 | 97 | 0.33 | 108 | 0.37 |
| Other secular & spiritual beliefs | 120 | 0.46 | 152 | 0.52 | 189 | 0.65 |
| No religion so described | 13358 | 51.1 | 10538 | 35.91 | 8298 | 28.57 |
| Religious affiliation not stated | 1735 | 6.6 | 2726 | 9.29 | 2767 | 9.53 |
| | 26152 | 100 | 29344 | 100.0 | 29049 | 100.00 |

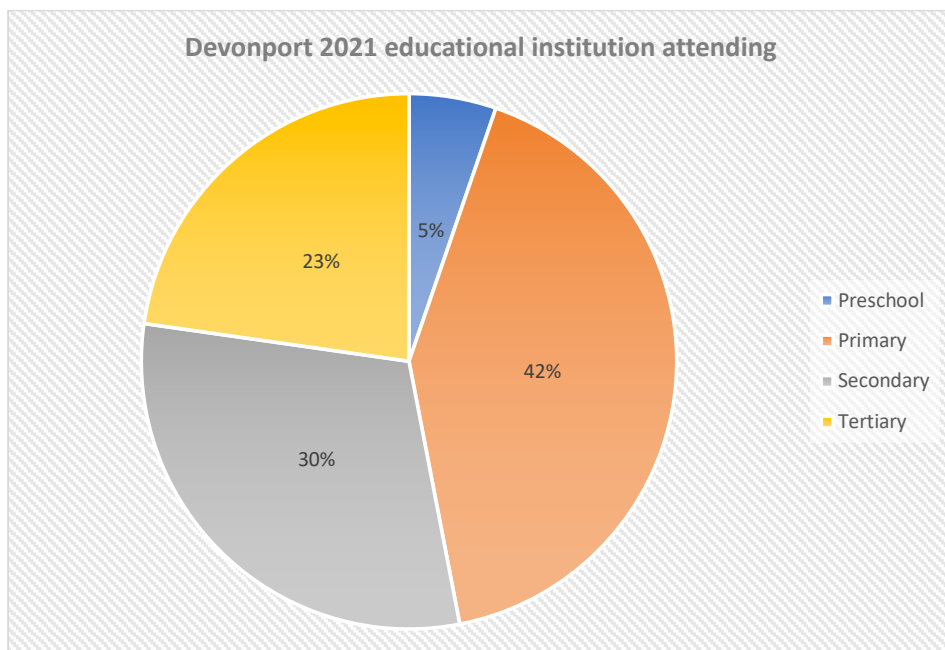
Education

Level of schooling

In 2021, 19.8% of Devonport's population was attending an educational institution. Within that group 42% were undertaking primary education, 30% secondary, 23% tertiary and 5% preschool. Higher numbers of female's complete years 11 & 12.

The percentage attending primary and secondary education is higher than Tasmania and Australia.

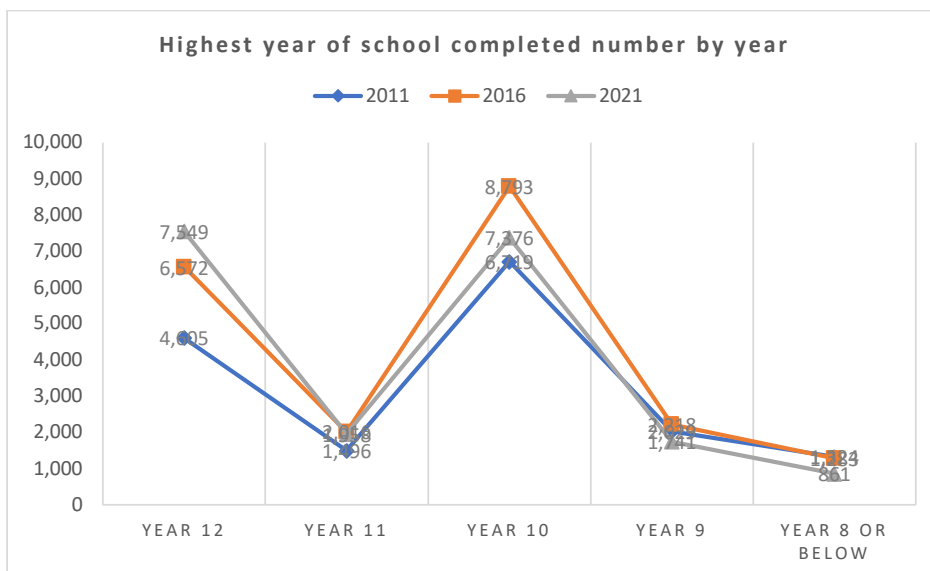
Within the tertiary group the percentage undertaking vocational education is 10.1% which is higher than Tasmania (9.6%) and Australia (7.8%). The 7.3% attending University is lower than Tasmania (12.8%) and Australia (15.4%). However, since 2011 there has been an increase of 2.5% in the percentage attending University. Most students attend government schools at the primary and secondary levels.



| Education | Number | % | Tas.% | Aus.% |
|----------------|--------|------|-------|-------|
| Preschool | 272 | 4 | 4.2 | 6.3 |
| Primary | | | | |
| Government | 1,548 | 22.9 | 20.8 | 18.5 |
| Catholic | 397 | 5.9 | 5.4 | 5.2 |

| Education | Number | % | Tas.% | Aus.% |
|-------------------------------------|--------|------|-------|-------|
| Other non-government | 209 | 3.1 | 3.1 | 3.3 |
| Total primary | 2,154 | 31.8 | 29.3 | 27 |
| Secondary | | | | |
| Government | 1,120 | 16.5 | 12.7 | 12.2 |
| Catholic | 305 | 4.5 | 4.6 | 4.8 |
| Other non-government | 140 | 2.1 | 3.5 | 4.2 |
| Total secondary | 1565 | 23.2 | 20.9 | 21.2 |
| Tertiary | | | | |
| Vocational (TAFE & private) | 683 | 10.1 | 9.6 | 7.8 |
| University & other higher education | 492 | 7.3 | 12.8 | 15.4 |
| Total Tertiary | 1175 | 17.5 | 22.5 | 23.3 |

| Highest year of school completed 2021 | Males # | % | Females # | % | Persons # |
|---------------------------------------|---------|------|-----------|------|-----------|
| Year 12 | 3435 | 17.5 | 4114 | 21.0 | 7549 |
| year 11 | 914 | 4.7 | 1044 | 5.3 | 1958 |
| year 10 | 3671 | 18.8 | 3705 | 18.9 | 7376 |
| Year 9 | 804 | 4.1 | 937 | 4.8 | 1741 |
| Year 8 or below | 405 | 2.1 | 456 | 2.3 | 861 |
| Did not go to school | 44 | 0.2 | 47 | 0.2 | 91 |
| | 9273 | 47.4 | 10303 | 52.6 | 19576 |



| Education | 2021% | 2016% | 2011% |
|----------------|-------|-------|-------|
| Preschool | 4 | 2.5 | 3.4 |
| Primary | | | |
| Government | 22.9 | 24.5 | 24.4 |

| Education | 2021% | 2016% | 2011% |
|-------------------------------------|-------|-------|-------|
| Catholic | 5.9 | 5.8 | 4.6 |
| Other non-government | 3.1 | 2.6 | 2.2 |
| Total primary | 31.9 | 32.9 | 31.2 |
| Secondary | | | |
| Government | 16.5 | 15.6 | 15.5 |
| Catholic | 4.5 | 4.1 | 4 |
| Other non-government | 2.1 | 1.4 | 1.6 |
| Total secondary | 23.1 | 21.1 | 21.1 |
| Tertiary | | | |
| Vocational (TAFE & private) | 10.1 | 9 | 11.6 |
| University & other higher education | 7.3 | 5.5 | 4.8 |
| Total Tertiary | 17.4 | 14.5 | 16.4 |

Early childhood development

The Australian Early Development Census (AEDC) is a nationwide data collection that shows how young Australian children have developed as they start their first year of full-time school. As they enter their first year of full-time school, a research 'snapshot' of a child's development is taken by a schoolteacher completing the Australian version of the Early Development Instrument.

This measures five important areas of early childhood development:

- physical health and wellbeing
- social competence
- emotional maturity
- language and cognitive skills (school-based)
- communication skills and general knowledge.

The following tables show the percentage changes between the 2018 and 2021 census of children considered 'developmentally on track', 'developmentally at risk' or 'developmentally vulnerable'.

Children developmentally on track

There are significant decreases across all domains for the Devonport Community.

| Children developmentally on track: Percentage change between 2018 & 2021 | Physical health and well being | Social competence | Emotional maturity | Language and cognitive skills | Communication skills and general knowledge |
|--|--------------------------------|-------------------|-----------------------------|-------------------------------|--|
| Devonport community | -11.3 | -9.1 | -9 | -5 | -7.7 |
| Devonport | -12.2 | -13.6 | -8.4 | -1.9 | -6.1 |
| East Devonport | -9.7 | -22.4 | -14.6 | -20.2 | -21.3 |
| Miandetta | -5.6 | 11.1 | 1.8 | -3.7 | -7.4 |
| Spreyton/ Aberdeen/ Quoiba | -8.9 | 6.4 | -9.3 | 6.4 | 3.9 |
| Stony Rise/ Don/ Tughra | -24.2 | -4.4 | -5 | -16.1 | -8.1 |
| Significant decrease | No significant decrease | | Significant increase | | |

Children developmentally at risk

There are significant increases in three domains for East Devonport

| Children developmentally at risk. Percentage change between 2018 & 2021 | Physical health and well being | Social competence | Emotional maturity | Language and cognitive skills | Communication skills and general knowledge |
|---|--------------------------------|-------------------|--------------------|-------------------------------|--|
| Devonport community | 2 | 0.1 | 3.4 | -1 | |
| Devonport | -1.1 | 0 | 0.5 | -5 | 2.4 |
| East Devonport | 3.8 | 14.6 | 11.7 | 13.1 | 8.6 |
| Miandetta | 0 | -12.9 | -9.2 | 1.9 | 7.4 |
| Spreyton/ Aberdeen/ Quoiba | 8.9 | -6.4 | 10.7 | -6.8 | -4.3 |
| Stony Rise/ Don/ Tughra | 12.4 | -1.5 | 5 | 4.4 | -3.7 |
| <div> <div>Significant increase</div> <div>No significant change</div> <div>Significant decrease</div> </div> | | | | | |

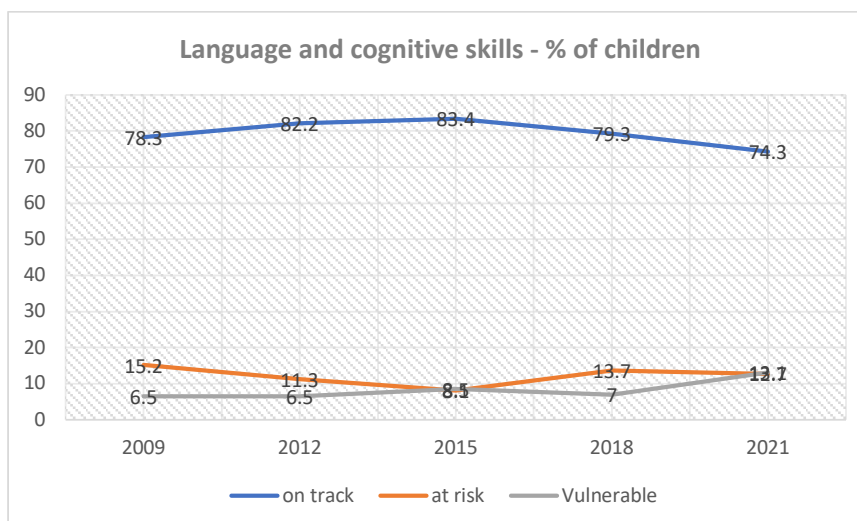
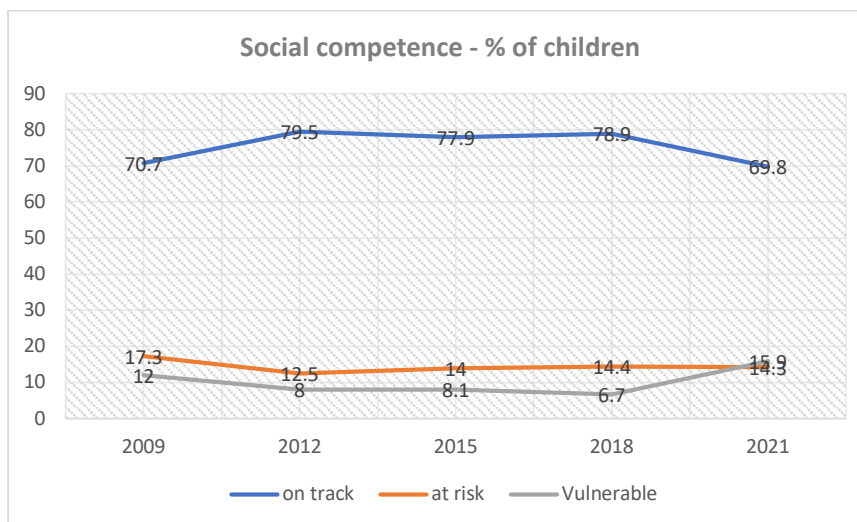
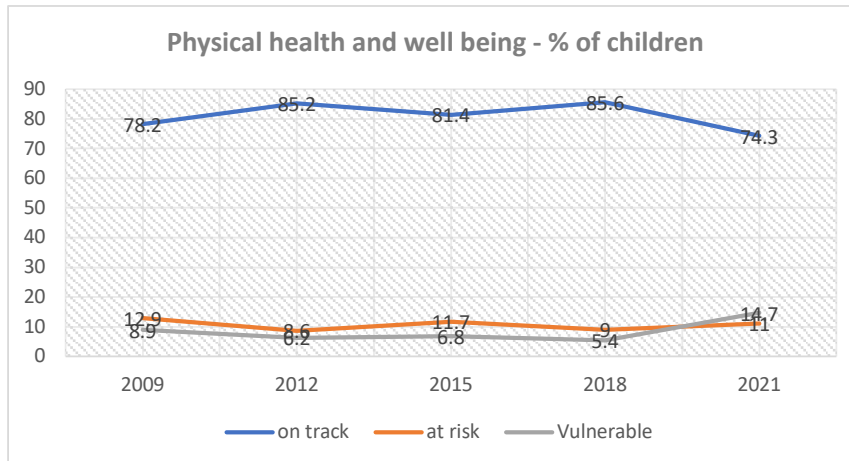
Children developmentally vulnerable

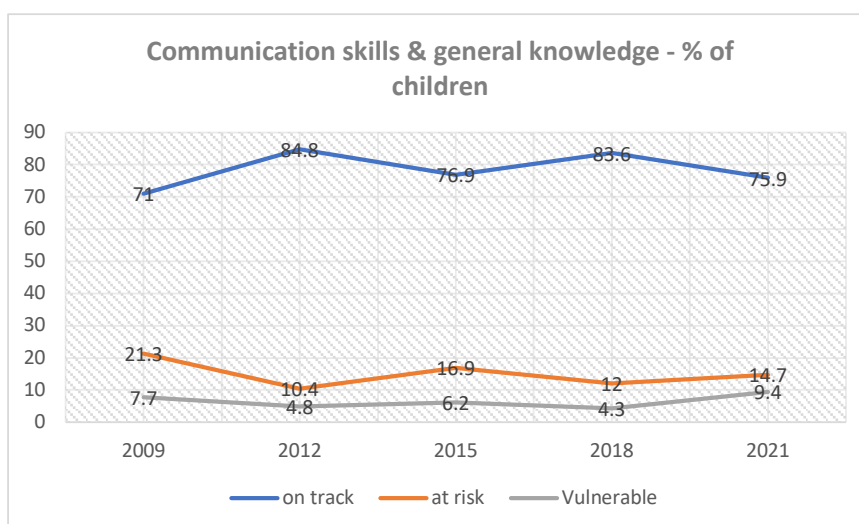
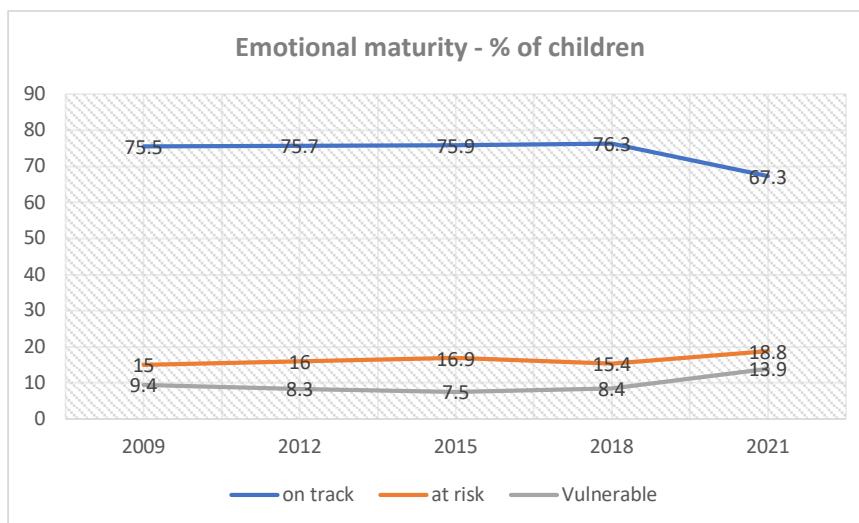
Devonport, East Devonport show significant increases across several the domains.

| Children developmentally vulnerable. Percentage change between 2018 & 2021 | Physical health and well being | Social competence | Emotional maturity | Language and cognitive skills | Communication skills and general knowledge | Vulnerable on one or more domains | Vulnerable on two or more domains |
|---|--------------------------------|-------------------|--------------------|-------------------------------|--|--|--|
| Devonport community | 9.3 | 9.2 | 5.5 | 6.1 | 5.1 | 11.2 | 11.3 |
| Devonport | 13.3 | 13.5 | 8 | 7 | 3.7 | 14.1 | 13.2 |
| East Devonport | 6 | 7.9 | 3 | 7.1 | 12.7 | 13.8 | 11.9 |
| Miandetta | 5.6 | 1.9 | 7.4 | 1.9 | 0 | 3.7 | 7.4 |
| Spreyton/ Aberdeen/ Quoiba | 0 | 0 | -1.4 | 0.4 | 0.4 | -6.4 | 5.7 |
| Stony Rise/ Don/ Tughra | 11.8 | 5.9 | 0 | 11.9 | 11.8 | 23.5 | 11.8 |
| <div> <div>Significant increase</div> <div>No significant change</div> <div>Significant decrease</div> </div> | | | | | | | |

Trends since 2009

The following graphs show the percentage of children, entering their first year of school, who are developmentally on track, at risk and vulnerable across all five domains for the Devonport community. In each domain there have been years since 2009 where improvement has occurred. However, between 2018 and 2021 there are significant falls in the percentage of children who are on track and a significant increase in vulnerable children. The trend lines for the percentage of children at risk are flatter but there is still a need for improvement.





Digital inclusion

The Australian Digital Inclusion Index (ADII) uses survey data to measure digital inclusion across three dimensions of Access, Affordability and Digital Ability. The ABS no longer collects census data about household connections to the internet, so the ADII is the principal source of information about digital literacy.

