



The City with Spirit

NOTICE OF MEETING

Notice is hereby given that an **Infrastructure Works and Development Committee** meeting of the Devonport City Council will be held in the Aberdeen Room, parnaple centre, 137 Rooke Street, Devonport on Monday 10 December 2018, commencing at 5:30pm.

The meeting will be open to the public at 5:30pm.

QUALIFIED PERSONS

In accordance with Section 65 of the *Local Government Act 1993*, I confirm that the reports in this agenda contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.

Paul West
GENERAL MANAGER

5 December 2018

**AGENDA FOR A MEETING OF THE INFRASTRUCTURE WORKS AND DEVELOPMENT COMMITTEE
OF DEVONPORT CITY COUNCIL HELD ON MONDAY 10 DECEMBER 2018
IN THE ABERDEEN ROOM, paranaple centre, 137 ROOKE STREET, DEVONPORT AT 5:30PM**

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Agenda of a meeting of the Devonport City Council's **Infrastructure Works and Development Committee** to be held in the Aberdeen Room, paranable centre, 137 Rooke Street, Devonport on Monday 10, December 2018 commencing at 5:30pm.

PRESENT

		Present	Apology
Chairperson	Ald L Perry		
	Ald G Enniss		
	Ald P Hollister		
	Ald A Jarman		
	Ald L Laycock		
	Ald L Murphy		

IN ATTENDANCE

All persons in attendance are advised that it is Council policy to record Council Meetings, in accordance with Council's Audio Recording Policy. The audio recording of this meeting will be made available to the public on Council's website for a minimum period of six months. Members of the public in attendance at the meeting who do not wish for their words to be recorded and/or published on the website, should contact a relevant Council Officer and advise of their wishes prior to the start of the meeting.

1.0 APOLOGIES

2.0 DECLARATIONS OF INTEREST

3.0 PROCEDURAL

3.1 PUBLIC QUESTION TIME

Members of the public are invited to ask questions in accordance with Council's Public Question Time Policy (Min No 159/17 refers):

1. Public participation shall take place at Council meetings in accordance with Regulation 31 of the *Local Government (meeting Procedures) Regulations 2015*.
 2. Public participation will be the first agenda item following the formal motions: Apologies, Minutes and Declarations of Interest.
 3. Questions without notice will be dependent on available time at the meeting (with a period of 30 minutes set aside at each meeting).
 4. A member of the public who wishes to ask a question at the meeting is to state their name and address prior to asking their question.
 5. A maximum of 2 questions per person are permitted.
 6. A maximum period of 3 minutes will be allowed per person.
 7. If time permits, a third question may be asked once all community members who wish to ask questions have done so. A time limit of 2 minutes will apply.
 8. Questions are to be succinct and not contain lengthy preamble.
 9. Questions do not have to be lodged prior to the meeting, however they will preferably be provided in writing.
 10. A question by any member of the public and an answer to that question are not to be debated.
 11. Questions without notice and their answers will be recorded in the minutes.
 12. The Chairperson may take a question on notice in cases where the questions raised at the meeting require further research or clarification, or where a written response is specifically requested.
 13. Protection of parliamentary privilege does not apply to local government and any statements or discussion in the Council Chambers, or any document produced, are subject to the laws of defamation.
 14. The Chairperson may refuse to accept a question. If the Chairperson refuses to accept a question, the Chairperson is to give reason for doing so in accordance with the Public Question Time Policy.
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3.2 QUESTIONS ON NOTICE FROM ALDERMEN

At the time of compilation of the agenda no questions on notice from Aldermen were received.

4.0 TENDERS

In accordance with Section 22(1) of the *Local Government Act 1993* Council has delegated powers to the Infrastructure and Works Committee to accept tenders for activities related to the functions of the Committee to the extent of the estimates for the current financial year (Min 198/15 refers).

The following item is listed on the agenda for this meeting of the Infrastructure and Works Committee.

4.1 Tender Report Contract CT0236 Winspears Road Renewal - Stage 1

The following table details all tenders and contracts which have been entered into by Council above \$100,000 for the 2018/2019 financial year.

Contract	Contract Period	Extension Options	\$ Value (Excluding GST)	Contractor	Min Ref/ Meeting Date
Contract CT0220 Southern Rooke Street Renewal	January 2019 to April 2019	Not Applicable	\$796,635	Kentish Construction & Engineering Co. Pty Ltd	Council 126/18 23/07/2018
Contract 1326 – Supply of Catering and Hospitality Equipment – paranapple convention centre	July-September 2018	Not Applicable	\$101,583.59	Tas Hotel & Catering	GFC 47/18 Council 137/18 23/07/2018
Contract 1325 – Cash Collection Services	September 2018 – September 2019	+one+one+one (4 year total)	\$64,300 (Annual)	Southern Cross Protection	Council 147/18 29/8/2018
Contract CT0219-01 – Supply, Delivery and Placement of Hotmix Asphalt	October 2018 – March 2019	Not Applicable	\$266,050	Hardings Hotmix Pty Ltd	Council 165/18 24/9/2018
Contract CT0219-02 – Supply, Delivery and Placement of Bituminous Surfacing	October 2018 – March 2019	Not Applicable	\$193,675	Hardings Hotmix Pty Ltd	Council 166/18 24/9/2018
Contract CT0234 – Wenvoe Street Reconstruction	October 2018 – December 2019	Not Applicable	\$334,852	ATM Civil Constructions	Council 167/18 24/9/2018
Contract CS0074 William Street Stormwater Stage 8	January 2019 – March 2019	Not Applicable	\$335,710	BLW Investments Pty Ltd	Council 221/18 26/11/2018
LIVING CITY Waterfront Precinct detailed design services	September 2018 – April 2019	Not Applicable	\$537,388	Lyons Architects	Council 182/18 24/09/2018