The level of inclusion is assessed against the following ADII score ranges:

| Inclusion level | Score range |
|-----------------|-----------------|
| Highly excluded | Score < 45 |
| Excluded | Score > 45 < 61 |
| Included | Score 61 < 80 |
| Highly Included | Score > 80 |

Digital inclusion at the national level is improving. From an average Index score of 67.5 in 2020, to 71.1 in 2021. Interestingly couples with children are the most digitally included household type in Australia, recording an Index score of 78; 6.9 points higher than the national score. There is a divide between

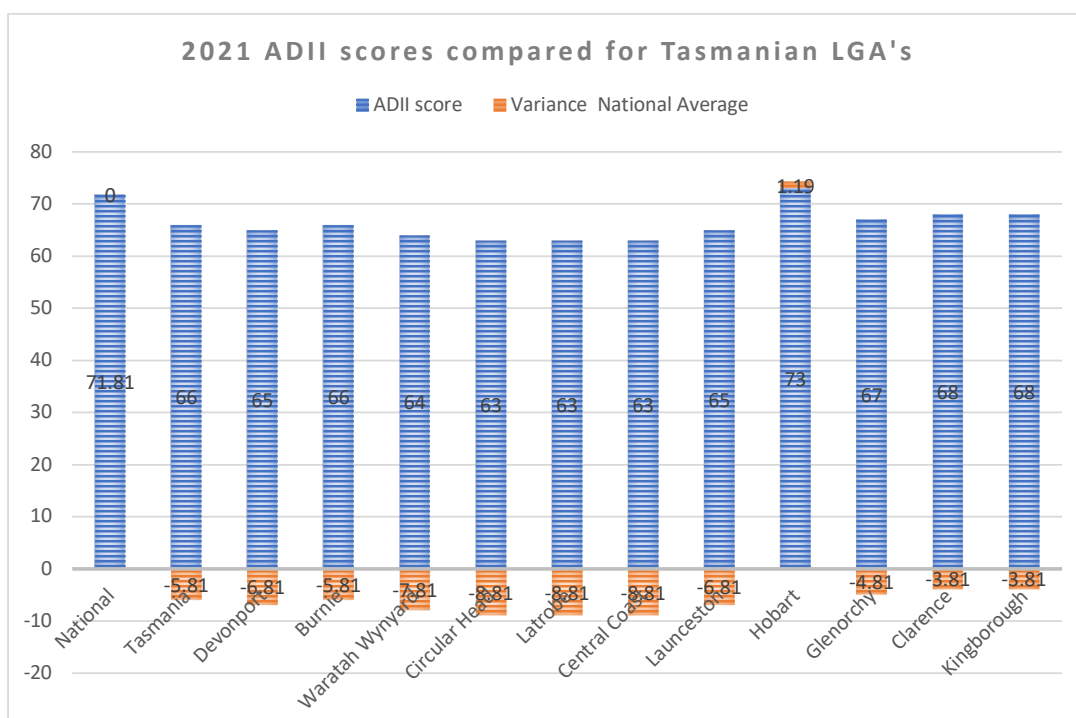
metropolitan and regional areas. Regional areas recorded an Index score in 2021 of 67.4. This is 3.6 points less than the national average (71.1), and 5.5 points less than metropolitan Australia (72.9).

| Location | ADII score | Variance National Average |
|-----------------|------------|---------------------------|
| National | 71.81 | 0 |
| Tasmania | 66 | -5.81 |
| Devonport | 65 | -6.81 |
| Burnie | 66 | -5.81 |
| Waratah Wynyard | 64 | -7.81 |
| Circular Head | 63 | -8.81 |
| Latrobe | 63 | -8.81 |
| Central Coast | 63 | -8.81 |
| Launceston | 65 | -6.81 |
| Hobart | 73 | 1.19 |
| Glenorchy | 67 | -4.81 |
| Clarence | 68 | -3.81 |
| Kingborough | 68 | -3.81 |

Tasmania has a relatively low level of digital inclusion when compared to other States. Hobart has the highest level of inclusion in Tasmania at 73 which is 1.19 above the national average. The Adjacent table compares Devonport with regional neighbours and other cities in Tasmania in 2021.

Devonport has a higher level of digital literacy than its regional rural neighbours and the same score as Launceston but is below the score for other cities including Burnie.

The Southern Cities have higher scores but across the State the LGA.s except for Hobart fall into the 60 – 70 points **included** category



Health Care

Long term health conditions

In Devonport 2021, 41% of the population reported having a long-term health condition. This is 1.6% higher than Tasmania and 5.3% higher than Australia as a whole. Of those reporting a long-term condition 38% are male and 44% are female. Within the overall 41% that reported having a long-term condition 8.4%

have two conditions and 5.3% have three or more. The top three conditions reported are: Arthritis, Mental Health, and Asthma. Each condition has a different age profile which is shown in the charts that follow. Asthma and mental health are high for under 34-year old's.

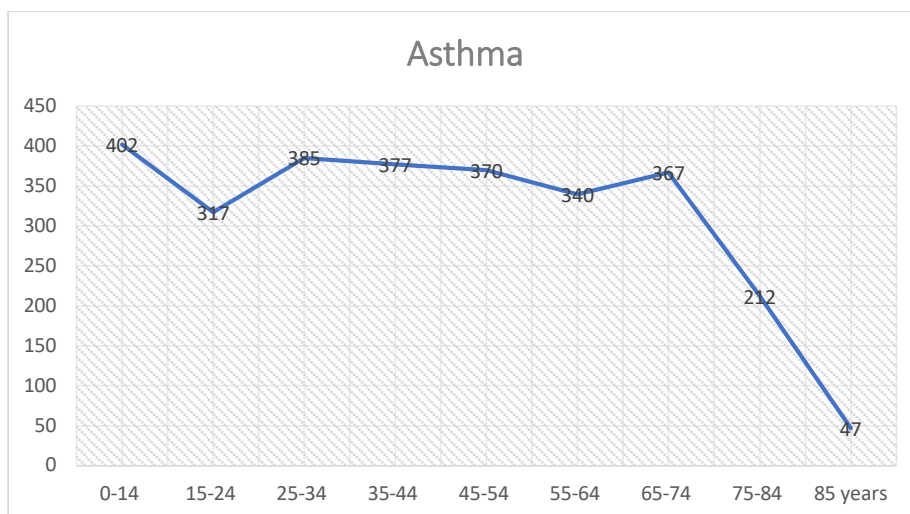
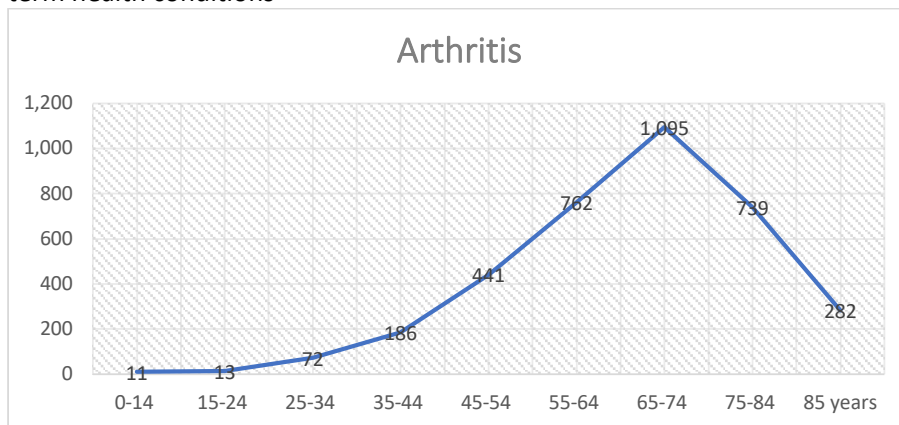
| Long term health condition: | Devonport % | Tas.% | Aus.% |
|---|-------------|-------|-------|
| Arthritis | 13.8 | 12.2 | 8.5 |
| Asthma | 10.8 | 9.4 | 8.1 |
| Cancer (including remission) | 3.6 | 3.4 | 2.9 |
| Dementia (including Alzheimer's) | 0.7 | 0.8 | 0.7 |
| Diabetes (excluding gestational diabetes) | 6 | 5.1 | 4.7 |
| Heart disease (including heart attack or angina) | 5 | 4.5 | 3.9 |
| Kidney disease | 1.4 | 1.1 | 0.9 |
| Lung condition (including COPD or emphysema) | 3.4 | 2.5 | 1.7 |
| Mental health condition (including depression or anxiety) | 12.7 | 11.5 | 8.8 |
| Stroke | 1.5 | 1.2 | 0.9 |
| Any other long-term health condition (s) | 9.2 | 8.9 | 8 |
| No long-term health condition(s) | 51.4 | 54.7 | 60.2 |
| Not stated | 7.9 | 7.8 | 8.1 |

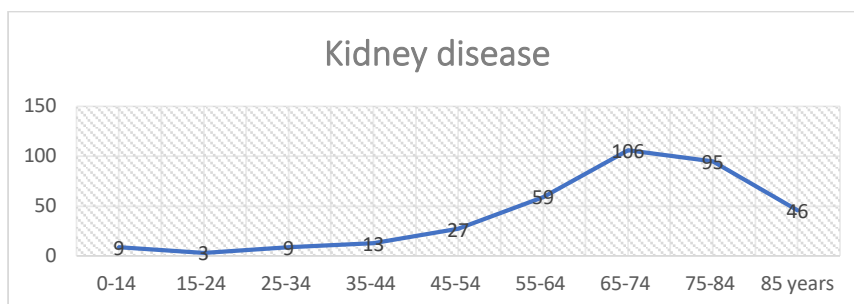
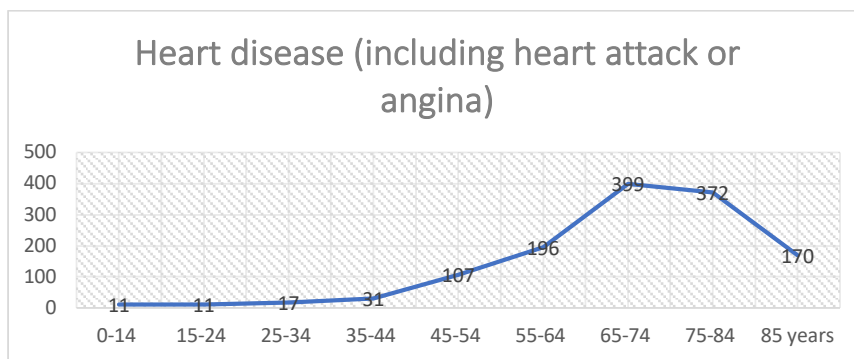
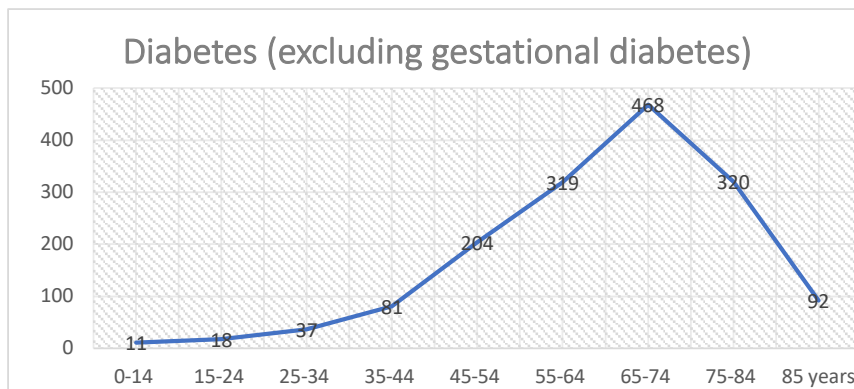
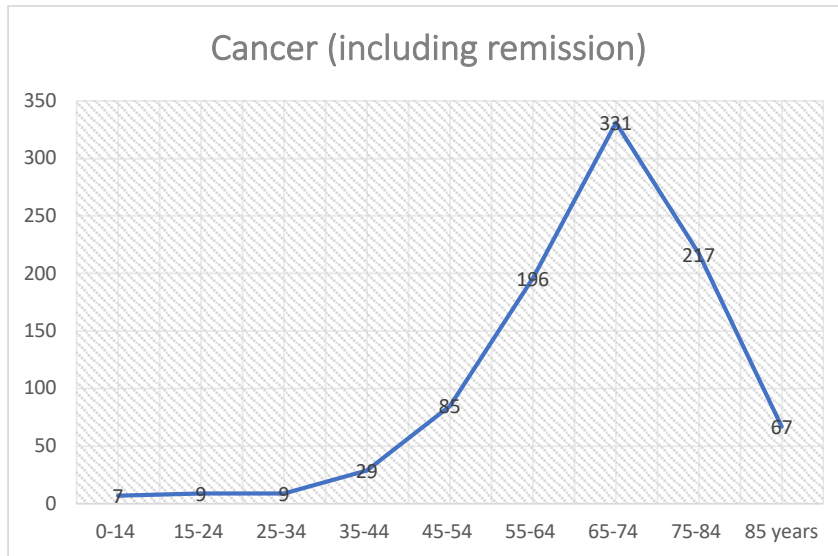
| Count of long-term conditions | Devonport % | Tas.% | Aus.% |
|---------------------------------|-------------|-------|-------|
| None of the selected conditions | 55.2 | 58.6 | 64.1 |
| One condition | 23.2 | 21.7 | 18.8 |
| Two conditions | 8.4 | 7.7 | 5.9 |
| Three or more conditions | 5.3 | 4.2 | 3 |
| Not stated | 7.9 | 7.8 | 8.1 |

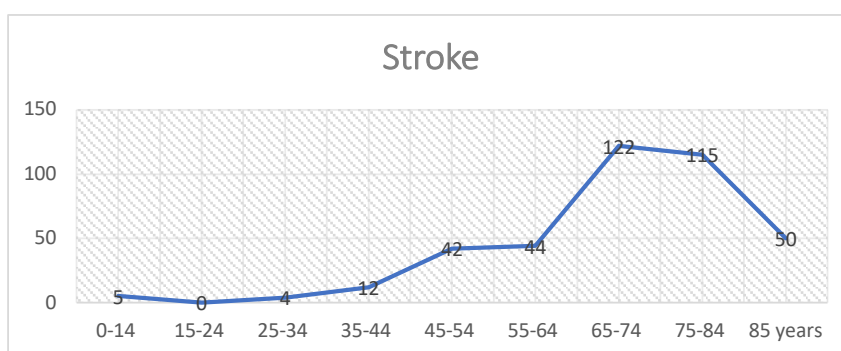
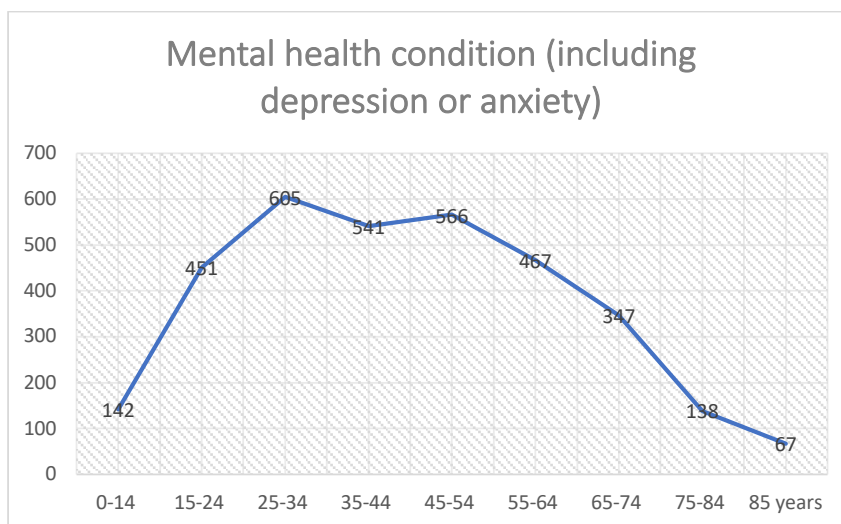
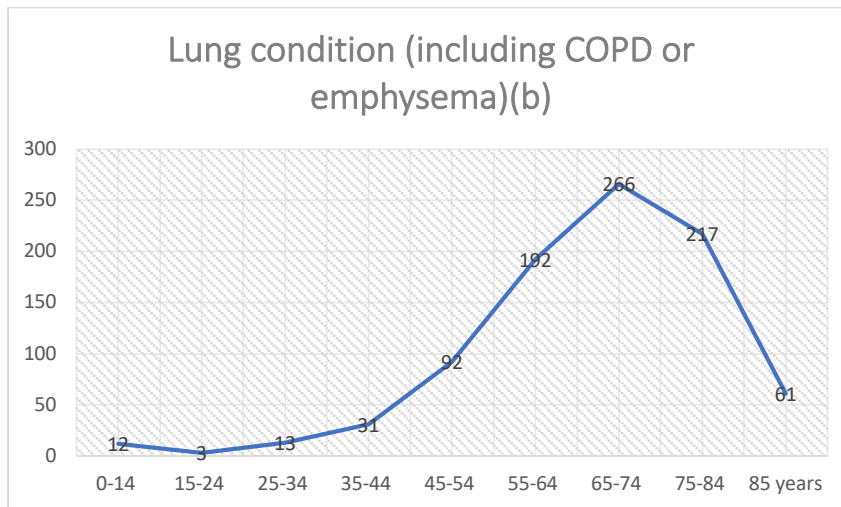
| Condition | 0-14 | 15-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75-84 | 85+ | Total | % |
|---|------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-------|
| Arthritis | 11 | 13 | 72 | 186 | 441 | 762 | 1,095 | 739 | 282 | 3,601 | 13.77 |
| Asthma | 402 | 317 | 385 | 377 | 370 | 340 | 367 | 212 | 47 | 2,817 | 10.77 |
| Cancer (including remission) | 7 | 9 | 9 | 29 | 85 | 196 | 331 | 217 | 67 | 950 | 3.63 |
| Dementia (including Alzheimer's) | 0 | 0 | 0 | 0 | 8 | 7 | 17 | 61 | 74 | 167 | 0.64 |
| Diabetes (excluding gestational diabetes) | 11 | 18 | 37 | 81 | 204 | 319 | 468 | 320 | 92 | 1,550 | 5.93 |
| Heart disease (including heart attack or angina) | 11 | 11 | 17 | 31 | 107 | 196 | 399 | 372 | 170 | 1,314 | 5.03 |
| Kidney disease | 9 | 3 | 9 | 13 | 27 | 59 | 106 | 95 | 46 | 367 | 1.40 |
| Lung condition (including COPD or emphysema) | 12 | 3 | 13 | 31 | 92 | 192 | 266 | 217 | 61 | 887 | 3.39 |
| Mental health condition (including depression or anxiety) | 142 | 451 | 605 | 541 | 566 | 467 | 347 | 138 | 67 | 3,324 | 12.71 |
| Stroke | 5 | 0 | 4 | 12 | 42 | 44 | 122 | 115 | 50 | 394 | 1.51 |

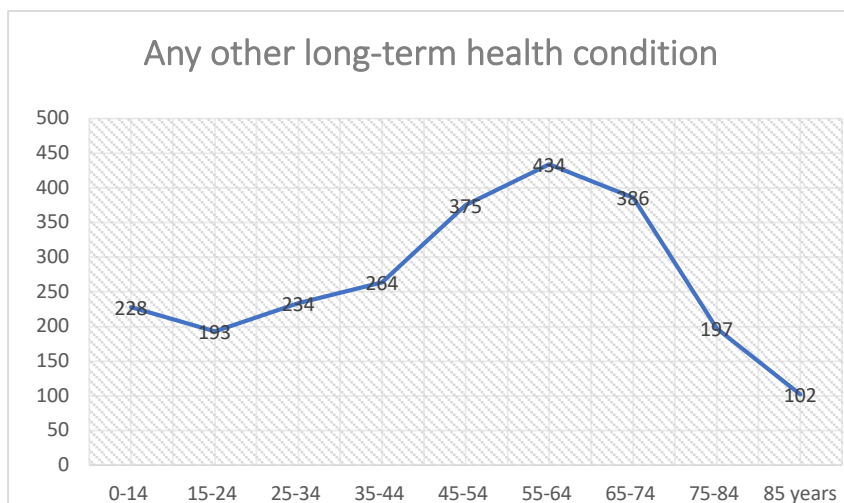
| Condition | 0-14 | 15-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75-84 | 85+ | Total | % |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-----|--------|-------|
| Any other long-term health condition(s)(c) | 228 | 193 | 234 | 264 | 375 | 434 | 386 | 197 | 102 | 2,413 | 9.23 |
| No long-term health condition(s) | 3,340 | 1,810 | 2,174 | 1,564 | 1,650 | 1,388 | 950 | 446 | 110 | 13,432 | 51.37 |
| Not stated | 399 | 228 | 261 | 205 | 226 | 253 | 222 | 180 | 92 | 2,066 | 7.90 |

The following charts show the age distribution and number of persons across several long-term health conditions





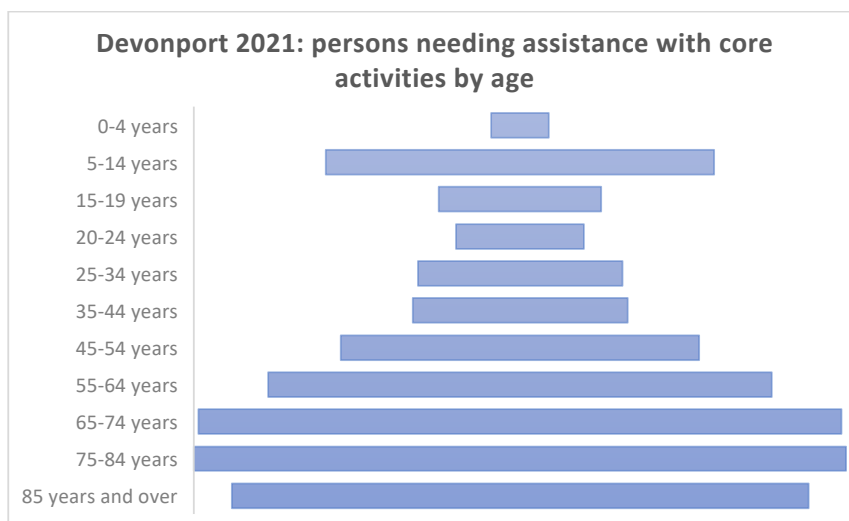




Persons needing assistance with core activities

In 2021, 2,234 or 8.5 % of persons in Devonport needed assistance with the core activities of self-care, mobility, and communication. This a reduction from 2305 persons or 9.3% of the population in 2016. The chart below shows the numbers by age group.