4.1 TENDER REPORT CONTRACT CT0236 WINSPEARS ROAD RENEWAL - STAGE 1

File: 35311 D556250

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 2.3.1 Provide and maintain roads, bridges, footpaths, bike paths and car parks to appropriate standards

SUMMARY

This report seeks Council's approval to award Contract CT0236, Winspears Road Renewal Stage 1 to Civilscape Contracting Tasmania as a schedule of rates contract.

BACKGROUND

This report considers tenders received for "Winspears Road Renewal Stage 1" listed within the 2018/19 capital expenditure budget.

This project involves the renewal of pavement and seal of the rural section of Winspears Road. It has previously been proposed to improve the condition of the road, through maintenance and reseal work, but the condition of the underlying pavement is poor throughout and full renewal is required.

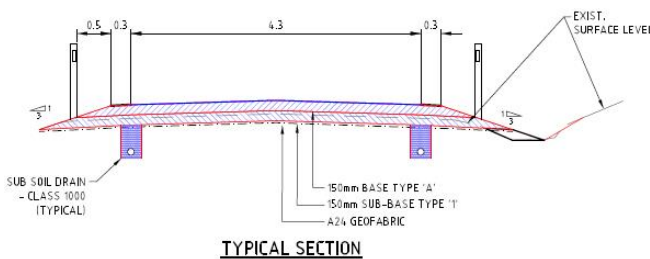
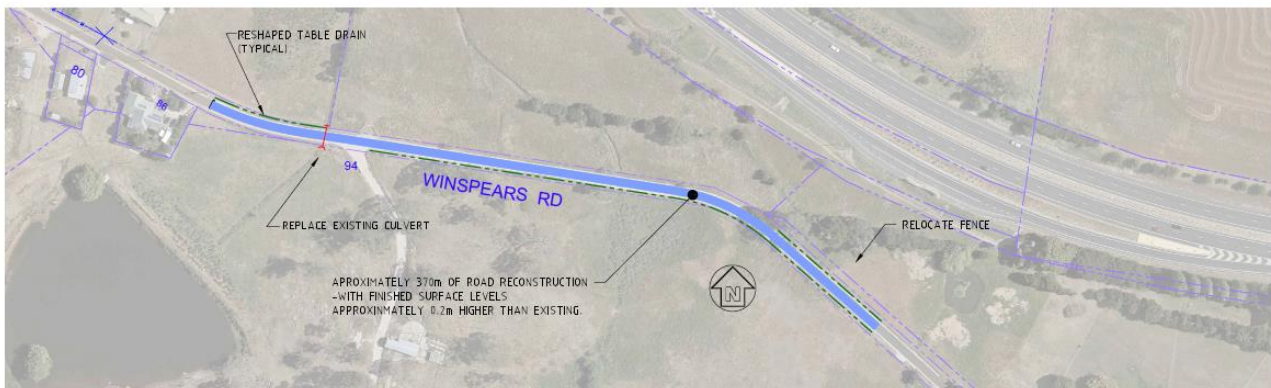


Figure 1: Concept plan of works

The contract was written as a schedule of rates contract, with tenderers submitting rates for the various work components required for the project for a nominal road length of 370m. This approach allows flexibility in the extent of work and ensures that the maximum length of road can be renewed within the project budget. This potentially reduces the budget allocation required for future stages of the renewal of Winspears Road.

STATUTORY REQUIREMENTS

Council is required to comply with Section 333A of the *Local Government Act 1993* and its adopted Code for Tenders and Contracts when considering awarding tenders.

DISCUSSION

In accordance with Council's Code of Tenders and Contracts, a Tender Planning and Evaluation Committee was formed to evaluate the tenders received.

Tenders were received from seven companies. All tenders received were conforming tenders and are summarised in table 1.

TABLE 1

No.	Tender	Status	Tender Price (ex GST)
1	Civilscape Contracting Tasmania	Conforming	\$141,859
2	Kentish Construction and Engineering Company Pty Ltd (trading as Treloar Transport)	Conforming	\$156,283
3	Walters Family Trust	Conforming	\$168,851
4	Hardings Hotmix Pty Ltd	Conforming	\$192,185
5	ATM Civil Contracting	Conforming	\$221,995
6	JDM Contracting	Conforming	\$248,164
7	Downer	Conforming	\$325,000

The Tender Planning and Evaluation Committee have considered the tenders against each of the selection criteria, these being:

- Relevant Experience
- Quality, Safety and Environmental Management
- Methodology
- Price

The evaluation by the Committee indicates that Civilscape Contracting Tasmania scored highest overall against the selection criteria and therefore offers Council the best value for money.

The Tender Planning and Evaluation Committee minutes are available for Aldermen to view, upon request.

COMMUNITY ENGAGEMENT

A public advertisement calling for tenders was placed in the Advocate Newspaper on 10 November 2018 and tenders were also advertised on Council's website.

FINANCIAL IMPLICATIONS

The 2018/19 capital expenditure budget includes an allocation for the "Winspears Road Renewal Stage 1" project of \$250,000.