Care is largely needed by older people but there is also demand from younger people particularly the 5 to 14 year age group.

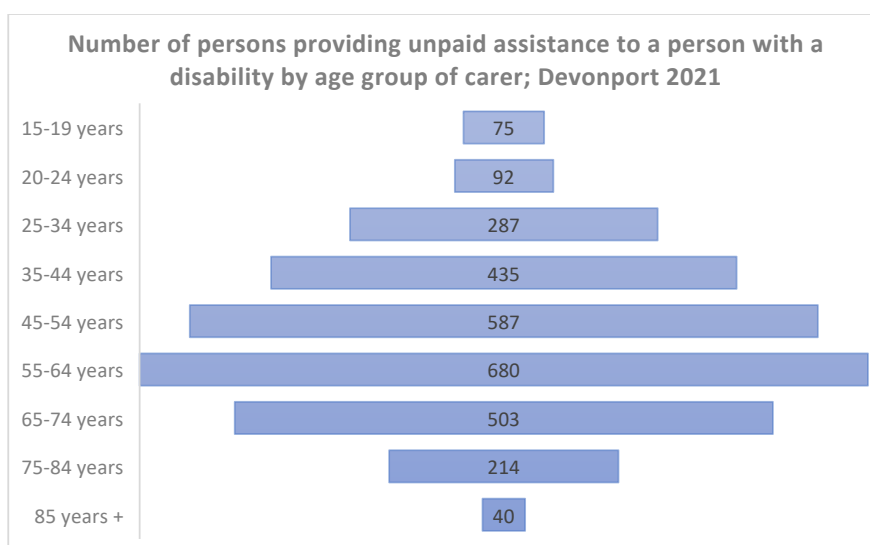


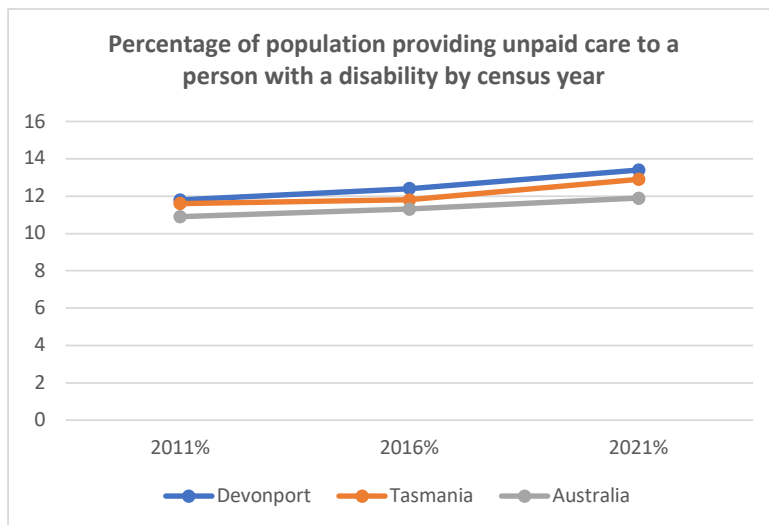
Providing unpaid assistance to a person with a disability, health condition or due to old age. (During last two weeks before census night)

In 2021, 13.4% of Devonport's population provided unpaid assistance to a person with a disability, health condition or due to old age. This is higher than the percentage for Tasmania and Australia. The percentage of the population providing unpaid assistance has risen for Devonport, Tasmania, and Australia since the 2011 census. Most carers are females, and the age grouping 55-64 years has the highest number of persons providing assistance.

| Provided unpaid assistance to a person with a disability | | | |
|--|-------|--------|-------|
| Age of carer | Male | Female | Total |
| 15-19 years | 32 | 43 | 75 |
| 20-24 years | 36 | 56 | 92 |
| 25-34 years | 87 | 200 | 287 |
| 35-44 years | 140 | 295 | 435 |
| 45-54 years | 225 | 362 | 587 |
| 55-64 years | 251 | 429 | 680 |
| 65-74 years | 199 | 304 | 503 |
| 75-84 years | 107 | 107 | 214 |
| 85 years + | 30 | 10 | 40 |
| | 1,107 | 1,806 | 2913 |

| % Of population providing unpaid care to a person with a disability | 2011% | 2016% | 2021% |
|---|-------|-------|-------|
| Devonport | 11.8 | 12.4 | 13.4 |
| Tasmania | 11.6 | 11.8 | 12.9 |
| Australia | 10.9 | 11.3 | 11.9 |





Self-reported health and Risk factors

Forty eight percent (48%) of Devonport residents rate their health as excellent or very good compared to 37% for Tasmania as a whole.

| Risk factor | Devonport % | Tas.% |
|---|-------------|-------|
| Overweight / obese BMI (body mass index) | 58% | 58% |
| Current smoker | 13% | 12% |
| Consumes 2 or more drinks per day | 17% | 19% |
| Insufficient moderate / vigorous activity | 18% | 11% |
| Less than 2 serves of vegetables per day | 93% | 91% |
| Less than 2 serves of fruit per day | 52% | 53% |

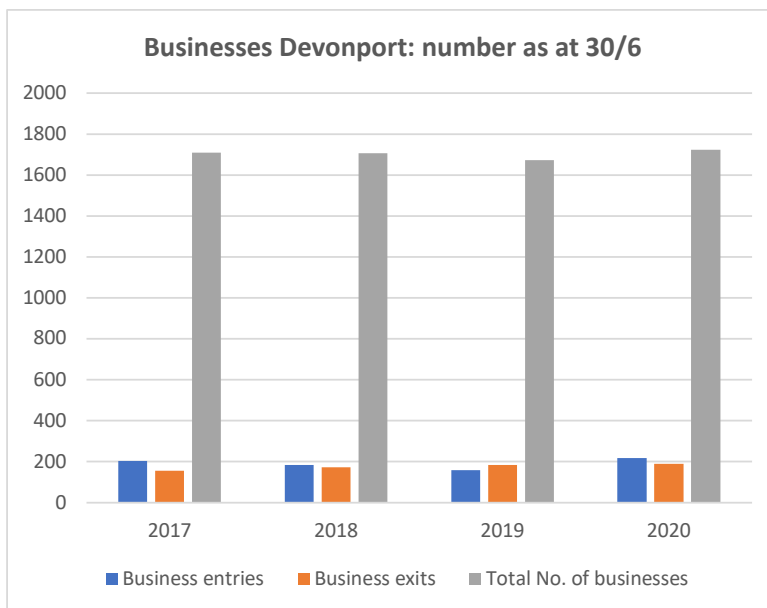
Source: Primary Health Tasmania Devonport Community Health Check 2021

Economic

Businesses

Over the four years from 2017 to 2020 the number of businesses in Devonport has grown by 14. The four-year average is 1,704. The largest industry group is construction followed by financial services and real estate.

| Business numbers as at 30/6 | 2017 | 2018 | 2019 | 2020 |
|-----------------------------|------|------|------|------|
| Business entries | 204 | 183 | 158 | 219 |
| Business exits | 155 | 173 | 183 | 189 |
| Total No. of businesses | 1710 | 1706 | 1674 | 1724 |



| Number of businesses by industry at 30/6 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|------|------|------|------|------|
| Agriculture, forestry, and fishing | 98 | 99 | 101 | 100 | 105 |
| Mining | 5 | 6 | 11 | 7 | 11 |
| Manufacturing | 81 | 82 | 88 | 86 | 89 |
| Electricity, gas water and waste services | ---- | ---- | ---- | ---- | 4 |
| Construction | 238 | 253 | 255 | 255 | 259 |
| Wholesale trade | 45 | 45 | 35 | 39 | 43 |
| Retail trade | 168 | 168 | 155 | 157 | 158 |
| Accommodation and food services | 78 | 85 | 83 | 76 | 77 |
| Transport, postal and warehousing | 94 | 90 | 94 | 88 | 90 |
| Information media and telecommunications | 11 | 11 | 11 | 7 | 11 |
| Financial and insurance services | 193 | 213 | 214 | 211 | 214 |
| Rental, hiring and real estate services | 212 | 216 | 210 | 201 | 207 |

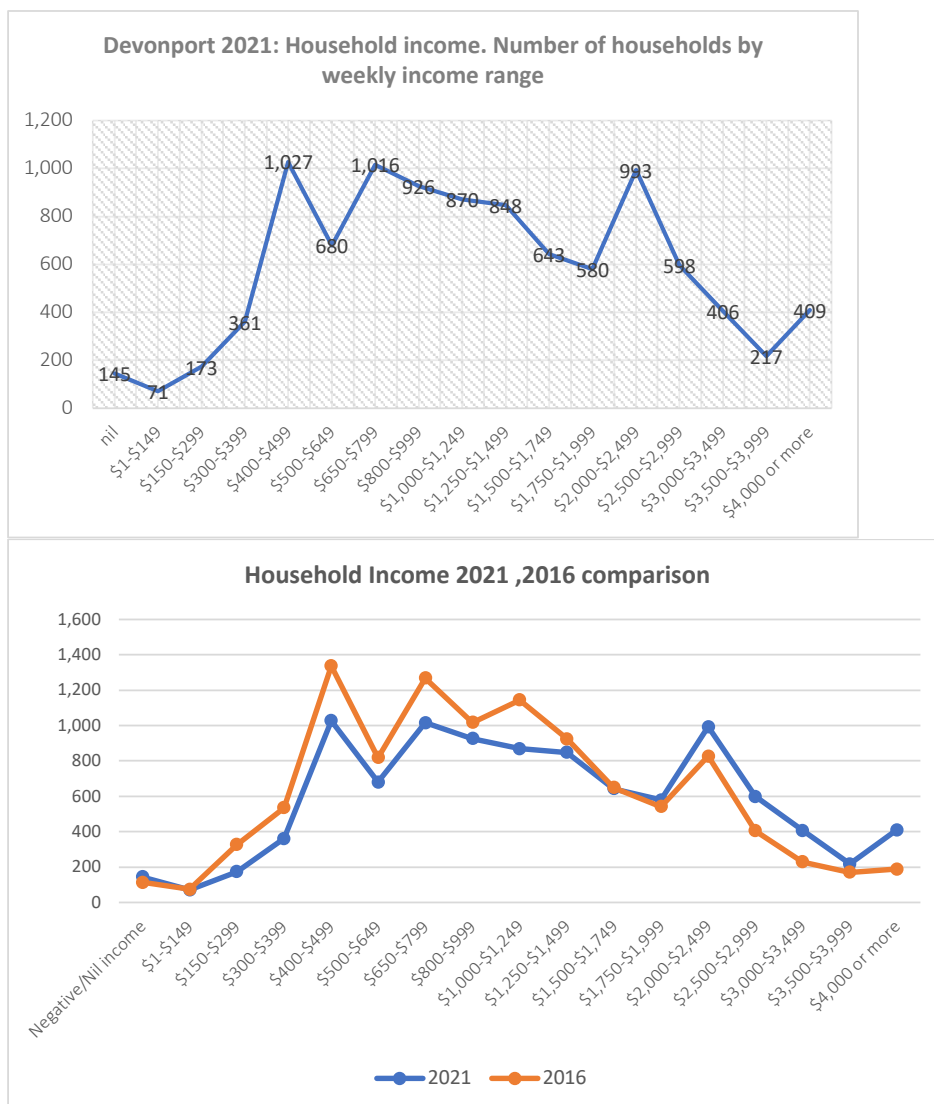
| Number of businesses by industry at 30/6 | 2016 | 2017 | 2018 | 2019 | 2020 |
|--|------|------|------|------|------|
| Professional, scientific, and technical services | 145 | 149 | 145 | 137 | 150 |
| Administrative and support services (no.) | 40 | 41 | 40 | 38 | 44 |
| Public administration and safety (no.) | 3 | 4 | 5 | 5 | 11 |
| Education and training (no.) | 17 | 15 | 13 | 17 | 18 |
| Health care and social assistance (no.) | 87 | 97 | 97 | 94 | 95 |
| Arts and recreation services (no.) | 24 | 21 | 15 | 16 | 23 |
| Other services (no.) | 114 | 116 | 124 | 131 | 129 |
| Currently unknown (no.) | 3 | 5 | 4 | 4 | 5 |

Household income

Households in Devonport have less household income than Tasmania and Australia as a whole.

| household income | Devonport % | Tas.% | Aus. % |
|----------------------|-------------|-------|--------|
| Less than \$650 p.w | 24.6 | 21.1 | 16.5 |
| More than \$3,000 pw | 10.4 | 15 | 24.3 |

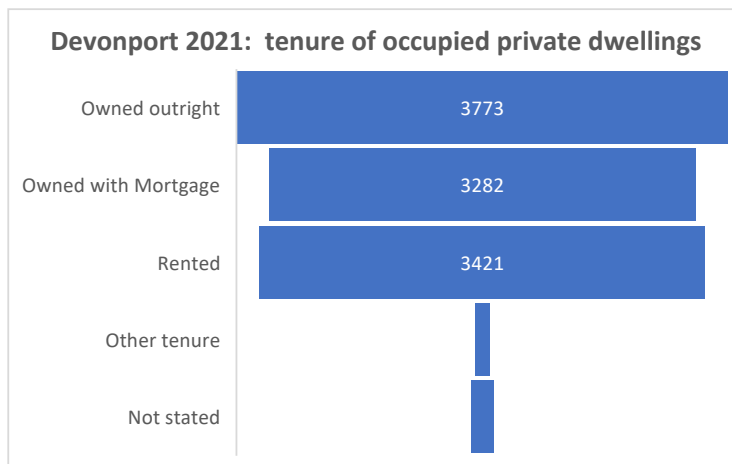
| Weekly income | Family households | Nonfamily households | Total |
|------------------------|-------------------|----------------------|-------|
| Negative/Nil income | 63 | 83 | 145 |
| \$1-\$149 | 26 | 47 | 71 |
| \$150-\$299 | 42 | 134 | 173 |
| \$300-\$399 | 64 | 301 | 361 |
| \$400-\$499 | 156 | 871 | 1,027 |
| \$500-\$649 | 212 | 466 | 680 |
| \$650-\$799 | 751 | 264 | 1,016 |
| \$800-\$999 | 611 | 317 | 926 |
| \$1,000-\$1,249 | 557 | 317 | 870 |
| \$1,250-\$1,499 | 641 | 208 | 848 |
| \$1,500-\$1,749 | 478 | 163 | 643 |
| \$1,750-\$1,999 | 466 | 116 | 580 |
| \$2,000-\$2,499 | 840 | 146 | 993 |
| \$2,500-\$2,999 | 581 | 17 | 598 |
| \$3,000-\$3,499 | 383 | 26 | 406 |
| \$3,500-\$3,999 | 210 | 10 | 217 |
| \$4,000 or more | 362 | 45 | 409 |
| Partial income stated | 471 | 40 | 510 |
| All incomes not stated | 107 | 178 | 283 |



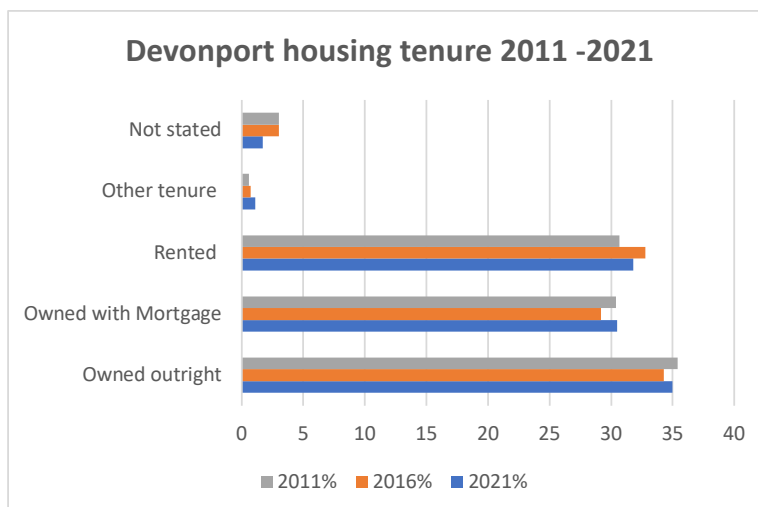
Housing tenure

In 2021: 35% of occupied private dwellings were owned outright, 30.5% owned with a mortgage and 31.8% rented. Comparison with Tasmania and Australia is mixed with properties owned outright in Devonport being 2.1% less than Tasmania but 4% more than for Australia as a whole. This may reflect the affordability of properties in Devonport compared to Australia. Properties owned with a mortgage were 2.5% less than Tasmania and 4.5% less than Australia. Rented properties were 5.4% higher than Tasmania and .8% higher than Australia. The mix of tenure types has not varied significantly since 2011. Properties rented by a state housing authority, or a community housing provider were 9.8% of total properties.

| Housing tenure | Devonport 2021 | % | Tas.% | Aus.% |
|---------------------|----------------|------|-------|-------|
| Owned outright | 3773 | 35 | 37.1 | 31 |
| Owned with Mortgage | 3282 | 30.5 | 33 | 35 |
| Rented | 3421 | 31.8 | 26.4 | 30.6 |
| Other tenure | 117 | 1.1 | 1.9 | 2 |



| Housing tenure | 2021% | 2016% | 2011% |
|---------------------|-------|-------|-------|
| Owned outright | 35 | 34.3 | 35.4 |
| Owned with Mortgage | 30.5 | 29.2 | 30.4 |
| Rented | 31.8 | 32.8 | 30.7 |
| Other tenure | 1.1 | 0.7 | 0.6 |
| Not stated | 1.7 | 3 | 3 |



| Tenure and landlord type | Separate house | Semi-detached, terrace, row, townhouse. | Flat or apartment | Other dwelling | Not stated | Total |
|--------------------------------------|----------------|---|-------------------|----------------|------------|-------|
| Owned outright | 3,512 | 208 | 5 | 41 | 3 | 3,773 |
| Owned with a mortgage | 3,207 | 64 | 0 | 5 | 0 | 3,282 |
| Rented: | | | | | | |
| Real estate agent | 928 | 299 | 3 | 3 | 0 | 1,239 |
| State or territory housing authority | 563 | 311 | 7 | 0 | 5 | 886 |
| Community housing provider | 109 | 69 | 0 | 0 | 0 | 169 |

| Tenure and landlord type | Separate house | Semi-detached, terrace, row, townhouse. | Flat or apartment | Other dwelling | Not stated | Total |
|------------------------------|----------------|---|-------------------|----------------|------------|--------------|
| Person not in same household | 763 | 156 | 0 | 3 | 0 | 925 |
| Other landlord type | 86 | 38 | 4 | 39 | 3 | 162 |
| Landlord type not stated | 17 | 12 | 0 | 0 | 0 | 32 |
| <i>Total</i> | <i>2,466</i> | <i>878</i> | <i>19</i> | <i>44</i> | <i>10</i> | <i>3,421</i> |
| Other tenure type | 77 | 38 | 0 | 3 | 0 | 117 |
| Tenure type not stated | 120 | 49 | 0 | 9 | 0 | 181 |

Mortgage and Rent

Median weekly rent and monthly mortgage payments are lower than Tasmania and Australia

| Mortgage and rent | Devonport | Tas. | Aus. |
|--|-------------|---------|---------|
| Median weekly Rent | \$250 | \$290 | \$375 |
| Median monthly mortgage | \$1,207 | \$1,300 | \$1,721 |
| Mortgage | Devonport % | Tas.% | Aus.% |
| Households where mortgage payments < or equal to 30% of household income | 81 | 78.6 | 74 |
| Households where mortgage payments > than 30% of household income | 8.1 | 10.1 | 14.5 |
| Rent | Devonport % | Tas.% | Aus.% |
| Households where rent payments < or equal to 30% of household income | 55.7 | 56.4 | 58.7 |
| Households where rent payments > than 30% of household income | 34.3 | 34.2 | 32.2 |

| Monthly repayment | Couple family with | | | One parent family with | | Other family | Total |
|-------------------|--------------------|-------------------|----------------------|------------------------|----------------------|--------------|-------|
| | No children | Children under 15 | No children under 15 | Children under 15 | No children under 15 | | |
| \$0-\$149 | 30 | 8 | 9 | 0 | 7 | 0 | 61 |
| \$150-\$299 | 12 | 9 | 12 | 0 | 0 | 0 | 39 |
| \$300-\$449 | 40 | 19 | 16 | 5 | 16 | 0 | 92 |
| \$450-\$599 | 41 | 13 | 10 | 10 | 11 | 0 | 89 |
| \$600-\$799 | 66 | 47 | 30 | 13 | 12 | 0 | 176 |
| \$800-\$999 | 95 | 95 | 51 | 36 | 24 | 7 | 310 |
| \$1,000-\$1,199 | 132 | 149 | 51 | 35 | 26 | 4 | 401 |
| \$1,200-\$1,399 | 125 | 177 | 47 | 28 | 31 | 5 | 414 |
| \$1,400-\$1,599 | 77 | 111 | 35 | 17 | 11 | 0 | 253 |
| \$1,600-\$1,799 | 71 | 110 | 37 | 21 | 10 | 0 | 249 |
| \$1,800-\$1,999 | 32 | 60 | 17 | 9 | 0 | 0 | 118 |
| \$2,000-\$2,199 | 51 | 53 | 31 | 4 | 4 | 0 | 151 |
| \$2,200-\$2,399 | 13 | 16 | 3 | 0 | 0 | 0 | 29 |
| \$2,400-\$2,599 | 6 | 11 | 8 | 0 | 0 | 0 | 19 |
| \$2,600-\$2,999 | 20 | 38 | 5 | 5 | 3 | 0 | 71 |

| Monthly repayment | Couple family with | | | One parent family with | | Other family | Total |
|-------------------------------|--------------------|-------------------|----------------------|------------------------|----------------------|--------------|-------|
| | No children | Children under 15 | No children under 15 | Children under 15 | No children under 15 | | |
| \$3,000–\$3,999 | 21 | 22 | 8 | 3 | 3 | 0 | 64 |
| \$4,000–\$4,999 | 11 | 14 | 7 | 0 | 0 | 0 | 29 |
| \$5,000 and over | 6 | 3 | 0 | 0 | 0 | 0 | 14 |
| Mortgage repayment not stated | 41 | 27 | 16 | 16 | 11 | 0 | 111 |

Number of motor vehicles per dwelling

In 2021 the average number of motor vehicles per dwelling in Devonport was 1.8. There has been an increase in the percentage of dwellings with three or more vehicles since the 2011 census.

| Number of motor vehicles per dwelling: | No. | % | Tas.% | Aus.% |
|---|---------------|------|-------|-------|
| No motor vehicles | 810 | 7.5 | 6 | 7.3 |
| One motor vehicle | 4,043 | 37.5 | 34.7 | 36.2 |
| Two motor vehicles | 3,673 | 34.1 | 36.4 | 36.3 |
| Three motor vehicles | 1,334 | 19.3 | 22.5 | 18.8 |
| Four or more motor vehicles | 743 | 1.6 | 1.5 | 1.5 |
| <i>Total</i> | <i>10,601</i> | | | |
| <i>note does not include motor bikes & trucks</i> | | | | |

| Number of motor vehicles per dwelling: | 2021 | 2016 | 2011 |
|--|------|------|------|
| No motor vehicles | 7.5 | 8.6 | 9 |
| One motor vehicle | 37.5 | 37.8 | 37.7 |
| Two motor vehicles | 34.1 | 32.6 | 34.3 |
| Three or more motor vehicles | 19.3 | 16.9 | 15.2 |

Natural and Built Environment

Dwelling type

In 2021 the % of unoccupied dwellings in Devonport was 7.2%. This is lower than Tasmania and Australia. The percentage of unoccupied dwellings has fallen 1.8% since 2011 and 3% since 2016. 87.2% of dwellings in Devonport are separate houses. The % of semi-detached dwellings has increased since 2016.

| Dwelling type | Devonport 2021 | % | Tas.% | Aus.% |
|-------------------------------|----------------|------|-------|-------|
| Occupied private dwellings | 10769 | 92.8 | 88.2 | 89.9 |
| Un occupied private dwellings | 831 | 7.2 | 11.8 | 10.1 |

| Dwelling type - Devonport | 2021% | 2016% | 2011% |
|-------------------------------|-------|-------|-------|
| Occupied private dwellings | 92.8 | 89.8 | 91 |
| Un occupied private dwellings | 7.2 | 10.2 | 9 |

| Dwelling structure: occupied private dwellings | Devonport 2021 | % | Tas.% | Aus.% |
|--|----------------|------|-------|-------|
| Separate house | 9392 | 87.2 | 87.7 | 72.3 |
| Semi - detached, row or terrace | 1234 | 11.5 | 6.1 | 12.6 |
| Flat unit apartment | 24 | 0.2 | 5.3 | 14.2 |
| Other dwelling | 98 | 0.9 | 0.6 | 0.6 |
| Caravan | 33 | | | |
| Cabin, houseboat | 62 | | | |
| Improvised home, tent, sleepers out | 0 | | | |
| House or flat attached to a shop, office, etc. | 8 | | | |

| Dwelling structure | 2021% | 2016% | 2011% |
|---------------------------------|-------|-------|-------|
| Separate house | 87.2 | 86.6 | 85.4 |
| Semi - detached, row or terrace | 11.5 | 10.3 | 7.9 |
| Flat unit apartment | 0.2 | 1.9 | 5.4 |
| Other dwelling | 0.9 | 0.9 | 1.1 |

Number of bedrooms per dwelling

In Devonport in 2021 the average number of bedrooms per dwelling was 2.9. This has remained relatively constant since the 2011 census. The average number of persons per household was 2.3.

| Occupied private dwellings Number of bedrooms | Devonport | % | Tas.% | Aus.% |
|---|-----------|------|-------|-------|
| None (includes bed sitters) | 31 | 0.3 | 0.5 | 0.5 |
| one | 446 | 4.1 | 4.7 | 5.3 |
| two | 2153 | 20 | 20.5 | 19.1 |
| Three | 5910 | 54.9 | 49.6 | 39 |
| Four or more | 2057 | 19.1 | 23.2 | 34.8 |

| Occupied private dwellings Number of bedrooms | 2021% | 2016% | 2011% |
|---|-------|-------|-------|
| None (includes bed sitters) | 0.3 | 0.1 | 0.3 |
| one | 4.1 | 4.1 | 4.1 |
| two | 20 | 20 | 19.7 |
| Three | 54.9 | 54.9 | 55.9 |
| Four or more | 19.1 | 18.1 | 17.7 |

Food access

Research undertaken by the University of Tasmania through the Capitol project aims to help communities tackle the issue of obesity. Eating healthy food and having access to it is an important issue. The study found there were only a small proportion of outlets in Devonport selling mainly healthy food.

Consequently, access to healthy food is limited as only a small number of households are within walking distance. Most residents find it challenging to access healthy food as they are required to travel further to get it.

On the other hand, outlets selling high energy processed foods are more numerous and located closer to households. So, the potential for people to eat unhealthy food is high.

Public open Space

The Australian guideline for public open space provision is 2.4 to 2.8 hectares per 1,000 people.

The Draft GHD Public Open Space Strategy for Devonport states that Devonport has 405 hectares of public open space. That is 4.5% of the total municipal area of 11,568.3 hectares which equates to 15.7 hectares per 1,000 people.

This suggests that Devonport has a high level of provision. However, it could be higher as pocket parks, private facilities, recreational space associated with schools and non-Council managed Crown land is not included in the 405 hectares.

The UNITAS Capitol project examined physical activity and infrastructure in Devonport and concluded:

- Devonport was well provided with free to access recreational tracks and natural amenities like beaches and parkland.
- Overall free-to-access physical activity infrastructure is good quality with few restraints on use. In most cases, it is accessible at any time of the day.
- Council-owned infrastructure like ovals, halls and recreation spaces are also good quality.
- School ovals and facilities could, in most cases, be used by community members after school hours, or on a pay to use basis for sporting and community groups (e.g., school hall/ school gymnasium) The location, quality and accessibility of school physical infrastructure can assist in improving the health and wellbeing of the Devonport community and provide extra resources to those already made available by Council.

End of document

26/6/2022



thenoagroup

Lynda Jones
0408 998 157
lynda.jones@noagroup.com.au

Bob Campbell
0408 336 340
bob.campbell@noagroup.com.au

DEVONPORT BLUFF OCEAN POOL FEASIBILITY STUDY

DEVONPORT CITY COUNCIL
2023

| | |
|-------------|------------------------|
| PROJECT # | M23003 |
| STATUS | ISSUED FOR FEASIBILITY |
| ISSUE | P2 |
| DATE | 30.03.2023 |
| PREPARED BY | HN |
| APPROVED BY | BC |

ASPECT Studios



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| 1.4 Sizing Study - 35m Pool (25m Lanes) | 7 |
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Section 1

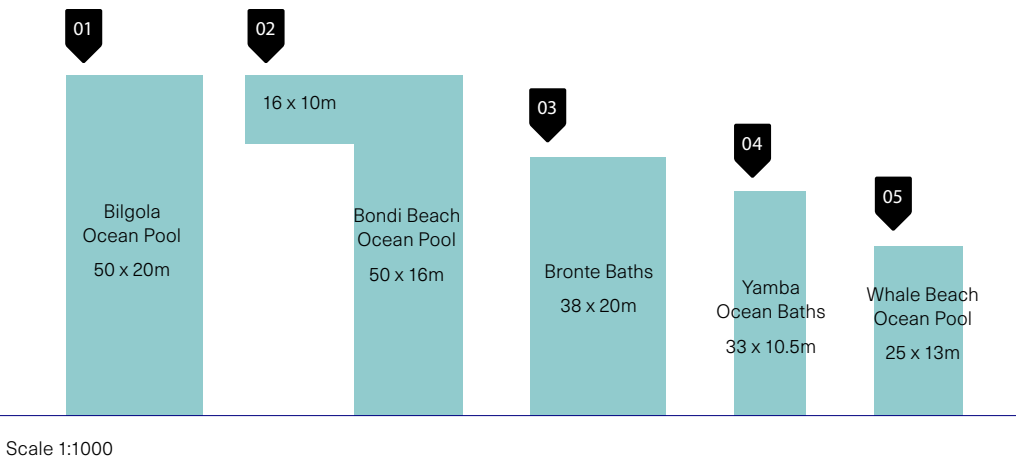
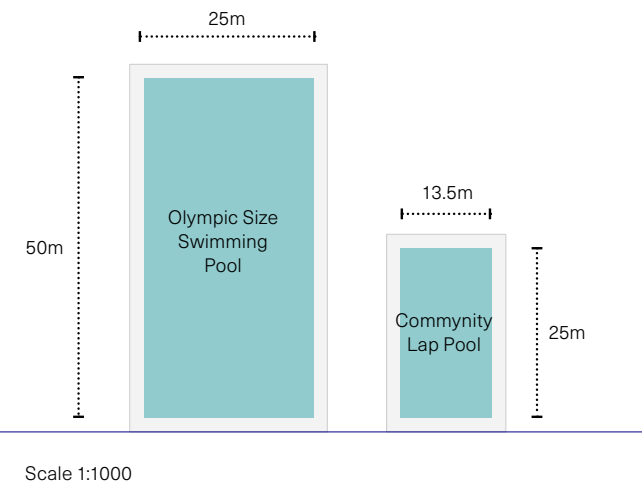
Research & Sizing Study

1.1 Location Options

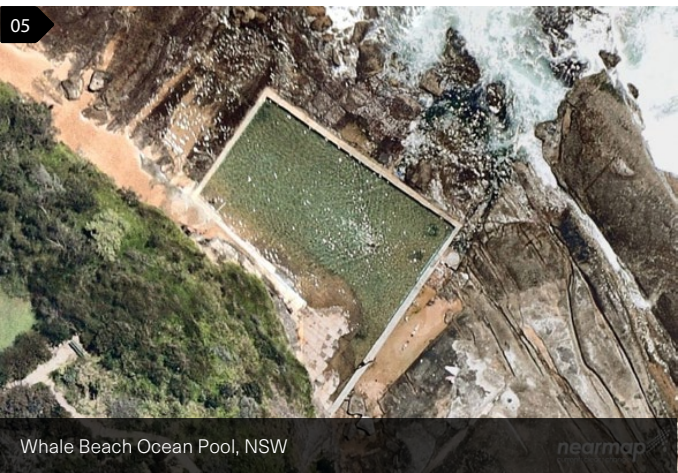


1.2 Precedent & Sizing Study

Swimming Pool Sizing Examples



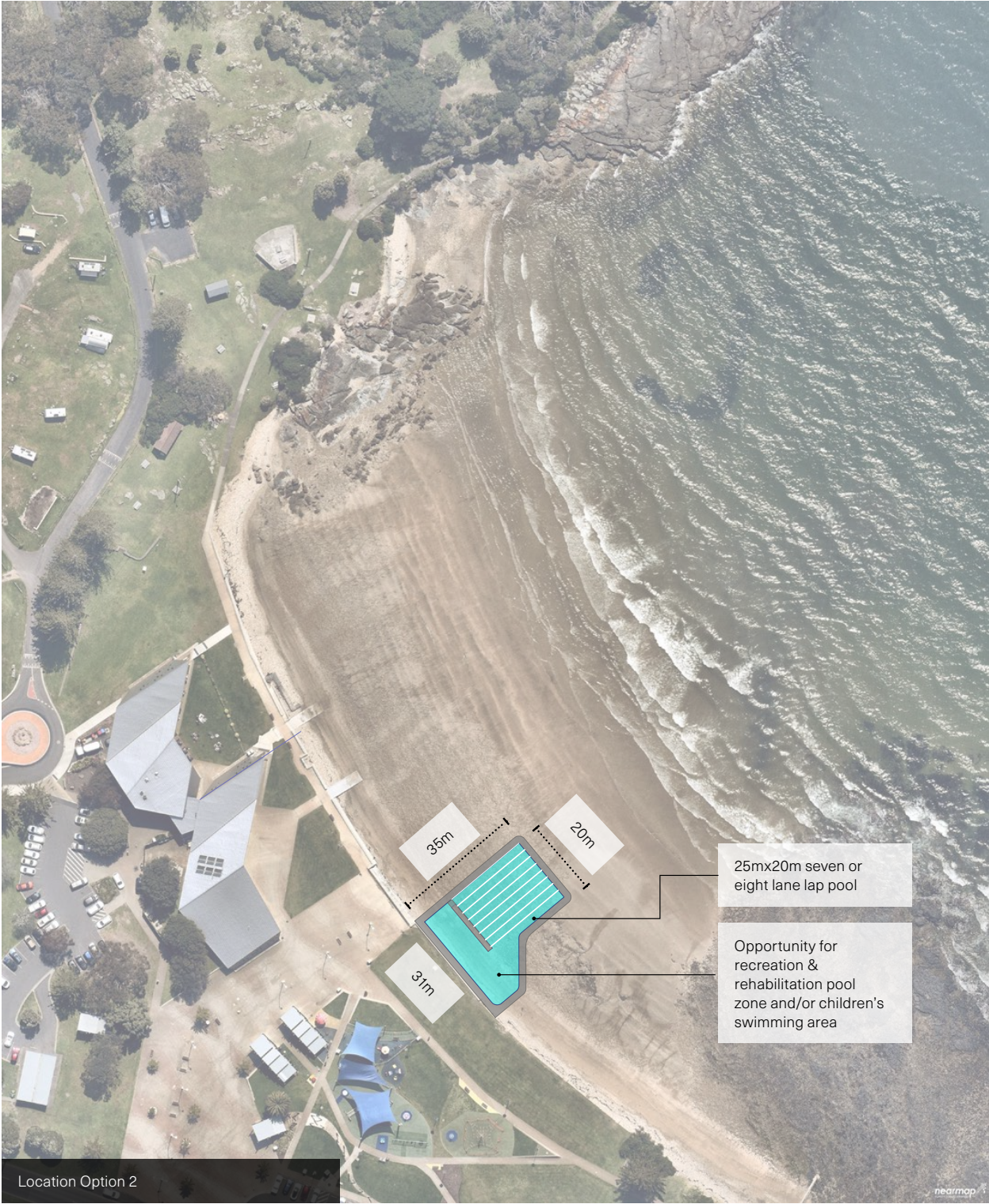
- Olympic/competition size swimming pool with 10 lanes
- Community/lap pool generally 25m and 4-6 lanes
- Bilgola Ocean Pool at full length with 8 lanes and a widened area allowing for different uses
- Bondi Beach Ocean Pool is full length and has 7 lanes and separate children's area
- Bronte Baths are of irregular shape and separate zones for splashing/slow swim and 4 marked 25m long lanes for laps
- Yamba Ocean Baths primary function is recreational activity & swimming, not sporting activities or competition training. No separation between different areas.
- Whale Beach Ocean Pool is close to a size of a community swimming pool/lap pool and is quite shallow, making it ideal for children and families and slower recreational laps/swimming. No separation between lap areas and other areas.