The breakdown of the budget for this project is summarised below in table 2.

TABLE 2

No.	Tender	Budget (ex GST)
1	Contract CT0236 (schedule of rates)	\$141,859
2	Additional work at scheduled rates	\$30,000
3	Project management/administration	\$15,000
4	Construction contingency	\$21,279
	TOTAL	\$208,138

The contingency allowance for this project is 15% of the contract price. The main risk to the project is that unsuitable ground conditions are encountered. This risk has been mitigated by the sampling and testing of the existing site material during the design phase, but unexpected changes in material properties is still possible.

RISK IMPLICATIONS

To minimise risk, the tender administration processes related to this contract comply with Council's Code for Tenders and Contracts which was developed in compliance with Section 333A of the *Local Government Act 1993*.

CONCLUSION

Taking into account the selection criteria assessment, the Tender Planning and Evaluation Committee has determined that Civilscape Contracting Tasmania meets Council's requirements and is therefore most likely to offer "best value" in relation to Contract CT0236 Winspears Road Renewal Stage 1.

ATTACHMENTS

Nil

RECOMMENDATION

That the Infrastructure, Works and Development Committee in relation to Contract CT0236 Winspears Road Renewal Stage 1 and in accordance with the delegated authority provided to it by Council under Minute 214/18

- a) award the contract to Civilscape Contracting Tasmania for the schedule of rates sum of \$141,859 (ex GST);
- b) note additional work to be undertaken at scheduled rates is estimated at \$30,000 (ex GST);
- c) project management costs for the project are estimated at \$15,000 (ex GST); and
- d) a construction contingency of \$21,279 is included (ex GST).

Author: Position:	Shannon Eade Project Management Officer	Endorsed By: Position:	Matthew Atkins Deputy General Manager
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5.0 INFRASTRUCTURE AND WORKS REPORTS

5.1 STONY RISE ROAD

File: 28041 D543536

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 2.3.1 Provide and maintain roads, bridges, footpaths, bike paths and car parks to appropriate standards

SUMMARY

This report summarises the findings of a traffic investigation on Stony Rise Road between Tugrah Road and Durkins Road, undertaken as part of the Road Network Strategy 2016 (RNS) Action Plan.

BACKGROUND

The RNS Action Plan includes thirteen actions to investigate and develop improved traffic management arrangements at locations where issues have been identified by Council or other stakeholders. The action related to Stony Rise Road is:

"Investigate and develop improved traffic management arrangement on Stony Rise Road between the lawn cemetery and Tugrah Road to provide an appropriate balance of safety, efficiency and amenity."

Council's Bike Riding Strategy 2015-2020 identified the need for additional bike riding infrastructure on Stony Rise Road, stating:

"Stony Rise Road has been identified as a bike riding route that needs additional infrastructure to support the recent commercial and residential developments. The new path from Tugrah Road should be extended progressively as development and funding opportunities occur."

Council's Pedestrian Strategy 2016-2021 identifies Stony Rise Road as having low walkability, which reflects that most destinations like schools, retail centres and public facilities are a significant distance away, so most people will choose modes of transport other than walking when travelling to, from or within the area.

Although this report is delivered to address an action from the RNS action plan, it also considers the strategic direction of Council's Bike Riding and Pedestrian Strategies.

The area considered in this report is shown in Figure 1 below.