1.3 Sizing Study - 50m Pool



1.4 Sizing Study - 35m Pool (25m Lanes)



1.5 Sizing Study - 25m Pool



1.6 Sizing Study

Adopted Scope for Location Assessment

- 25m 4-6 lane lap pool is sufficient - no requirement for 50m pool
- Pool should cater for diversity of users and functions, including lap swimming, children’s area, recreational swimming etc.
- Larger pools (50m) do not seem appropriate for site
- Interest in exploring two different approaches (natural and contemporary) that are suitable for each location
- Interest in exploring a floating option as an alternative to more traditional ocean pool
- Limit excavation, cut and fill of site



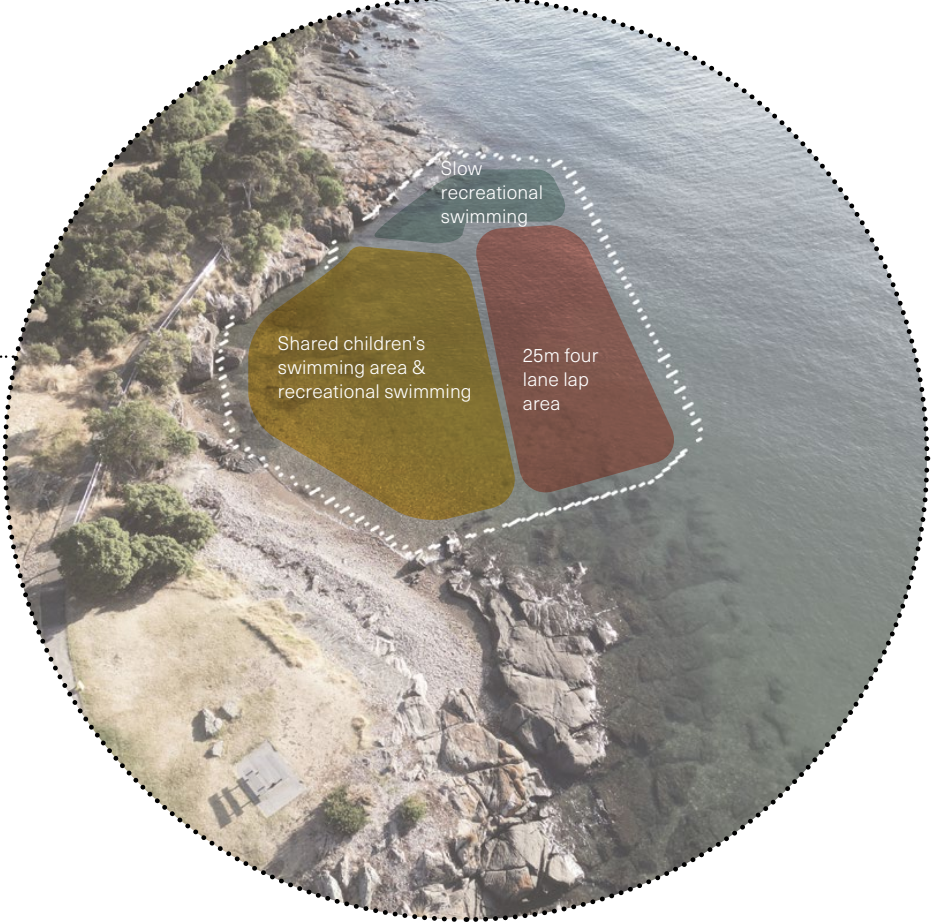
Concept Design



Barangaroo South
Sydney, NSW, Australia

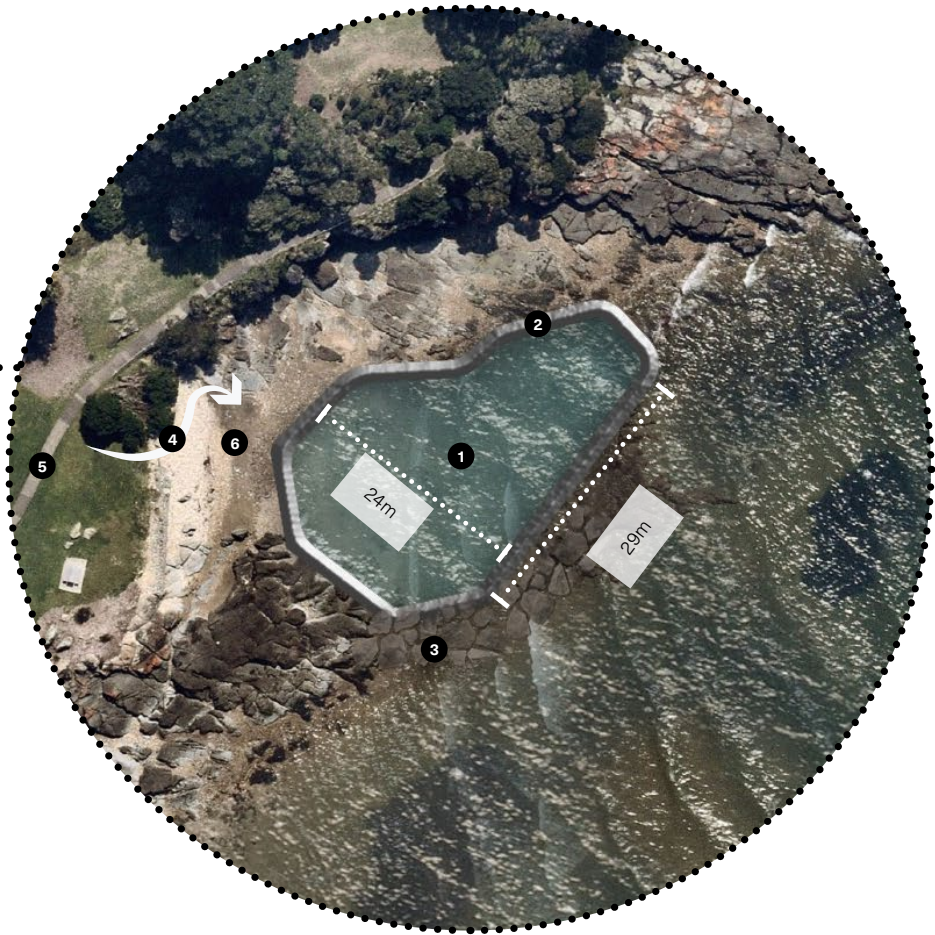
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1.7 Option 1 - Opportunities & Constraints Analysis



| Key Opportunities | |
|------------------------------|---|
| 1 | Opportunity to integrate pool shape with natural coastline geometry |
| 2 | Opportunity to introduce new amenities (lock-up storage, shade structure) |
| 3 | Consider pool zoning and viewlines |
| 4 | Opportunity for the pool to act as a catalyst to enhancing surrounding aged foreshore amenities |
| Key Constraints/Requirements | |
| 1 | Widening of existing path - allow for maintenace & emergency vehicle access |
| 2 | Greater distance from existing facilities and amenities |
| 3 | Ramp required to accommodate equitable access - further levels study required |
| 4 | Limited area of recreational awn adjoining pool area |

1.8 Option 1 - Concept Plan



Design Considerations

- Natural/coastal design approach and aesthetic, conserve and emphasise the natural environment.
- Secluded & relaxing location, provides users with opportunities to connect with the natural landscape
- Maximise views towards key aspects of the landscape and surrounding landmarks.
- Consider introduction of a 'lookout' or slower swimming area to reinforce iconic views and key vantage points or framed views.
- Create buffers using landscaping and control sight-lines to emphasize a sense of seclusion in the landscape
- Limit excavation, cut and fill of site
- Provide an accessible, protected path from road to pool which reinforces the natural coastal landscape. Connect site into existing coastal paths, roads and bike paths.
- Make provision for bike parking
- Provide handrails to all pool entry/access point
- Cater for a range of ability levels in the community.

| Key | |
|-----|---|
| 1 | Proposed pool |
| 2 | 2m wide concrete edge |
| 3 | Rock beaching |
| 4 | New access ramp |
| 5 | Widened and resurfaced path |
| 6 | Proposed amenities area (lock-up storage, shade structures) |

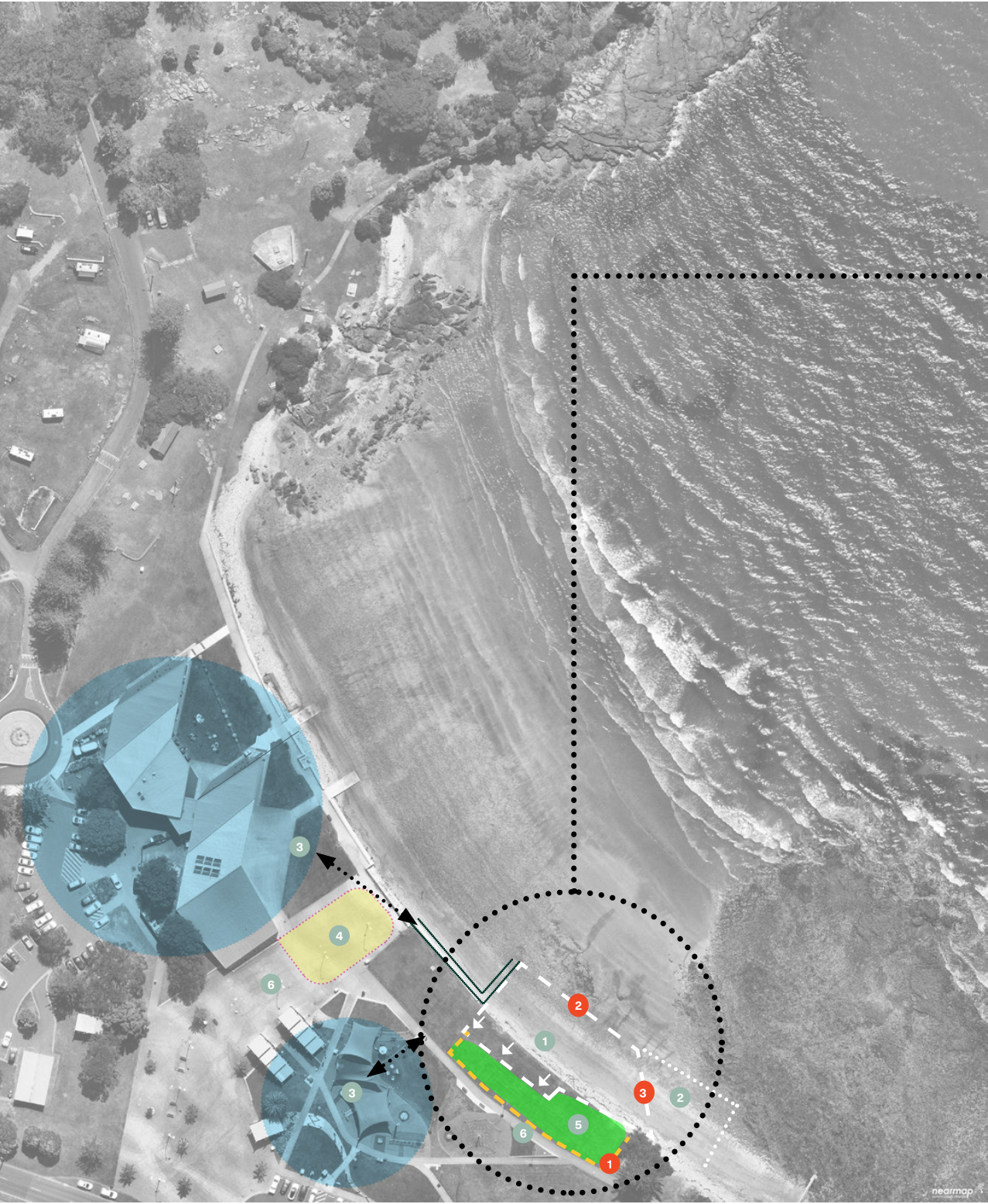
1.9 Option 1 - Visualisation



M23003 DEVONPORT BLUFF OCEAN POOL

ASPECT Studios

1.10 Option 2 - Opportunities & Constraints Analysis



| Key Opportunities | |
|------------------------------|---|
| 1 | Opportunity to embed pool to existing foreshore |
| 2 | Opportunity to have 50m lap pool |
| 3 | Strong connection to existing facilities and amenities |
| 4 | Existing vehicular grade adjacent surfaces - ease of maintenance & emergency vehicle access |
| 5 | Generous adjacent recreational lawn |
| 6 | Existing compliant access |
| Key Constraints/Requirements | |
| 1 | Fencing required to separate path and play space for pool area |
| 2 | Coastal processes - build up of rock from swells. Further investigation required |
| 3 | Tidal water levels to be further investigated |

1.11 Option 2 - Concept Plan



| Key | |
|-----|---|
| 1 | Proposed pool |
| 2 | 2m wide concrete edge |
| 3 | Rock beaching |
| 4 | Proposed fence |
| 5 | Proposed stepped edging for pool to integrate with existing steps |

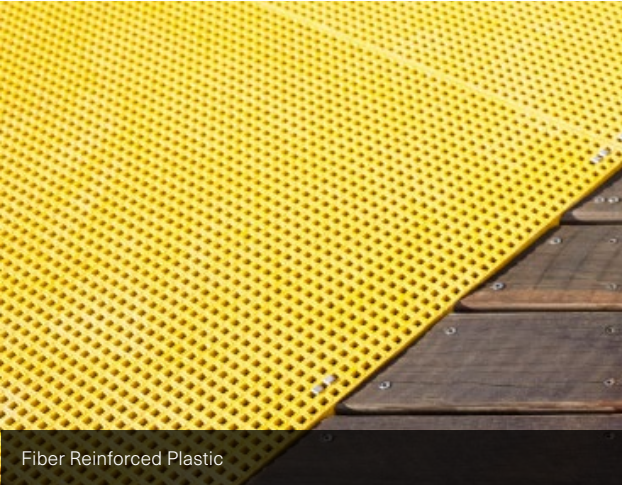
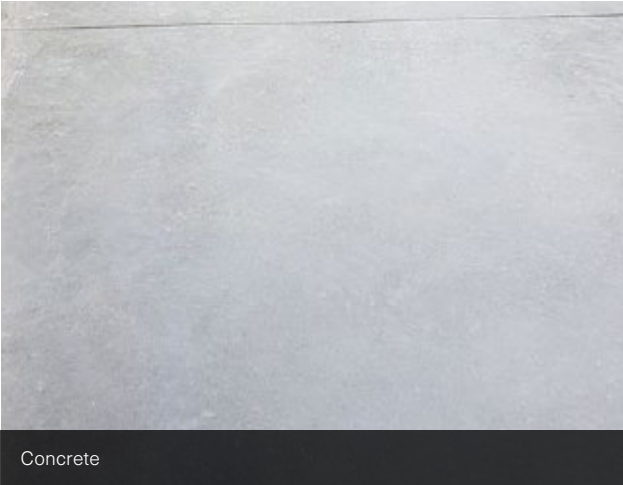
Design Considerations

- Contemporary approach that ties in with the existing buildings and landscape elements
- Activate location directly adjoining key foreshore amenities
- Maximise views towards key aspects of the landscape and surrounding landmarks.
- Consider introduction of a 'lookout' to reinforce iconic views and key vantage points or framed views to surrounding natural landscape
- Create buffers using landscaping and control sight-lines to increase sense of privacy
- Limit excavation, cut and fill of site
- Provide handrails to all pool entry/access point
- Cater for a range of ability levels in the community.

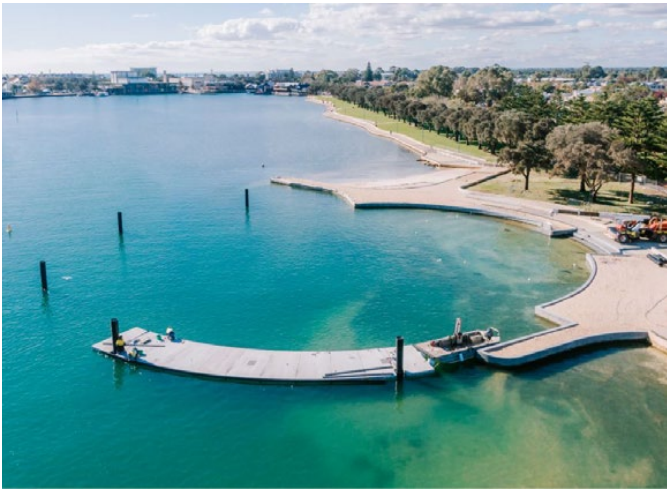
1.12 Option 2 - Visualisation



1.13 Option 1 & 2 - Material Palette



1.14 Option 3 - Pontoon Approach



1.15 Required further investigations & consultants

This feasibility study and concept design is preliminary only.

Prior to selecting preferred site and commencing further design works, further site investigations should be completed and a professional consultant team engaged.

The following consultants are likely required:

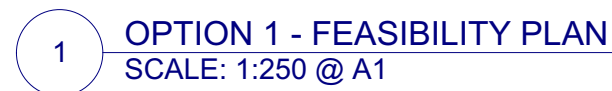
- Landscape Architect
- Coastal/Marine Engineer
- Geotechnical Engineer
- Civil & Structural Engineer
- Hydraulic Engineer (Should any pump systems be required) Planner
- Ecologist
- Access Consultant
- Heritage Consultant
- Liaise with local indigenous groups if site holds cultural significance





ASPECT Studios

Level 4, 160 Queen St, VIC 3000
T: +61 3 9417 6844
F: +61 3 9417 6855
E: melbourne@aspect-studios.com



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- DRAINAGE
- DEMOLITION
- FENCING
- HANDRAIL
- SEATING

ASPECT Studios

ASPECT Studios Pty Ltd
Level 4, 160 Queen Street
Melbourne VIC 3000
Australia
T 03 9417 6844
www.aspect-studios.com
melbourne@aspect-studios.com
ABN 11 120 219 561

PROJECT **DEVONPORT BLUFF OCEAN POOL** Proj No **23003**

CLIENT





1 OPTION 1 - CONCEPT PLAN
SCALE: NTS

ASPECT Studios

ASPECT Studios Pty Ltd
Level 4, 160 Queen Street
Melbourne VIC 3000
Australia
T 03 9417 6844
www.aspect-studios.com
melbourne@aspect-studios.com
ABN 11 120 219 561

PROJECT
DEVONPORT BLUFF OCEAN POOL

Proj No
23003

CLIENT



NORTH



SCALE A1 | SCALE A3
N/A N/A

DRAWN
HN

CHECKED
BC

Do not scale - use dimensions & callouts on drawings & schedules.
Refer discrepancies to Landscape Architect for clarification.

STATUS
ISSUED FOR FEASIBILITY

DRAWING
POOL OPTION 1
SHEET 2 OF 3

DRAWING NO.
M23003-LSK-01.2

REVISION

A

NOT FOR CONSTRUCTION

X0000005_PRODUCTION01_Phase01_CAD(Package Files)



1 **OPTION 1 - CONCEPT VISUALISATION**
SCALE: 1:250 @ A1

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ASPECT Studios Pty Ltd
Level 4, 160 Queen Street
Melbourne VIC 3000
Australia
T 03 9417 6844
www.aspect-studios.com
melbourne@aspect-studios.com
ABN 11 120 219 561

PROJECT
DEVONPORT BLUFF OCEAN POOL

Proj No
23003

CLIENT



NORTH



SCALE A1 | SCALE A3

N/A N/A

DRAWN

HN

CHECKED

BC

Do not scale - use dimensions & callouts on drawings & schedules.
Refer discrepancies to Landscape Architect for clarification.

STATUS
ISSUED FOR FEASIBILITY

DRAWING
POOL OPTION 1
SHEET 3 OF 3

DRAWING NO.
M23003-LSK-01.3

REVISION

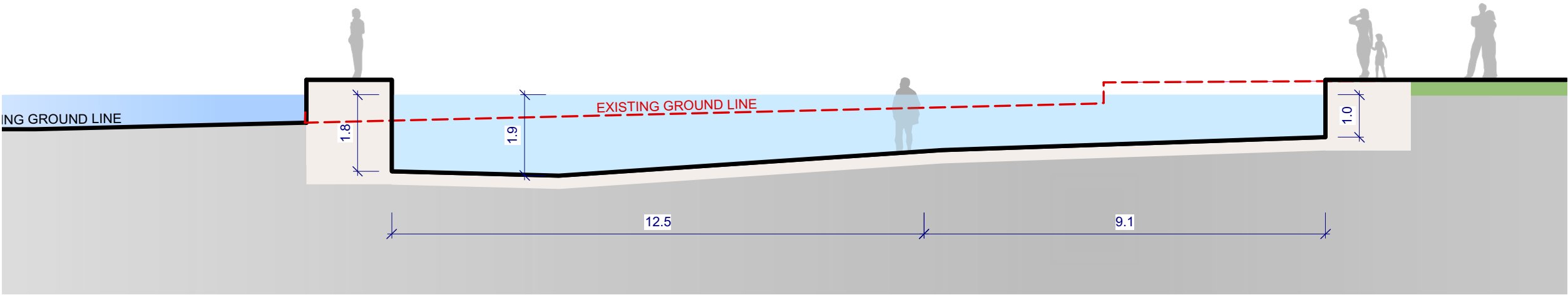
A

NOT FOR CONSTRUCTION

X0000005_PRODUCTION01_Phase01_CAD(Package Files)



1 OPTION 2 - FEASIBILITY PLAN
SCALE: 1:250 @ A1



2 OPTION 2 - FEASIBILITY SECTION
SCALE: 1:100 @ A1

| | ITEM | QUANTITY |
|---|--|-----------|
| 1 | 2.2m thick concrete wall | 290 sq m |
| 2 | Pool area, allow for concrete base to pool | 888 sq m |
| 3 | 1m thick concrete wall as separator | 12.5 sq m |

Allow for handrails to all pool entry/access points, make good to existing path

NOTE:
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Australia
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PROJECT
DEVONPORT BLUFF OCEAN POOL

Proj No
23003

CLIENT



NORTH

SCALE A1 | SCALE A3
1:250 1:500

DRAWN
HN

CHECKED
BC

DRAWING
POOL OPTION 2
SHEET 1 OF 3

STATUS
ISSUED FOR FEASIBILITY

DRAWING NO.
M23003-LSK-02.1

REVISION
A

NOT FOR CONSTRUCTION

X0000005_PRODUCTION01_Phase01_CAD(Package Files)



1 OPTION 2 - CONCEPT PLAN
SCALE: NTS

ASPECT Studios

ASPECT Studios Pty Ltd
Level 4, 160 Queen Street
Melbourne VIC 3000
Australia
T 03 9417 6844
www.aspect-studios.com
melbourne@aspect-studios.com
ABN 11 120 219 561

PROJECT
DEVONPORT BLUFF OCEAN POOL

Proj No
23003

CLIENT



NORTH



SCALE A1 | SCALE A3
N/A N/A

DRAWN
HN

CHECKED
BC

Do not scale - use dimensions & callouts on drawings & schedules.
Refer discrepancies to Landscape Architect for clarification.