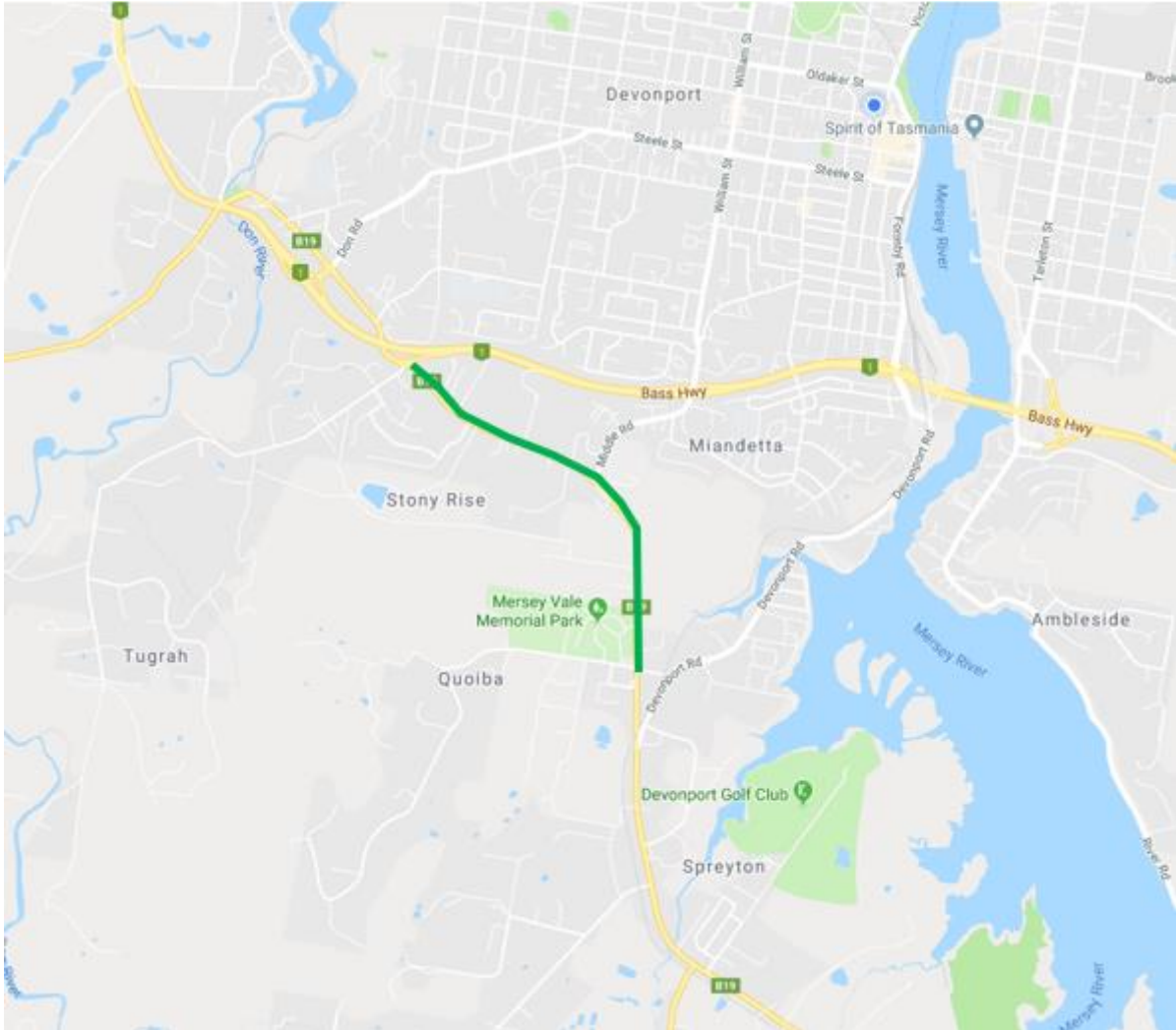


Figure 1: Stony Rise Road – Tugrah Road to Durkins Road

STATUTORY REQUIREMENTS

Section 21 of the *Local Government (Highways) Act 1982* describes Council's responsibility for maintaining the local road network

“21. *General responsibility of corporations*

- (1) *Subject to this Act, the corporation of a municipality is charged with the duty of maintaining the local highways in the municipality that are maintainable by the corporation as shown on its municipal map, and, in any particular case, it shall discharge that duty in such manner as, having regard to all the circumstances of the case, it considers practicable and appropriate.*
- (2) *For the purposes of the discharge of its duties under this section in respect of a highway, a corporation may carry out such works as it considers necessary for the maintenance or renewal of any bridge, embankment, or other work carrying, or otherwise associated with, the highway.”*

Note that local highway is a term for any road maintained by Council.

Section 11 of the *Roads and Jetties Act 1935* describes the delineation of maintenance responsibilities between State and Local Governments on State roads.

"11. Maintenance of State highways, &c., in cities, &c.

Where in a city, town or village there is a footpath on one side or both of a State highway or subsidiary road –

- (a) the Minister is required to maintain and reconstruct –*
 - (i) the carriageways and the surface lying between them, in the case of 2 paved carriageways divided by a median strip;*
 - (ii) the carriageway and the overtaking lane, in the case of a single paved carriageway incorporating an overtaking lane;*
 - (iii) a paved carriageway not exceeding 7.4 metres in width, in the case of a single undivided paved carriageway;*
 - (iv) a paved carriageway not exceeding 4.3 metres in width, in the case of a carriageway providing a traffic lane to a traffic interchange; and*
 - (v) the culverts and bridges over which the State highway or subsidiary road runs; and*
- (b) the remainder of the State highway or subsidiary road, including drainage and shoulders but not culverts and bridges, shall be maintained and reconstructed by the local authority."*

DISCUSSION

Stony Rise Road is critical transport link in the Devonport Road network, which links Spreyton to Stony Rise and Don and provides connections to the Bass Highway and to the Devonport urban area, via Middle Road. The Tasmanian State Road Hierarchy describes Stony Rise Road as a Category 3 road, which is of strategic importance to regional and local communities and economies.

Stony Rise Road is maintained by the State Government and Council in accordance with the *Roads and Jetties Act*. In general terms, the Department of State Growth manages the traffic flow on the road, whilst Council is able make decisions on the pedestrian and bike riding facilities provided.

Stony Rise Road carries around 8,300 vehicles per day, which includes around 7% heavy vehicles. This is a significant volume of traffic, comparable with the other major roads in Devonport. However, traffic is generally able to travel with very limited congestion, demonstrating that the road layout is suitable.

There are six road intersections within the subject area, as shown in Figure 2.

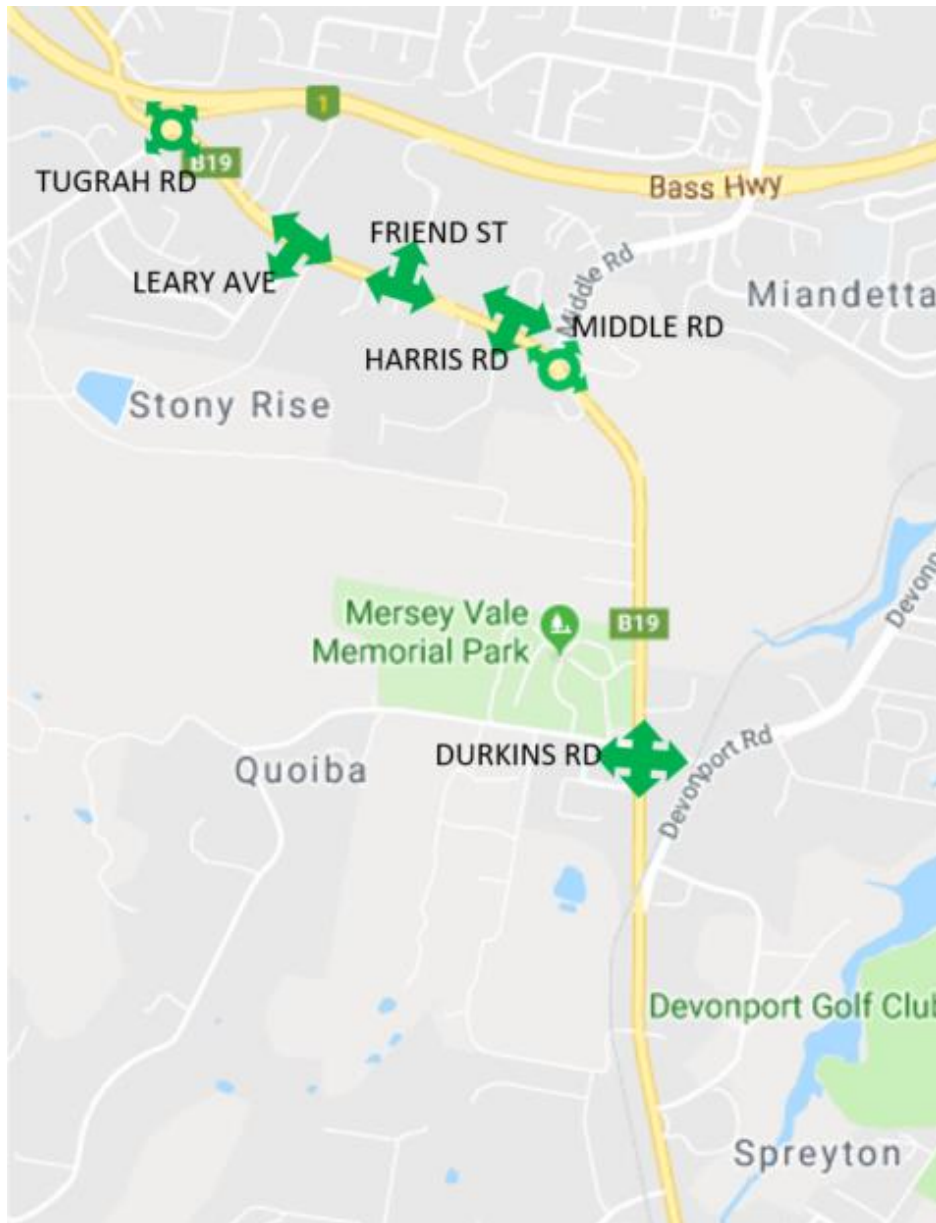


Figure 2: Intersections on Stony Rise Road

Stony Rise Road and Tugrah Road:

A roundabout was constructed at this intersection in 2014 to address a poor safety record but also to cater for increased traffic volumes using Tugrah Road. The project was successful in achieving both these objectives.

Council receives correspondence regarding the layout of the Bass Highway off-ramp which is one approach to the roundabout. There is dissatisfaction with the layout from some members of the community. However, the off ramp is the responsibility of the Department of State Growth rather than Council.

Stony Rise Road and Friend Street:

Friend Street was constructed in 2013 as the secondary entry and primary exit from the Homemaker Centre. The Homemaker Centre is a significant traffic generator with around 6,400 vehicles travelling on Friend Street per day, with further growth possible. This has created issues for residents who now find it more difficult to access their properties due to the traffic at the intersection. There have also been seven reported crashes, including two casualty crashes at the intersection in the last five years.

The intersection layout was approved by the Department of State Growth and designed to cater for traffic from a fully developed Homemaker Centre, noting there is significant growth still possible.

The intersection is at the interface of the State and local road network. However, the Department of State Growth has overall responsibility for the intersection layout and traffic operations.

Council can monitor traffic and crash data and is able to make recommendations regarding the site. However, it is likely that any changes to the intersection would require major works and is therefore unlikely to be a priority for the Department so soon after the intersection was constructed.

Stony Rise Road and Middle Road:

This intersection had a very poor safety record. A roundabout was constructed in 2015 which has been highly successful in reducing the crashes as there has not been any crashes reported since the completion of the work. The roundabout is also suitable.

Other intersections with Stony Rise Road including:

- Leary Avenue
- Harris Road
- Durkins Road

cater for lower traffic volumes on the approach roads. Other than some minor delays for vehicles turning on to Stony Rise Road due to the high volumes of through traffic, there are no issues.

Stony Rise Road also provides sections of the path network that cater for pedestrians and bike riders. Sections of path have been constructed on Stony Rise Road.

There are two sections of Stony Rise Road with no pedestrian or bike riding facilities. For these vulnerable road users to travel on these sections, they are required to travel on the shoulder or verge of the road, which carries significant risk considering the volume of traffic and the number of heavy vehicles using the road.

Construction of a new path between Tugrah Road and Leary Avenue would join two existing sections of path and would be offset from the road edge where possible to offer some amenity to path users. The proposed alignment is shown in Figure 3 below.