STATUS
ISSUED FOR FEASIBILITY

DRAWING
POOL OPTION 2
SHEET 2 OF 3

DRAWING NO.
M23003-LSK-02.2

REVISION

A

NOT FOR CONSTRUCTION

X0000005_PRODUCTION01_Phase01_CAD(Package Files)



1 OPTION 2 - CONCEPT VISUALISATION
SCALE: 1:250 @ A1

ASPECT Studios

ASPECT Studios Pty Ltd
Level 4, 160 Queen Street
Melbourne VIC 3000
Australia
T 03 9417 6844
www.aspect-studios.com
melbourne@aspect-studios.com
ABN 11 120 219 561

PROJECT
DEVONPORT BLUFF OCEAN POOL
Proj No 23003

CLIENT



NORTH
SCALE A1 | SCALE A3
N/A N/A
DRAWN CHECKED
HN BC

Do not scale - use dimensions & callouts on drawings & schedules.
Refer discrepancies to Landscape Architect for clarification.

STATUS
ISSUED FOR FEASIBILITY

DRAWING
POOL OPTION 2
SHEET 3 OF 3

DRAWING NO.
M23003-LSK-02.3

REVISION

A

NOT FOR CONSTRUCTION

X0000005_PRODUCTION\01_Phase\01_CAD\Package Files\



DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

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

Telephone 03 6424 0511

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

6 April 2023

The Hon Nic Street MP
Minister for Local Government
Department of Premier & Cabinet
GPO Box 123
HOBART TAS 7001

Email: lgconsultation@dpac.tas.gov.au

Dear Minister

**RESPONSE TO DISCUSSION PAPER – PROPOSED REFORMS TO LOCAL GOVERNMENT ACT
1993 – ‘Addressing councillor misconduct’**

Devonport City Council (DCC) welcomes the opportunity to comment on the ‘Addressing councillor misconduct’ discussion paper and submit a number of comments as outlined below:

- DCC supports the intent of strengthening the mechanisms available to dismiss or sanction councillors in the case of serious misconduct. The independent democratic function of Councillors should not be restricted by any changes that are made, and changes should be directed at addressing the very limited instances where the serious misconduct of individual councillors brings the whole sector into disrepute.
- DCC has considered for some time that a review of legislation is required and at its meeting in June 2022, unanimously resolved:
“That Council write to the Minister of Local Government expressing concern that the existing legislation is inadequate in relation to addressing matters of serious misconduct by elected members and request an urgent review.”
(res no. 22/113).
- In regard to the two reform options proposed, the second model empowering the Director to refer matters to the code of conduct panel or the Tasmanian Civil and Administrative Tribunal (TASCAT) would be DCC's preferred direction.
This model avoids the perceived or actual risk of politicised decision making that could occur under the increased Ministers' powers proposed in option 1.
With more councillors aligning with political parties, the potential for perceived political bias in decision making by the Minister under option 1 would undermine community confidence in the process.
The Director/Code model (option 2) would broadly operate within an existing structure and regulatory framework, which is a logical outcome.
The disadvantages of option 2 as listed in the discussion paper are largely insignificant.



The City with Spirit

- 2 -

- Council note the comments in the discussion paper regarding *Registration to Work with Vulnerable People (RVWP)* and the intention of the Government not to mandate this as a requirement to hold the office of councillor. DCC consider this is an important matter and would encourage the Government, as a priority to develop clear guidance and direction on what activities councillors would require registration under the existing *Registration to Work with Vulnerable People Act 2013*.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alison Jarman', with a large, stylized loop at the end.

Cr Alison Jarman
MAYOR, CITY OF DEVONPORT



DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

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

Telephone 03 6424 0511

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

6 April 2023

The Hon Nic Street MP
Minister for Local Government
Department of Premier & Cabinet
GPO Box 123
HOBART TAS 7001

Email: lgconsultation@dpac.tas.gov.au

Dear Minister,

RESPONSE TO DISCUSSION PAPER – PROPOSED REFORMS TO LOCAL GOVERNMENT ACT 1993 – “Merit based recruitment in councils”

Devonport City Council (DCC) welcomes the opportunity to comment on the ‘Merit based recruitment in councils’ discussion paper and submit a number of comments as outlined below:

Merit-based principle

- DCC currently have a publicly available ‘recruitment and selection’ policy which endorses a merit-based process. This policy references its requirements of the General Manager under S63 (2) of the *Local Government Act 1993* requiring human resource policies and practices which ensure fair and equitable treatment of employees. Whilst potentially debatable, this is taken as both existing and potential employees (applicants).
- DCC certainly support the principle of merit-based recruitment, however considering the legislation noted above, along with existing protections under the *Anti-discrimination Act 1998* and oversight by Equal Opportunities Tasmania the need for additional legislation is questioned. On the surface it appears an overly heavy response to a report by the Integrity Commission raising concerns that related specifically to issues at a single council. The existing protections appear sufficient, and examples of persons disadvantaged by unfair employment practices are few and far between and are generally addressed through the courts or existing oversight bodies.
- Local government has the advantage of being nimble and responsive in comparison to other larger tiers of government. If additional legislation is introduced it should not be onerous and overly prescriptive, and avoid adding additional administration, cost and time delays.



The City with Spirit

- 2 -

- The majority of councils in Tasmania have identified skill shortages as a major impediment to the delivery of services to the community. This challenge will only increase as additional red tape is applied to local government recruitment and promotion.
- It is difficult to see the proposed changes have any material benefit for the way council services are delivered, however they could potentially have a negative impact simply by adding to the existing burden on the public sector in comparison to private enterprise regarding constraints to just 'get things done'.

General Manager recruitment and performance assessment

- The policy direction proposed in relation to the recruitment and performance assessment of General Managers is broadly supported by DCC. It recognised the recent report by the Tasmanian Audit Office which identified a number of areas for improvement across the 6 sample councils that were reviewed.
- External advertising is considered beneficial for such a senior position to not only attract the most suitable candidate but also in creating community confidence. It is a public role and therefore not unreasonable that the community would expect an open and transparent recruitment process. This would ultimately assist and benefit any internal candidates who were successfully appointed as General Manager removing any doubt regarding the merit of their appointment.
- The importance of the General Manager position does justify the need for professional recruitment support to ensure due process and it is not appropriate for the elected members to receive this service from existing HR staff from within the council.
- Any legislative changes should not preclude a council from reappointing a General Manager for multiple terms once the initial recruitment has occurred. The introduction of a requirement to advertise at the end of each contract term would no doubt lead to an increase in General Manager turnover resulting in a lack of continuity in leadership and ultimately be detrimental to the council.
- In relation to the annual performance review of General Managers, the discussion paper suggests the need for councils to obtain advice and support with the process from a human resource professional. Again, it is not appropriate for this to be a council employees and therefore external consulting advice would need to be sought. The need for this support every year is considered excessive as provided a robust system is in place, councillors are generally able to perform the review satisfactorily. Potentially the HR professional at the recruitment point could establish the process to be used by councillors over the duration of the General Manager's contract and only participate with the review at a mid-point (say 3 years) unless required more often at the discretion of the Council.

Yours sincerely,



Cr Alison Jarman
MAYOR, CITY OF DEVONPORT

Relocation of Devonport Campus, North West Support School to Penguin

Community Engagement Process

12/04/2023

Email: getinvolved@decyp.tas.gov.au

Devonport City Council welcomes the opportunity to provide feedback as part of the consultation process into the proposed redevelopment of the North West Support School.

Council has major concerns, as outlined below relating to the consolidation of services to a new site in Penguin and the subsequent closure of the existing Devonport Support School Campus.

After hearing the views of concerned parents and carers Council believes that it is essential for this community that a Devonport Campus of the North West Support School is retained and offer to work with the Government and concerned families to identify a suitable new site within the city.

Impact on families

Parents and carers of children requiring support school services face many additional challenges that are not encountered by those with children attending other schools. Relocation of school services to Penguin, will create further unnecessary angst and stress for these families. It will require significant additional bus travel for students with disabilities and disadvantage parents and carers who will now be further away from their child and unable to attend the school, when needed at short notice. Some parents have publicly raised concerns that they would be unable to move closer to the new school location. The fact they are even considering the need to move from their current home highlights the importance of proximity for parents and carers of these children.

Poorer Outcomes for those already disadvantaged

Isolated services without the necessary supporting infrastructure and co-located facilities will provide a greatly diminished standard of care for our community members. Students of the Support School typically require broader health, community, and social support networks and services and often have siblings attending other nearby schools. Isolating the education service provision from these established support services and networks will have a direct and detrimental impact on individual students and their families.

Isolation of Services

Relocation of these important services from Devonport and Burnie to single location outside of both the major population centres is a compromised outcome for this part of the State. It is poor strategic planning and ultimately has a negative community impact.

This approach ultimately diminishes the potential of the cities within the region, to the detriment of the whole region and impacts the town and rural locations with ad-hoc isolated services often unsupported and conflicting with the unique and valued aspects of these areas.

Council is concerned the isolation of services will impact the ability to attract people to the city. The attraction of skilled workers, often with young families is already difficult. Those who have children with disabilities will be unlikely to move to a location where their child was not able to receive the support they require.

2021 Election Commitment

During the 2021 election campaign the Liberal Party made a significant election commitment for the Devonport City.

"A re-elected majority Gutwein Liberal Government will invest \$20 million to ensure our Support Schools are modern learning facilities able to respond to the diverse and sometimes complex needs of students.

This will include \$15.5 million to construct a brand-new purpose-built North West support school on a new site in Devonport, which will include a hydrotherapy pool.

The existing North West support school in Devonport is no longer fit for purpose and not large enough to meet the growing number of enrolments. In particular, its location on the side of a hill, presents considerable mobility challenges for many students....." media release 23 April 2021

Closure of the Devonport Support School and the development of a new facility in Penguin, (on the side of a hill) is a broken promise. In addition to the loss of critical support services from Devonport, the development of a hydrotherapy pool was welcomed by many in the community, with the anticipation for afterhours access, given there currently isn't such a pool within the city.

Lack of community support

Council has been contacted by numerous people involved with the school regarding the proposed closure of the Devonport campus. It has been stated that over 80% of parents and carers are against the move. A petition signed by parents and carers against the move has also been provided to the Mayor.

Availability of a suitable site

The unavailability of a suitable sized site has been raised as a reason contributing to the Penguin relocation. This is an unusual justification and difficult to understand. Using this logic does it mean Devonport is at capacity and unable to accommodate any new facilities or services?

Larger school size

Consolidating both Devonport and Burnie campuses at the one site along with a stated objective to accommodate further growth will negatively impact the learning experience for some students.

Many students with special needs are unable to cope with the anxiety and stress of a larger school environment. It is understood some students currently attend the Devonport Support School primarily due to the smaller school size and their inability to assimilate into a larger school environment.

Council would ask that the Government seriously reconsider plans to close the Devonport Support School and reiterate a willingness to work with the Government to assist in identifying a new suitable site within the city, for the betterment of the community.

DRAFT

| Current and Previous Minutes Resolution - March 2023 | | | | | |
|--|---------|--|----------------------------|---------------------------------|---|
| Meeting Date | Res No. | Item | Status | Assignees | Action Taken |
| 23/05/2022 | 22/92 | Disposal of portion of Public Land - Mersey Bluff | In progress | Executive Coordinator | Crown to progress Deed of Surrender process for the section of land leased by Council from Crown |
| 28/11/2022 | 22/252 | Devonport E-Scooter Trial | Awaiting external response | Executive Manager | Selected provider has not been able to secure a suitable storage and operational support base within proximity of the operating area. Council have provided two options for consideration to support the trial. |
| 19/12/2022 | 22/278 | Naming of Public Open Space | In progress | Executive Manager | Haines Park submitted to Place Names Tasmania for approval. Completed public advertising process and awaiting Ministerial confirmation. |
| 24/01/2023 | 23/4 | Development of a Naming of Council Community Facilities and Open Space Policy | In progress | Executive Coordinator | Drafting of policy commenced |
| 27/02/2023 | 23/38 | Attendance by Councillors at Conferences | Not yet started | Executive Coordinator | |
| 27/02/2023 | 23/42 | Devonport Christian School Agreement | Completed | Community Services Manager | Agreement finalised and signed by both parties. |
| 27/02/2023 | 23/43 | Health and Wellbeing Strategy | Completed | Community Services Manager | Public consultation period closed 31 March 2023. |
| 27/03/2023 | 23/54 | Confirmation of Previous Minutes | Completed | Governance Officer | Previous Minutes Confirmed |
| 27/03/2023 | 23/55 | Responses to Questions Raised at Prior Meetings | Completed | Governance Officer | Response noted |
| 27/03/2023 | 23/56 | Improved Access to Coles Beach (Back Beach) | Not yet started | Infrastructure Manager | |
| 27/03/2023 | 23/58 | PA2023.0011 - 131 & 133 Steele Street Devonport - General retail, consulting rooms and signage | Completed | Planning Administration Officer | Issued Planning Permit and endorsed plans to applicant |

| | | | | | |
|------------|-------|--|-----------|----------------------------|--|
| 27/03/2023 | 23/59 | Local Government Association of Tasmania - Nomination for General Management Committee | Completed | Executive Coordinator | Nomination form forwarded to the TEC |
| 27/03/2023 | 23/60 | 2022/23 Budget Consultation | Completed | Governance Officer | Submissions received and noted |
| 27/03/2023 | 23/61 | TechnologyOne Software Enterprise Licensing Contract Renewal | Completed | Deputy General Manager | Contract commences 1 July 2023 |
| 27/03/2023 | 23/62 | CCTV Strategy 2023 - 2027 | Completed | Deputy General Manager | Strategy has taken effect and is available on Council's website |
| 27/03/2023 | 23/63 | Financial Assistance Scheme Round Two 2022-2023 | Completed | Community Services Manager | All successful and unsuccessful grant recipients have been notified. |
| 27/03/2023 | 23/64 | Workshops and Briefing Sessions held since the last Council Meeting | Completed | Governance Officer | Report received and noted |
| 27/03/2023 | 23/65 | Mayor's Monthly Report | Completed | Governance Officer | Report received and noted |
| 27/03/2023 | 23/66 | General Manager's Report | Completed | Governance Officer | Report received and noted |
| 27/03/2023 | 23/67 | Monthly Operational Report - February 2023 | Completed | Governance Officer | Report received and noted |



Devonport City Council

FINANCE REPORT

YTD for the month ended March 2023

Contents:

| | Page |
|---|------|
| Monthly Finance Report for Council | |
| Financial Summary | 1 |
| Summarised Operating Report, including Financial Charts | 2-3 |
| Balance Sheet Report | 4 |
| Capital Expenditure Report (with Commitments) | 5-8 |

The operating result for the financial year to the end of March 2023 is favourable with actual revenue being higher than budget by \$1.49M and actual expenses being lower than budget by \$621K, resulting in an overall favourable variance of \$2.1M. The forecast operating surplus for the financial year is \$3.76M, which includes share of profit of associates (Dulverton) of \$3.1M. The forecast underlying surplus for the year after taking into account net loss on disposal of assets is \$2.6M.

Rates & Service Charges - \$37K Favourable

The favourable variance includes additional income from waste charges as the 25% increase cap was removed on commercial waste. A forecast adjustment of \$97K has been made.

Fees and User Charges - \$563K Favourable

The favourable timing variances include the following areas, sale of goods \$210K, waste management \$78K, planning \$64K and parking \$69K.

Grants - Operating - \$76K Favourable

The favourable variance is due to receiving a grant from Primary Health Tasmania for \$50K that was not budgeted for. A forecast adjustment of \$50K has been made.

Contributions - Operating - \$123K Favourable

The favourable variance includes contributions from a developer relating to public open space of \$21K, apprentice wage subsidies of \$90K and New Year's Eve fireworks sponsorship of \$27K. A budget forecast adjustment of \$85K has been made.

Dividend Income - \$54K Favourable

Favourable timing variance relating to Dulverton tax equivalent payments.

Interest Income - \$538K Favourable

The favourable variance is a result of higher interest rates and funds on hand that are invested until expended on allocated capital projects. A forecast adjustment of \$550K has been made to account for higher returns on investments expected.

Other Revenue - \$105K Favourable

The favourable variance includes \$100k relating to insurance claims. A forecast adjustment of \$100K has been made.

Employee Benefits - \$141K Favourable

Favourable timing variance of 1.4%.

Materials and Services - \$112K Favourable

The favourable timing variance includes contractors \$44K, computer Services of \$61K and utilities expenses of \$122K.

Depreciation - \$250K Favourable

The favourable variance includes an allowance for capitalisation of work in progress and reflects lower depreciation on buildings revalued at the end of last financial year.

Financial Costs - \$178K Unfavourable

The unfavourable variance is due to higher interest rates incurred on Council's \$11.6M variable rate loan. The current interest rate on this loan is 4.14%. Fixed rate loans include \$21M @ 1.45% until 2026 and \$15M @ 3.39% until 2041. A forecast adjustment of \$300K has been made which is offset by higher returns from term deposits.

Levies & Taxes - \$173K Favourable

The favourable variance is due to decreases in rates for most Council properties. Due to revaluations across the municipality, properties classified as commercial, industrial and other decreased in value relative to properties classified as primary production, vacant land and residential. A forecast adjustment of \$131K has been made.

Other Expenses - \$133K Favourable

The favourable variance relates to the timing of grant payments and recognition of infringements written off.

Internal Charges and Recoveries - \$10K Unfavourable

Unfavourable immaterial timing variance.

Balance Sheet

The balance of Capital Work in Progress at the end of March is \$24.25M, including \$16.61M which relates to the LIVING CITY project.

FINANCIAL SUMMARY YTD to March 2023

| Operating Summary | Budget | YTD Actual | Annual Budget | Current Forecast |
|---------------------------|------------------|-------------------|------------------|------------------|
| Revenue | 40,110,625 | 41,663,046 | 47,958,736 | 48,840,736 |
| Expenditure | 34,094,822 | 30,802,416 | 44,855,260 | 45,074,260 |
| Operating Position | 6,015,803 | 10,860,630 | 3,103,477 | 3,766,476 |

| Capital Expenditure Summary | Annual Budget \$'000 | Actual \$'000 | Annual Forecast \$'000 |
|-----------------------------|----------------------|---------------|------------------------|
|-----------------------------|----------------------|---------------|------------------------|

| | | | |
|---------------------|--------|-------|--------|
| Capital Expenditure | 28,288 | 8,696 | 19,483 |
|---------------------|--------|-------|--------|

| Cash Information | March 2023 | June 2022 |
|------------------|------------|-----------|
|------------------|------------|-----------|

| | | |
|--|-------------------|-------------------|
| Operating Account (Reconciled balance) | 782,046 | 1,368,007 |
| Interest-Earning Deposits | 23,547,770 | 17,410,426 |
| | 24,329,816 | 18,778,433 |

| Debtor Information | March 2023 | June 2022 | Rates Debtors Ageing | March 2023 | % of Annual Rates |
|---------------------------|------------------|------------------|----------------------|------------------|-------------------|
| | | | 2022/2023 - Current | 4,594,321 | 14.5% |
| Rates Debtors | 4,881,150 | 689,413 | 2021/2022 - 1 Year | 169,642 | |
| Infringement Debtors | 111,449 | 137,189 | 2020/2021 - 2 Years | 44,616 | |
| Sundry Debtors | 287,996 | 2,805,561 | 2019/2020 - 3 Years | 12,660 | |
| Planning & Health Debtors | 31,294 | 23,597 | Over 3 years | 59,911 | |
| | 5,311,889 | 3,655,760 | | 4,881,150 | |

| Cash Investment Information | Actual Rate | Credit rating | Maximum Holding Allowed | Actual Holding % of total Cash | March 2023 |
|-----------------------------|-------------|---------------|-------------------------|--------------------------------|------------|
|-----------------------------|-------------|---------------|-------------------------|--------------------------------|------------|

| | | | | | |
|--|-------|----------|------|--------|-------------------|
| ANZ Cash Deposits - At Call - 0.1% RBA cash rate | 3.50% | A1+ /AA- | | | 1,293 |
| CBA Cash Deposits - At Call + 0.1% RBA cash rate | 3.70% | A1+ /AA- | | | 7,522,438 |
| | | A1+ | 100% | 30.92% | 7,523,731 |
| NAB Term Deposit (91 days) | 4.32% | A-1/A+ | | | 3,000,000 |
| NAB Term Deposit (181 days) | 4.20% | A-1/A+ | | | 5,000,000 |
| MACQ Term Deposit (91 days) | 4.45% | A-1/A+ | | | 1,000,000 |
| | | A-1/A+ | 80% | 36.99% | 9,000,000 |
| AMP 31 days notice account | 3.30% | A2/BBB+ | | | 24,039 |
| AMP Term Deposit (10 months) | 4.00% | A2/BBB+ | | | 2,000,000 |
| AMP Term Deposit (90 days) | 4.45% | A2/BBB+ | | | 3,000,000 |
| MyState Term Deposit (150 days) | 4.25% | A2/BBB+ | | | 2,000,000 |
| | | A2-A3 | 40% | 28.87% | 7,024,039 |
| | | | | | 23,547,770 |

All cash investments are invested in compliance with Council's Investment Policy.

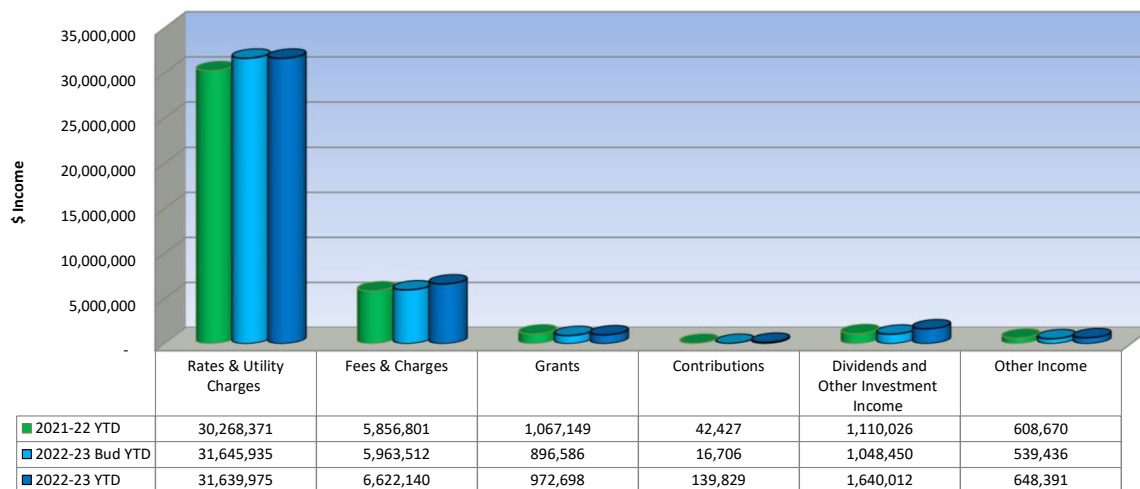
| | |
|------------------------------|-------|
| Benchmarks: BBSW90 Day Index | 3.71% |
| RBA Cash Rate | 3.60% |

Commentary

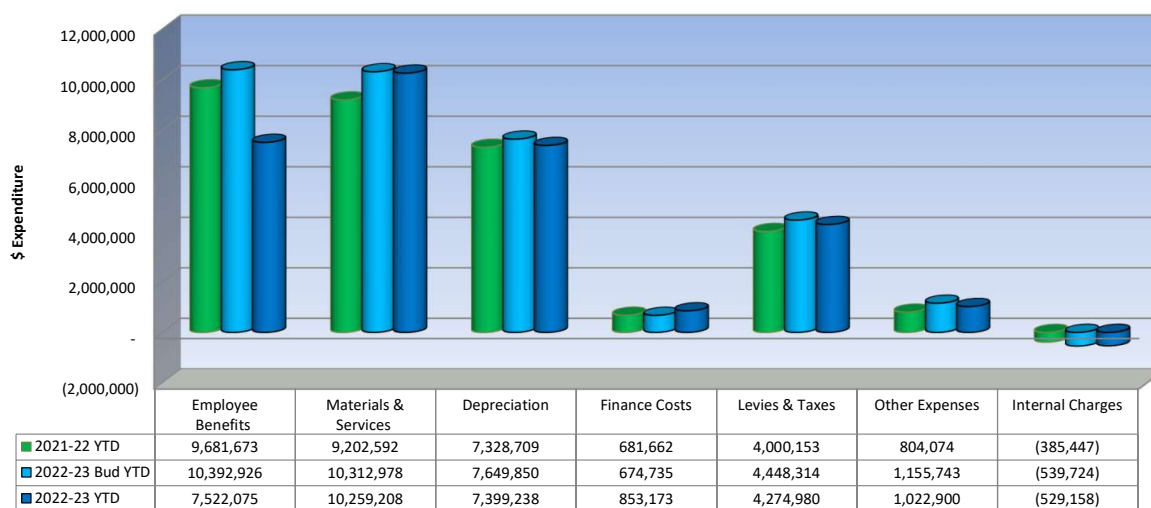
This report provides a high level summary of operational income and expenditure, capital expenditure and the cash and receivables position as at the date of the report.

| SUMMARISED OPERATING REPORT | | | | | YTD to March 2023 | |
|--|-------------------|-------------------|---------------------|----------------|--------------------------|-------------------|
| | YTD | | YTD Variance | | Full Budget | Forecast |
| | Budget | Actual | \$ | % | 2022-23 | 2022-23 |
| INCOME | | | | | | |
| Rates and Service Charges | 31,645,935 | 31,682,565 | 36,630 | 0.1% | 31,670,935 | 31,767,935 |
| Fees and User Charges | 5,963,512 | 6,526,822 | 563,310 | 9.4% | 7,892,407 | 7,892,407 |
| Grants - Operating | 896,586 | 972,698 | 76,112 | 8.5% | 2,833,867 | 2,883,867 |
| Contributions - Operating | 16,706 | 139,829 | 123,123 | 737.0% | 22,275 | 107,275 |
| Dividend Income | 976,000 | 1,029,529 | 53,529 | 5.5% | 1,624,400 | 1,624,400 |
| Interest Income | 72,450 | 610,483 | 538,033 | 742.6% | 96,600 | 646,600 |
| Other Revenue | 539,436 | 644,191 | 104,755 | 19.4% | 718,098 | 818,098 |
| Share of profit of associates | - | - | - | 0.0% | 3,100,154 | 3,100,154 |
| TOTAL INCOME | 40,110,625 | 41,606,118 | 1,495,492 | 3.7% | 47,958,736 | 48,840,736 |
| EXPENSES | | | | | | |
| Employee Benefits | 10,392,926 | 10,251,614 | (141,312) | -1.4% | 14,161,054 | 14,161,054 |
| Materials and Services | 10,312,978 | 10,201,010 | (111,968) | -1.1% | 14,305,869 | 14,355,869 |
| Depreciation | 7,649,850 | 7,399,238 | (250,612) | -3.3% | 10,199,800 | 10,199,800 |
| Financial Costs | 674,735 | 853,173 | 178,438 | 26.4% | 899,647 | 1,199,647 |
| Levies & Taxes | 4,448,314 | 4,274,980 | (173,334) | -3.9% | 4,533,314 | 4,402,314 |
| Other Expenses | 1,155,743 | 1,022,860 | (132,883) | -11.5% | 1,391,168 | 1,391,168 |
| Internal Charges and Recoveries | (539,724) | (529,158) | 10,566 | -2.0% | (635,592) | (635,592) |
| TOTAL EXPENSES | 34,094,822 | 33,473,718 | (621,104) | -1.8% | 44,855,260 | 45,074,260 |
| NET OPERATING SURPLUS / (DEFICIT) | 6,015,803 | 8,132,400 | 2,116,597 | 35.2% | 3,103,477 | 3,766,476 |
| CAPITAL ITEMS | | | | | | |
| Grants - Capital | 1,012,000 | 1,970,491 | 958,491 | 94.7% | 5,277,327 | |
| Contributions - Capital | - | 1,693,928 | 1,693,928 | #DIV/0! | - | |
| Gain / Loss on Disposal of Assets | (780,000) | (1,072,037) | (292,037) | 37.4% | (631,000) | |
| TOTAL CAPITAL ITEMS | 232,000 | 2,592,383 | 2,360,383 | 1017.4% | 4,646,327 | |
| NET SURPLUS / (DEFICIT) | 6,247,803 | 10,724,782 | 4,476,979 | 71.7% | 7,749,804 | |
| Own Source Revenue: | 97.7% | 97.3% | | | 94.0% | |

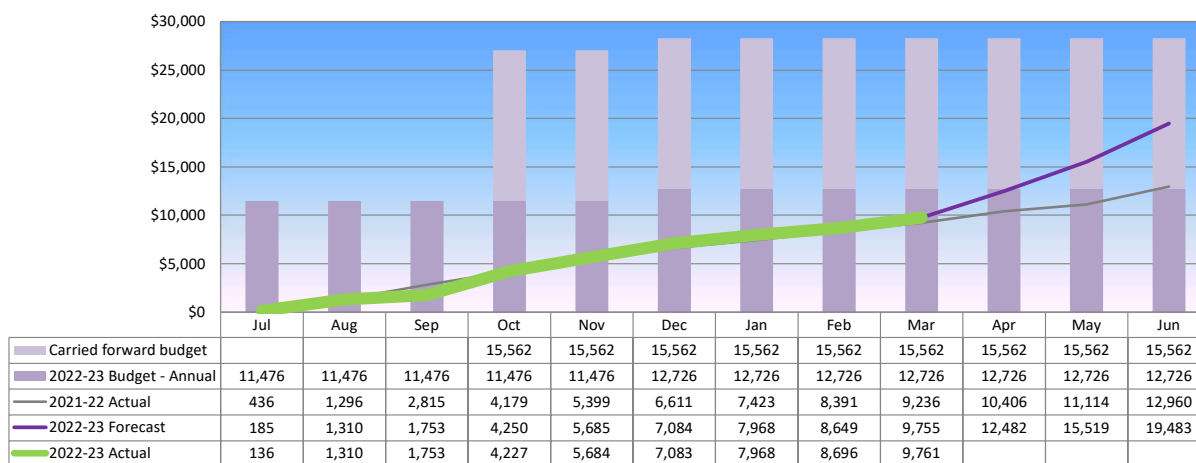
Income Analysis



Expenditure Analysis



Capital Expenditure - \$'000



| BALANCE SHEET REPORT | | As at March 2023 | |
|---|--------------------|-------------------------|--|
| | 31 Mar 2023 | 30 Jun 2022 | |
| Current Assets | | | |
| Cash at Bank and On Hand | 782,046 | 1,368,007 | |
| Trust Deposits | 269,201 | 214,662 | |
| Cash Investments | 23,547,770 | 17,410,426 | |
| Receivables - Rates and Utility Charges | 4,881,150 | 689,413 | |
| Receivables - Infringements | 111,449 | 137,189 | |
| Receivables - Sundry | 287,996 | 2,805,561 | |
| Receivables - Planning & Health | 31,294 | 23,597 | |
| Loans Receivable - Current | 27,663 | 27,663 | |
| Accrued Revenue | 140,824 | 320,324 | |
| Prepayments | 175,693 | 368,133 | |
| Net GST Receivable | 160,015 | 322,144 | |
| Other Asset | 727,128 | 727,128 | |
| | 31,142,228 | 24,414,246 | |
| Non Current Assets | | | |
| Loans Receivable - Non-Current | 281,843 | 309,505 | |
| Dulverton Regional Waste Management Authority | 10,948,827 | 11,235,597 | |
| TasWater | 85,292,788 | 85,292,788 | |
| Property, Plant & Equipment | 866,140,696 | 864,631,347 | |
| Accumulated Depreciation - PP&E | (335,621,587) | (331,135,306) | |
| Capital Work in Progress | 24,245,442 | 19,095,606 | |
| | 651,288,010 | 649,429,537 | |
| Total Assets | 682,430,237 | 673,843,784 | |
| Current Liabilities | | | |
| Trade Creditors | 971,554 | 82,020 | |
| Accrued Expenses | 2,276,073 | 3,094,285 | |
| Trust Liability | 255,556 | 234,176 | |
| Income In Advance - Current | 938,681 | 2,223,630 | |
| Loans - Current | 1,115,058 | 1,115,058 | |
| Annual Leave | 1,134,649 | 1,196,433 | |
| Other Leave - RDO | 63,216 | 84,428 | |
| Other Leave - TOIL | 12,569 | 12,087 | |
| Long Service Leave - Current | 1,296,422 | 1,344,807 | |
| | 8,063,779 | 9,386,925 | |
| Non Current Liabilities | | | |
| Loans - Non-Current | 45,669,114 | 46,484,296 | |
| Long Service Leave - Non-Current | 335,466 | 335,466 | |
| | 46,004,580 | 46,819,763 | |
| Total Liabilities | 54,068,359 | 56,206,687 | |
| Net Assets | 628,361,878 | 617,637,096 | |
| Equity | | | |
| Asset Revaluation Reserve | 369,503,999 | 369,503,999 | |
| Asset Revaluation Reserve - Associates | 2,816,348 | 2,816,348 | |
| Other Reserves | 8,895,883 | 8,895,883 | |
| Accumulated Surplus | 236,420,866 | 225,888,607 | |
| Operating Surplus / (Deficit) | 8,132,400 | 2,465,163 | |
| Capital Surplus / (Deficit) | 2,592,383 | 8,067,096 | |
| Total Equity | 628,361,878 | 617,637,096 | |
| Current Ratio: | 3.86 | 2.60 | |

The Current ratio indicates Council's ability to pay its debts as and when they become due.
A ratio of one or higher is required for the entity to remain solvent.

| Capital Works Income & Expenditure Report March 2023 | | | | | | | | | | | | | |
|---|-----------------|--|------------------------|------------------|---------------------|---------------------|-------------|-------------------|-----------------|----------------------|------------------|----------|---|
| | Funding 2022/23 | | | | | Expenditure 2022/23 | | | Balance | Performance Measures | | | |
| | Annual Budget | Additional Funds Carried forward & adjustments | Total Budget Available | External Funding | Funding Adjustments | Actual | Commitments | Total Expenditure | Remaining Funds | Works Start | Works Completion | % Budget | |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | Month | Month | Spent | Comments |
| Summary | | | | | | | | | | | | | |
| Open Space & Recreation | 2,498,000 | 1,208,717 | 3,706,717 | 663,327 | - | 1,088,994 | 1,246,442 | 2,335,437 | 1,371,280 | | | 63% | |
| Buildings & Facilities | 1,183,000 | 1,140,749 | 2,323,749 | 100,000 | - | 564,502 | 71,394 | 635,895 | 1,687,854 | | | 27% | |
| Transport | 4,587,000 | 5,349,542 | 10,523,144 | 2,870,727 | 581,937 | 4,101,844 | 3,088,354 | 7,190,199 | 3,332,946 | | | 68% | |
| Stormwater | 946,000 | 1,082,884 | 1,446,947 | - | (581,937) | 300,794 | 143,582 | 444,376 | 1,002,571 | | | 31% | |
| Living City | 1,000,000 | 7,182,337 | 8,182,337 | 2,250,000 | - | 2,837,068 | - | 2,837,068 | 5,345,269 | | | 35% | |
| Plant & Fleet | 765,000 | 482,832 | 1,247,832 | - | - | 644,194 | 653,164 | 1,297,358 | (49,526) | | | 104% | |
| Other Equipment | 497,000 | 364,976 | 861,976 | - | - | 223,915 | 209,953 | 433,868 | 428,108 | | | 50% | |
| Total Capital Works | 11,476,000 | 16,812,037 | 28,292,702 | 5,884,054 | - | 9,761,312 | 5,412,889 | 15,174,201 | 13,118,502 | | | 54% | |
| Open Space & Recreation | | | | | | | | | | | | | |
| CP0129 Don River Rail Trail - land purchase | | 36,072 | 36,072 | | | 44,417 | - | 44,417 | (8,345) | Complete | Complete | 123.1% | Land purchase \$40K and associated costs. |
| CP0184 Don River Rail Trail - construction | | 154,401 | 154,401 | | | 159,390 | 1,625 | 161,015 | (6,614) | Jul-22 | May-23 | 104.3% | Construction underway. Variance due to increases in material costs. |
| CP0190 Seat Replacements William St Fourways | | 10,000 | 10,000 | | | 5,980 | - | 5,980 | 4,020 | May-22 | May-23 | 59.8% | Off site manufacturing underway |
| CP0203 Highfield Park nature play area | | 3,884 | 3,884 | | | 3,583 | - | 3,583 | 300 | Complete | Complete | 92.3% | |
| CP0204 Horsehead Creek - RV dump point relocation | | 38,820 | 38,820 | | | 308 | - | 308 | 38,512 | May-22 | Dec-22 | 0.8% | Construction underway. Expenditure committed to CB0102 |
| CP0208 Coastal Erosion Protection - Coles Beach and Don Heads | | 86,613 | 86,613 | | | 26,423 | - | 26,423 | 60,190 | Jun-22 | Apr-23 | 30.5% | Construction completed. Replanting scheduled for 2023 |
| CP0209 Aquatic Centre - Access Improvements to Shaded Seating at outdoor pool | | 108,189 | 108,189 | | | 121,140 | - | 121,140 | (12,952) | Complete | Complete | 112.0% | |
| CP0210 Mungala-Langslow path link Improvements | | 80,803 | 80,803 | | | 1,039 | - | 1,039 | 79,765 | Nov-21 | TBA | 1.3% | Design underway |
| CP0214 Mersey Bluff signage renewal | | 17,699 | 17,699 | | | 1,171 | - | 1,171 | 16,528 | Dec-22 | Feb-23 | 6.6% | Quotations requested |
| CP0216 Don Reserve path renewal - Jiloa Way to Valkyrie Close | | 91,394 | 91,394 | | | 68,334 | - | 68,334 | 23,060 | Oct-22 | May-23 | 74.8% | Construction underway |
| CP0217 Surf Club boat ramp renewal (East Ramp) | | 53,848 | 53,848 | | | 51,261 | - | 51,261 | 2,588 | Complete | Complete | 95.2% | |
| CP0218 Bluff Skate Park - soft fall renewal | | 2,163 | 2,163 | | | 2,063 | - | 2,063 | 100 | Complete | Complete | 95.4% | |
| CP0219 New pedestrian bridge - Figure of Eight Creek - Woodrising to Maidstone Park | | 467,450 | 467,450 | | | 2,683 | 429,752 | 432,436 | 35,015 | Sep-22 | Feb-23 | 92.5% | Off site manufacturing underway |
| CP0220 Bluff Skate Park - new shade shelter | | 21,777 | 21,777 | | | 20,970 | - | 20,970 | 807 | Sep-22 | Jan-23 | 96.3% | Off site manufacturing underway |
| CP0221 Victoria Parade - boat ramp lighting | | 7,247 | 7,247 | | | 1,976 | 7,223 | 9,199 | (1,952) | Complete | Complete | 126.9% | |
| CP0222 East Foreshore Interpretive Signage | | 2,500 | 2,500 | | | 514 | - | 514 | 1,986 | Nov-22 | Jan-23 | 20.5% | In kind support to external project. |
| CP0224 Maidstone Park safety netting | 49,000 | 25,857 | 74,857 | | | 8,135 | 10,720 | 18,855 | 56,002 | Mar-23 | Apr-23 | 25.2% | Construction pending |
| CP0225 Byard Park Lights | 314,000 | | 314,000 | 263,004 | | 700 | - | 700 | 313,300 | Mar-23 | Aug-23 | 0.2% | Design underway |
| CP0226 Mersey Vale Memorial MBS stage 3 | 1,100,000 | | 1,100,000 | | | 151,965 | 726,927 | 878,892 | 221,108 | Dec-22 | Jun-23 | 79.9% | Contract awarded |
| CP0227 Kelcey Tier - fire trail renewal and consolidation | 50,000 | | 50,000 | | | 3,366 | - | 3,366 | 46,634 | Mar-23 | Apr-23 | 6.7% | |
| CP0228 Kelcey Tier Map Signage | 15,000 | | 15,000 | | | 618 | - | 618 | 14,382 | Mar-23 | Apr-23 | 4.1% | |
| CP0229 Waste Transfer Station foreshore rehabilitation | 50,000 | | 50,000 | | | 3,882 | - | 3,882 | 46,118 | Feb-23 | Mar-23 | 7.8% | |
| CP0230 Don Reserve path upgrade - Coles Beach | 35,000 | | 35,000 | | | 27,838 | - | 27,838 | 7,162 | May-23 | May-23 | 79.5% | Construction pending |
| CP0231 Path renewal Don Reserve - Don Railway loop Jiloa Way to Don Railway | 100,000 | | 100,000 | | | 86,081 | 95 | 86,176 | 13,824 | Oct-22 | May-23 | 86.2% | Construction underway |
| CP0232 Park BBQ renewal | 20,000 | | 20,000 | | | 9,002 | - | 9,002 | 10,998 | Complete | Complete | 45.0% | |
| CP0233 Park furniture renewal | 25,000 | | 25,000 | | | 22,139 | 1,067 | 23,206 | 1,794 | Sep-22 | TBA | 92.8% | Construction underway |
| CP0234 Rooke Mall Furniture Renewal | 200,000 | | 200,000 | | | 184,139 | - | 184,139 | 15,861 | Oct-22 | Feb-23 | 92.1% | Construction underway |
| CP0235 Aquatic Centre waterslide entry | 55,000 | | 55,000 | | | 4,357 | 864 | 5,220 | 49,780 | Jul-22 | TBA | 9.5% | Design underway |
| CP0236 Spreyton netball courts - surface renewal - 2 courts | 30,000 | | 30,000 | | | 20,369 | - | 20,369 | 9,631 | Dec-22 | Feb-23 | 67.9% | Construction pending |
| CP0237 Installation of public recycling bins | 30,000 | | 30,000 | | | 1,405 | - | 1,405 | 28,595 | Apr-23 | Jun-23 | 4.7% | Design underway |
| CP0238 Highfield Park Skate Park | 90,000 | | 90,000 | 60,000 | | - | - | - | 90,000 | Jun-23 | Aug-23 | 0.0% | External funding secured |
| CP0239 East Devonport park furniture | 20,000 | | 20,000 | | | 12,685 | - | 12,685 | 7,315 | Feb-23 | Apr-23 | 63.4% | |
| CP0240 LRCI Phase 3 grant allocation | 315,000 | | 315,000 | 314,466 | | 41,061 | 68,170 | 109,231 | 205,769 | Nov-22 | Jun-23 | 34.7% | Projects progressing during the year |
| Total Open Space & Recreation | 2,498,000 | 1,208,717 | 3,706,717 | 663,327 | - | 1,088,994 | 1,246,442 | 2,335,437 | 1,371,280 | | | 63.0% | |