Figure 3: Path alignment - Tugrah Road to Leary Avenue

Assessment of the path route has been undertaken to determine the preferred alignment. It is estimated that construction of a 2.5m wide concrete path on this section of road would cost \$300,000.

Construction of a new path between Stony Rise Road and Durkins Road would complete the path link, providing a continuous path between Stony Rise and Quioba. Council has previously undertaken work to develop a suitable alignment for the path, as there are challenges with the steep roadside batters, the longitudinal grade of the road and the prevailing speeds of vehicles in the 80km/h speed zone.

Considering the site constraints, and the safety and amenity requirements for the path, the preferred alignment for the path follows a route on the northern side of the road reserve, generally below the existing transmission lines.

To achieve path grades within acceptable standards, the path alignment includes a 'switchback' which requires the encroachment into private property, before returning to the road reserve for the straight north-south section approaching Durkins Road.

It is estimated that the cost to construct this path between Middle Road and Durkins Road is \$600,000.



Figure 4: Path alignment – Middle Road to Durkins Road



Figure 5: Concept sketch of path – Middle Road to Durkins Road



Figure 6: Concept sketch of path – Middle Road to Durkins Road

The section of existing footpath immediately west of Friend Street was constructed as part of the Homemaker Centre in 2013. This 1.5m wide path was constructed prior to the adoption of Council's Bike Riding Strategy 2015-2020, which specifies a path width of 2-4m. Widening this section of path to 2.5m would match the adjoining paths, provide a constant width for bike riders and would meet the requirements of the strategy. It is estimated that this work could cost \$40,000 and is shown in Figure 6 below.



Figure 6: Path widening – West of Friend Street

A summary of the proposed work is shown in Table 1 below.

Project	Funding responsibility	Estimated Cost	Strategic Priority
New path – Tugrah Road to Leary Avenue	Council	\$300,000	Medium to Low
New path – Middle Road to Durkins Road	Council	\$600,000	Medium to Low
Path Widening – Friend Street to Leary Avenue	Council	\$40,000	Low
Safety improvements – Stony Rise Road and Friend Street intersection	Department of State Growth	TBC	Subject to DSG priority assessment

Table 1 – Proposed projects

COMMUNITY ENGAGEMENT

Council has engaged with Devonfield Enterprises regarding the alignment of the path between Middle Road and Durkins Road. The preferred path alignment encroaches on private property. In January 2018, Devonfield Board of Management approved “in principle” the granting of access to their land for the purpose of developing a public path. If the project was to proceed, this arrangement would need to be formalised as a lease or other agreement.

Council has received reports from the public, including local residents regarding the safety of the intersection of Stony Rise Road and Friend Street.

Council has also received requests from the public regarding the continuation of the existing path network along Stony Rise Road, including both the new links described in this report.

FINANCIAL IMPLICATIONS

The proposed 0.5km section of path on Stony Rise Road between Tugrah Road and Leary Avenue is estimated to cost \$300,000.

The proposed 1.2km section of path from Middle Road to Durkins Road is estimated to cost \$600,000.

The proposed widening of the existing path between Leary Avenue and Friend Street is estimated to cost \$40,000.

There is no budget allocation for any of the three proposed projects in Council's forward capital works program.

Council recently nominated the two sections of bike path on Stony Rise Road as projects that could be funded under an \$8M State Government program for improvements to cycling infrastructure on state roads and where state roads meet local roads. Details of the program are yet to be announced, but it is possible the two new sections of path could be funded under that program.

For any future changes or upgrades at the intersection of Stony Rise Road and Friend Street, it is anticipated that the Department of State Growth would fund the project and there would be no financial implication for Council.

RISK IMPLICATIONS

Occupying private property with the path alignment would be subject to agreement with the property owner. Devonfield Enterprises have provided in principle support for this to occur. However, there is still work required to formalise an agreement and manage the ongoing risk related to the management of the path assets.

CONCLUSION

Stony Rise Road is a critical transport link in the Devonport road network, carrying 9600 vehicles per day. The road is managed by Department of State Growth. The road layout is suitable for the volume of traffic, although the intersection of Stony Rise Road and Friend Street requires monitoring due to the recent history of crashes.

The facilities available for pedestrian and bike riding need to be improved to provide the connections outlined in Council's Bike Riding Strategy 2015-2020. 0.5km of new path is required between Leary Avenue and Tugrah Road and 1.2km of new path is required between Middle Road and Durkins Road. Widening of the existing path, west of Friend Street is also required. The concept designs for these projects have been developed. However, the projects are not high priority strategic projects and no budget allocation has been made in the forward capital works program. External funding opportunities are being investigated for the two projects to construct new paths.

ATTACHMENTS

Nil

RECOMMENDATION

That it be recommended to Council that the report be received and that it be noted that construction of missing sections of footpath on Stony Rise Road, between Durkins Road and Tugrah Road are not currently a high priority but applicable grant opportunities will be pursued as and when they arise.

Author:	Michael Williams	Endorsed By:	Matthew Atkins
Position:	City Engineer	Position:	Deputy General Manager

5.2 MIANDETTA PLAYGROUND PROJECT - CONSULTATION OUTCOMES

File: 35384 D552393

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 2.3.4 Provide accessible and sustainable parks, gardens and open spaces to appropriate standards

SUMMARY

This report summarises the outcomes of the public consultation undertaken as part of the Miandetta Park Playground Project.