| | | Funding 2022/23 | | | | | Expenditure 2022/23 | | | Balance | Performance Measures | | | |
|-----------------------------------|---|------------------|--|------------------------|------------------|---------------------|---------------------|---------------|-------------------|------------------|----------------------|------------------|--------------|--|
| | | Annual Budget | Additional Funds Carried forward & adjustments | Total Budget Available | External Funding | Funding Adjustments | Actual | Commitments | Total Expenditure | Remaining Funds | Works Start | Works Completion | % Budget | Comments |
| | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | Month | Month | Spent | |
| Buildings & Facilities | | | | | | | | | | | | | | |
| CB0098 | Devonport Football Club - new changerooms | | 85 | 85 | | | 85 | - | 85 | - | Complete | Complete | 100.0% | |
| CB0102 | Horsehead Creek - New toilet block & link path | | 116,737 | 116,737 | | | 162,901 | - | 162,901 | (46,164) | Jun-22 | Dec-22 | 139.5% | Construction underway. Has taken a couple of years to get underway with redesign required increasing overall cost of project. |
| CB0104 | Works Depot - Oil store shed | | 50,599 | 50,599 | | | 60,361 | 1 | 60,362 | (9,763) | Jun-22 | Dec-22 | 119.3% | Project began a number of years ago which took some time to get underway with material prices substantially increasing due to supply issues. |
| CB0106 | Aquatic Centre - Pool hall concourse drainage grate | | 6,000 | 6,000 | | | 5,364 | - | 5,364 | 636 | Complete | Complete | 89.4% | |
| CB0107 | Payne Avenue toilet block | | 241,597 | 241,597 | | | 557 | - | 557 | 241,040 | Nov-21 | TBA | 0.2% | Design underway |
| CB0108 | Aquatic Centre - Wet change Rm silicon replacement | | 4,226 | 4,226 | | | 4,168 | - | 4,168 | 59 | Complete | Complete | 98.6% | |
| CB0110 | BSMC - Roof replacement on old building | | 35,668 | 35,668 | | | 31,363 | 0 | 31,363 | 4,304 | Complete | Complete | 87.9% | |
| CB0111 | Aquatic Centre - Internal Painting | | 34,479 | 34,479 | | | 32,856 | 1 | 32,857 | 1,622 | Complete | Complete | 95.3% | |
| CB0112 | BSMC - Reception Counter | | 14,000 | 14,000 | | | 26,212 | - | 26,212 | (12,212) | Complete | Complete | 187.2% | |
| CB0114 | Waste Transfer Station - waste and resource recovery bill readiness project | 450,000 | 563,134 | 1,013,134 | | | 75,299 | - | 75,299 | 937,835 | Mar-23 | Aug-23 | 7.4% | Design underway |
| CB0115 | BSMC - Auto door between café and | | 2,271 | 2,271 | | | (251) | - | (251) | 2,521 | Complete | Complete | -11.0% | |
| CB0117 | Little Athletics Storage shed | | 70,000 | 70,000 | | | 19,521 | 236 | 19,757 | 50,243 | Feb-23 | Apr-23 | 28.2% | Construction pending |
| CB0118 | EDRC Covid test site works | | 1,954 | 1,954 | | | 735 | - | 735 | 1,219 | Complete | Complete | 37.6% | |
| CB0119 | Aquatic Centre Projects | 222,000 | | 222,000 | | | 95,207 | 29,974 | 125,181 | 96,819 | Nov-22 | Jun-23 | 56.4% | Order placed. Further work scheduled. |
| CB0120 | PAC projects | 316,000 | | 316,000 | | | 2,098 | - | 2,098 | 313,902 | Sep-22 | TBA | 0.7% | EOI process complete. Tender process underway. Theatre seat replacement. |
| CB0121 | Highfield Park public toilets | 100,000 | | 100,000 | 100,000 | | 34,000 | 41,182 | 75,182 | 24,818 | May-23 | Jun-23 | 75.2% | Design underway |
| CB0122 | Art Storage Facility - racking | 50,000 | | 50,000 | | | - | - | - | 50,000 | TBA | TBA | 0.0% | |
| CB0123 | Council facility - renewable energy project | 25,000 | | 25,000 | | | - | - | - | 25,000 | TBA | TBA | 0.0% | Quotations requested |
| CB0124 | Youth Centre basketball backboard renewal | 20,000 | | 20,000 | | | 14,025 | - | 14,025 | 5,975 | Jan-23 | Feb-23 | 70.1% | Order placed |
| Total Facilities | | 1,183,000 | 1,140,749 | 2,323,749 | 100,000 | - | 564,502 | 71,394 | 635,895 | 1,687,854 | | | 27.4% | |

| | | Funding 2022/23 | | | | | Expenditure 2022/23 | | | Balance | Performance Measures | | | |
|------------------------|--|------------------|--|------------------------|------------------|---------------------|---------------------|------------------|-------------------|------------------|----------------------|------------------|--------------|---|
| | | Annual Budget | Additional Funds Carried forward & adjustments | Total Budget Available | External Funding | Funding Adjustments | Actual | Commitments | Total Expenditure | Remaining Funds | Works Start | Works Completion | % Budget | |
| | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | Month | Month | Spent | Comments |
| Transport | | | | | | | | | | | | | | |
| CT0169 | Formby Road & Best Street intersection safety improvements | | 91,351 | 91,351 | | | 88,576 | - | 88,576 | 2,775 | Complete | Complete | 97.0% | |
| CT0275 | State Vehicle Entry Project | 500,000 | 2,687,118 | 3,187,118 | 1,750,000 | | 188,573 | 24,391 | 212,964 | 2,974,154 | Mar-20 | TBA | 6.7% | Progression dependant on Port development |
| CT0289 | Coastal Pathway contribution - part 2 | 442,000 | 828,321 | 1,270,321 | 614,727 | | 614,727 | 1,071,501 | 1,686,228 | (415,907) | Oct-21 | Jun-23 | 132.7% | External funding from State and Federal Government of \$614K is not included in the budget figures. (Externally delivered project). |
| CT0307 | Street light provision | | 19,970 | 19,970 | | | 8,220 | - | 8,220 | 11,750 | Complete | Complete | 41.2% | |
| CT0310 | Tugrah Road traffic management | | 452,425 | 525,611 | | 73,186 | 20,515 | 407,950 | 428,465 | 97,146 | Mar-23 | Jun-23 | 81.5% | Construction pending |
| CT0311 | Fenton Way pedestrian improvements | | 39,920 | 39,920 | | | - | - | - | 39,920 | TBA | TBA | 0.0% | On hold subject to future development in the area |
| CT0317 | Durkins Road - seal part of gravel section | | 85,601 | 85,601 | | | 61,705 | - | 61,705 | 23,896 | Complete | Complete | 72.1% | |
| CT0319 | Transport minor works | | 13,576 | 13,576 | | | - | - | - | 13,576 | Apr-23 | May-23 | 0.0% | |
| CT0321 | Steele Street footpath renewal - Wenvoe to Formby - south side | | 154,913 | 514,213 | | 359,300 | 233,603 | 179,039 | 412,642 | 101,571 | Jan-23 | Mar-23 | 80.2% | Construction pending. Part funded by CS0111 |
| CT0322 | William Street renewal - Valley to Middle | 605,000 | 859,022 | 1,464,022 | | | 1,398,806 | 113 | 1,398,918 | 65,104 | Oct-22 | Jan-23 | 95.6% | Construction underway |
| CT0324 | North Caroline Street Kerb renewal | | 4,356 | 4,356 | | | - | - | - | 4,356 | Complete | Complete | 0.0% | |
| CT0325 | North Fenton Street renewal - Oldaker to Parker | | 88,019 | 237,470 | | 149,451 | 198,115 | - | 198,115 | 39,355 | Complete | Complete | 83.4% | Part funded by CS0108 |
| CT0326 | CT0326 Rural road renewal - gravel reshe | | - | 4,665 | | - | 510 | - | 510 | 4,155 | Complete | Complete | 10.9% | |
| CT0332 | George Street William Street | 460,000 | | 460,000 | | | 101,581 | 236,447 | 338,028 | 121,972 | Mar-23 | May-23 | 73.5% | Construction pending |
| CT0333 | 2022-23 Reseal Proaram | 660,000 | | 660,000 | | | 679,339 | - | 679,339 | (19,339) | Complete | Complete | 102.9% | |
| CT0334 | Lakeside Road safety improvements | 40,000 | | 40,000 | | | 92,604 | 3,300 | 95,904 | (55,904) | Feb-22 | Mar-23 | 239.8% | Construction pending |
| CT0335 | Street Light Provision | 15,000 | | 15,000 | | | 1,371 | - | 1,371 | 13,629 | Sep-22 | Jun-23 | 9.1% | Projects progressing during the year |
| CT0336 | Payne Avenue carpark - access to Stewart St | 100,000 | | 100,000 | | | - | - | - | 100,000 | TBA | TBA | 0.0% | Desian underway |
| CT0337 | Tarleton Street renewal - Wright Street to River Road | 1,500,000 | | 1,500,000 | 506,000 | | 227,909 | 1,064,318 | 1,292,228 | 207,772 | Jul-22 | TBA | 86.1% | Construction pending |
| CT0338 | Parkina infrastructure renewal | 25,000 | | 49,950 | | 24,950 | 1,000 | 45,000 | 46,000 | 3,950 | Mar-23 | TBA | 92.1% | Order placed. Part funded by CT0320 |
| CT0339 | Road traffic device renewal | 15,000 | | 15,000 | | | - | - | - | 15,000 | TBA | TBA | 0.0% | |
| CT0340 | Rural road renewal - gravel resheeting proaram | 100,000 | | 100,000 | | | 56,712 | 37,607 | 94,319 | 5,681 | Dec-22 | Complete | 94.3% | |
| CT0341 | Transport minor works | 25,000 | | 25,000 | | | 12,932 | - | 12,932 | 12,069 | Feb-23 | TBA | 51.7% | |
| CT0342 | Footpath Missing Links | 100,000 | | 100,000 | | | 89,857 | 11,950 | 101,807 | (1,807) | Nov-22 | Jun-23 | 101.8% | Construction underway |
| CT0343 | Percy St and Parker St roundabout | | | - | | | 24,788 | 6,739 | 31,527 | (31,527) | Aug-22 | TBA | #DIV/0! | External funding announced |
| CT0345 | CT0345 Bus Stop Upgrade Program | | | - | | | 401 | - | 401 | (401) | | | #DIV/0! | |
| Total Transport | | 4,587,000 | 5,349,542 | 10,523,144 | 2,870,727 | 581,937 | 4,101,844 | 3,088,354 | 7,190,199 | 3,332,946 | | | 68.3% | |

| | | Funding 2022/23 | | | | | Expenditure 2022/23 | | | Balance | Performance Measures | | | |
|--|---|-------------------|--|------------------------|------------------|---------------------|---------------------|------------------|-------------------|-------------------|----------------------|------------------|---------------|--|
| | | Annual Budget | Additional Funds Carried forward & adjustments | Total Budget Available | External Funding | Funding Adjustments | Actual | Commitments | Total Expenditure | Remaining Funds | Works Start | Works Completion | % Budget | |
| | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | Month | Month | Spent | Comments |
| Stormwater | | | | | | | | | | | | | | |
| CS0081 | John Stormwater Catchment Stage 1 | | 195,910 | 195,910 | | | 1,018 | - | 1,018 | 194,892 | Jul-22 | TBA | 0.5% | Design underway. In conjunction with Quaylink and SVEP |
| CS0083 | Stormwater outfall risk management | | | - | | | (1,012) | - | (1,012) | 1,012 | | | #DIV/0! | |
| CS0097 | Church street stormwater improvements | | 334,214 | 334,214 | | | 2,116 | - | 2,116 | 332,098 | Oct-21 | TBA | 0.6% | Design underway |
| CS0099 | Pipe renewal - 23 Steele St | | 58,210 | 58,210 | | | 133 | - | 133 | 58,077 | Jul-21 | TBA | 0.2% | Works to be rescoped. |
| CS0100 | Highfield SW catchment Upgrade - Stage 1 | | 132,624 | 132,624 | | | 59,787 | 3,635 | 63,422 | 69,202 | Jan-23 | Mar-23 | 47.8% | Construction in progress |
| CS0103 | Stormwater pollution control measures | | 92,832 | 92,832 | | | 18,240 | 64,620 | 82,860 | 9,972 | Mar-23 | Apr-23 | 89.3% | Construction pending |
| CS0107 | Tugrah Road - Rundle to Stony Rise - pipe renewal | | 73,186 | - | | (73,186) | - | - | - | - | Mar-23 | Jun-23 | #DIV/0! | included in CT0310 |
| CS0108 | North Fenton Street - pipe renewal | | 149,451 | - | | (149,451) | - | - | - | - | Complete | Complete | #DIV/0! | included in CT0325 |
| CS0109 | Hillier Street - pipe renewal | | 46,457 | 46,457 | | | 40,635 | - | 40,635 | 5,822 | Complete | Complete | 87.5% | |
| CS0111 | Steele stormwater catchment upgrade | 360,000 | | 700 | | (359,300) | 700 | - | 700 | (0) | Feb-23 | Apr-23 | 100.0% | included in CT0321 |
| CS0112 | North Caroline Street - new open drain | 60,000 | | 60,000 | | | 2,866 | - | 2,866 | 57,134 | TBA | TBA | 4.8% | Design underway |
| CS0113 | Minor Stormwater Works | 60,000 | | 60,000 | | | 54,904 | 245 | 55,149 | 4,851 | Aug-22 | Jun-23 | 91.9% | Completed |
| CS0114 | Tugrah Road - new open drain | 50,000 | | 50,000 | | | 1,189 | 49,110 | 50,299 | (299) | Jan-23 | Mar-23 | 100.6% | Construction pending |
| CS0115 | Cowle Court stormwater upgrade | 25,000 | | 25,000 | | | 2,240 | 19,551 | 21,791 | 3,209 | Feb-23 | Mar-23 | 87.2% | Construction pending |
| CS0116 | Watkinson St/ Don College stormwa | 100,000 | | 100,000 | | | 17,659 | - | 17,659 | 82,341 | TBA | TBA | 17.7% | Design underway |
| CS0117 | Devonport Oval stormwater renewal | 35,000 | | 35,000 | | | 26,608 | - | 26,608 | 8,392 | Complete | Complete | 76.0% | |
| CS0118 | College court stormwater upgrade | 65,000 | | 65,000 | | | 401 | - | 401 | 64,599 | Apr-23 | May-23 | 0.6% | Design underway |
| CS0119 | Macfie St stormwater renewal | 70,000 | | 70,000 | | | 29,422 | - | 29,422 | 40,578 | Complete | Complete | 42.0% | |
| CS0120 | Pit replacements | 25,000 | | 25,000 | | | 13,537 | 6,421 | 19,958 | 5,042 | Jan-23 | Jun-23 | 79.8% | Construction pending |
| CS0121 | Tasman St stormwater renewal | 56,000 | | 56,000 | | | 29,454 | - | 29,454 | 26,546 | Complete | Complete | 52.6% | |
| CS0122 | Eugene Street - open drain renewal | 40,000 | | 40,000 | | | 897 | - | 897 | 39,103 | Apr-23 | May-23 | 2.2% | Design underway |
| Total Stormwater | | 946,000 | 1,082,884 | 1,446,947 | - | (581,937) | 300,794 | 143,582 | 444,376 | 1,002,571 | | | 30.7% | |
| Plant & Fleet | | | | | | | | | | | | | | |
| CF0031 | Fleet Replacement program 2021-22 | | 182,453 | 182,453 | | | 149,838 | 90,033 | 239,870 | (57,418) | TBA | TBA | 131.5% | Budget and actuals excludes trade values |
| CF0032 | Hire Plant Replacement 2021-22 | | 233,300 | 233,300 | | | 285,650 | - | 285,650 | (52,350) | TBA | TBA | 122.4% | Budget and actuals excludes trade values with allowances less than required. |
| CF0033 | Non Hire Plant Replacement 21-22 | | 67,079 | 67,079 | | | 59,475 | 14,341 | 73,816 | (6,737) | TBA | TBA | 110.0% | Budget and actuals excludes trade values - commitment to be reduced by \$14K (Hako sweeper front brush not required) |
| CF0034 | Fleet Replacement program 2022-23 | 276,000 | | 276,000 | | | - | 257,052 | 257,052 | 18,948 | TBA | TBA | 93.1% | Budget and actuals excludes trade values |
| CF0035 | Hire Plant Replacement 2022-23 | 434,000 | | 434,000 | | | 123,611 | 266,118 | 389,729 | 44,271 | TBA | TBA | 89.8% | Budget and actuals excludes trade values |
| CF0036 | Non Hire Plant Replacement 22-23 | 55,000 | | 55,000 | | | 25,620 | 25,620 | 51,240 | 3,760 | TBA | TBA | 93.2% | |
| Total Plant & Fleet | | 765,000 | 482,832 | 1,247,832 | - | - | 644,194 | 653,164 | 1,297,358 | (49,526) | | | 104.0% | |
| Other Equipment | | | | | | | | | | | | | | |
| Office and Equipment | | 267,000 | 193,936 | 460,936 | - | | 112,916 | 93,521 | 206,437 | 254,499 | | | 44.8% | |
| Information Technology | | 230,000 | 171,040 | 401,040 | - | | 110,999 | 116,432 | 227,431 | 173,610 | | | 56.7% | |
| Total Other Equipment | | 497,000 | 364,976 | 861,976 | - | - | 223,915 | 209,953 | 433,868 | 428,108 | | | 50.3% | |
| TOTAL CAPITAL EXPENDITURE - EXCLUDING LIVING CITY | | 10,476,000 | 9,629,700 | 20,110,365 | 3,634,054 | - | 6,924,244 | 5,412,889 | 12,337,132 | 7,773,233 | | | 61.3% | |
| Living City | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | #DIV/0! | |
| Total Living City | | 1,000,000 | 7,182,337 | 8,182,337 | 2,250,000 | - | 2,837,068 | - | 2,837,068 | 5,345,269 | | | 34.7% | construction underway |
| TOTAL CAPITAL EXPENDITURE - INCLUDING LIVING CITY | | 11,476,000 | 16,812,037 | 28,292,702 | 5,884,054 | - | 9,761,312 | 5,412,889 | 15,174,201 | 13,118,502 | | | 53.6% | |