BACKGROUND

As part of the 2018-19 Capital Works Program, Council made an allocation of \$100,000 for 'Playground Equipment Installation Miandetta'.

Submissions were sought from local and interstate playground equipment suppliers. Suppliers were given the location and Council's price range for the playground. Four companies each provided two proposals which were assessed on key criteria including:

- Value for money (ie size of playground)
- Likely future maintenance requirements (including warranty period)
- Likely support from community

The proposals from Sturdybuilt Agencies were assessed as the preferred options and are shown in Figure 1 below.



Shot Tower - Option

Includes swings, slides, climbing structure and twin flying shot tower



Adventure - Option

Includes swings, slides, climbing structure and rope climbing

Figure 1 – Options

These options were presented to the public for comment. The consultation process is described below.

STATUTORY REQUIREMENTS

There are no statutory requirements related to this report.

DISCUSSION

This report details the consultation process which is described below.

COMMUNITY ENGAGEMENT

Initially, feedback on the two options was sought from the stakeholders involved in proposing a new Miandetta playground to Council early in 2018. Once these options were endorsed, feedback was sought from the wider community via:

- Speak Up Devonport online consultation hub
- Promotion via Facebook
- Installation of a display in Miandetta Park (shown in Figure 2 below)
- Pamphlets available in business adjacent to Miandetta Park



Figure 2 – display plan

This approach reached a large number of stakeholders, resulting in 84 comments being submitted to Speak Up Devonport and a further 77 comments posted to Facebook. The vast majority of the feedback was constructive and positive about the project.

Analysis of the submissions to Speak Up Devonport showed a clear preference for the Adventure Option, as shown in Figure 3. Although not included, the breakdown of the Facebook responses was similar.

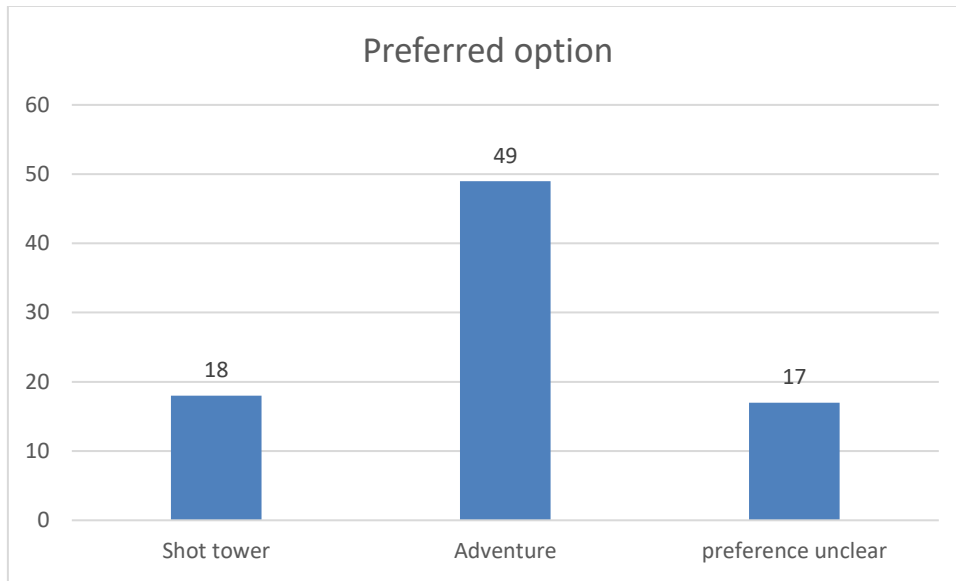


Figure 3 – Preferred option

Whilst the selection of the preferred option was straightforward, the consultation process provided an opportunity for respondents to make requests for other infrastructure to support the playground and the park. Of the 84 comments made on Speak Up Devonport, 32 requested one or more items of additional infrastructure. The requests are shown in Figure 4 and addressed individually below.

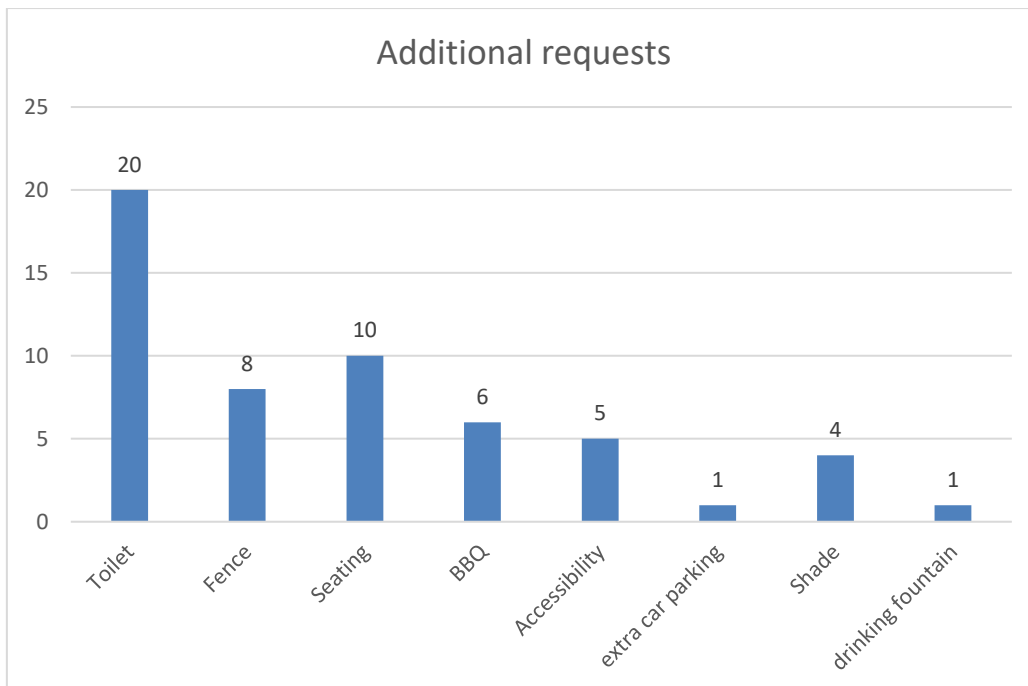


Figure 4 – requests for additional infrastructure

Toilet: A toilet was the most requested item. Council's major playgrounds, such as the Bluff and Pioneer Park have toilets, but others including Madden Street, Kiah Place and Loane Avenue do not. The scale of the new Miandetta playground is in between the major and minor playgrounds, so there are arguments for and against a toilet. A toilet is likely to cost \$200,000 - double the cost of the playground. Toilets are also the item most targeted by vandals and require significant operating and maintenance budgets.

Fence: Requests were made for fencing the playground. Very few of the playgrounds in Devonport are fenced and playground fences have been targeted by vandals in the past. This playground is to be located around 20m away from the car park, which is the nearest hazard. This should negate the need for a fence and allow the available budget to be directed towards play equipment.

Seating: The display plan included only one seat, which for a playground of this size is likely to be insufficient. Additional seating may be added through utilising the available project contingency or installation of a commemorative seat.

BBQ: Requests were received for a BBQ at the site. BBQ's are provided at some other parks and reserves but are not always linked with a playground. A picnic table with or without a shelter could also go some way to encouraging use of the site but has not been included in the project. A BBQ and shelter is estimated to cost \$80,000 at this location.

Accessibility: This request was made from two perspectives, firstly the infrastructure leading to the playground is accessible and secondly the playground itself is accessible. The new path to the playground will be of suitable width and grade. The playground itself has limited features for a person with a disability, although this is highly dependent on the nature of the disability. A process is underway to determine the ideal site and preferred equipment for an inclusive play space in Devonport, and the outcomes of this process will be provided to Council in future.

Extra car parking: One request was made to increase the size of the car park. However, there is little evidence to suggest the existing car park is inadequate. Parking is available on Berrigan Road and other nearby streets in the event that the car park is full.

Shade: There is no provision for shade at this site and there is no available shade in the vicinity, although there are some large trees further away in the park. The Bluff playground is the only playground with a shade structure, so trees are the most likely way to provide shade. Trees may be added in future, subject to suitable species and locations being identified.

Drinking fountain: There is no provision for a drinking fountain at this site. There is no water supply to the park, so a new connection and the installation of a fountain near the playground is estimated to cost \$9,000.

FINANCIAL IMPLICATIONS

The adventure playground option favoured by the public can be provided within Council's budget allocation. The forecast expenditure for the project allows for a path between the car park and the playground and also a seat.

An order has been placed with the supplier to manufacture and install the 'Adventure' Option. Installation is scheduled for February 2019.

There is no allocation in 2018-19 or in the remainder of the forward capital works program to provide any of the other major items that were requested during the consultation period.

RISK IMPLICATIONS

Whilst the plan for a new playground in Miandetta Park has been welcomed by the community, the consultation showed that there is a desire or expectation for supporting infrastructure to be provided. There is no allowance for any budget allocation for additional infrastructure in Miandetta Park, and no current masterplan for the area to support future work, so any future work would come at the expense of work prioritised by existing Council strategies and masterplans.

Conversely, if the playground is the only infrastructure added to the park, a lack of supporting infrastructure, may either limit the use of the playground, as potential users would favour other sites, or may lead to unwanted behaviour at the site (eg due to a lack of toilets).

CONCLUSION

The feedback received during the consultation period clearly favoured the 'Adventure' Option, which has been ordered and will be installed early in 2019.

The feedback also identified other community desires and expectations for the site, some of which have significant cost. There is no allocation in 2018-19 or in the remainder of the forward capital works program to provide any major items that were requested during the consultation period. Trees and additional seating may be provided and can be funded from future operational budgets as required.

Provision of major items in future would be at the expense of work currently prioritised by Council strategies and masterplans.

ATTACHMENTS

Nil

RECOMMENDATION

That it be recommended to Council that the report of the Infrastructure and Works Manager be received and that Council note playground equipment for Miandetta Park has been ordered in accordance with the preference identified during community consultation and will be installed in the first quarter of 2019.

Author:	Michael Williams	Endorsed By:	Matthew Atkins
Position:	Infrastructure and Works Manager	Position:	Deputy General Manager

5.3 EAST DEVONPORT STORMWATER CATCHMENTS

File: 32385 D552568

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 2.3.2 Provide and maintain stormwater infrastructure to appropriate standards

SUMMARY

This report summarises the findings of the recently completed hydraulic analysis of the East Devonport stormwater network and recommends actions to ensure compliance with relevant legislation and strategy.

BACKGROUND

Council's urban area is divided into 76 stormwater catchments, which each discharge through a single outlet into either Bass Strait, the Mersey River or other natural water courses.

There are 13 catchments in East Devonport, north of the Bass Highway, shown in Figure 1 below.

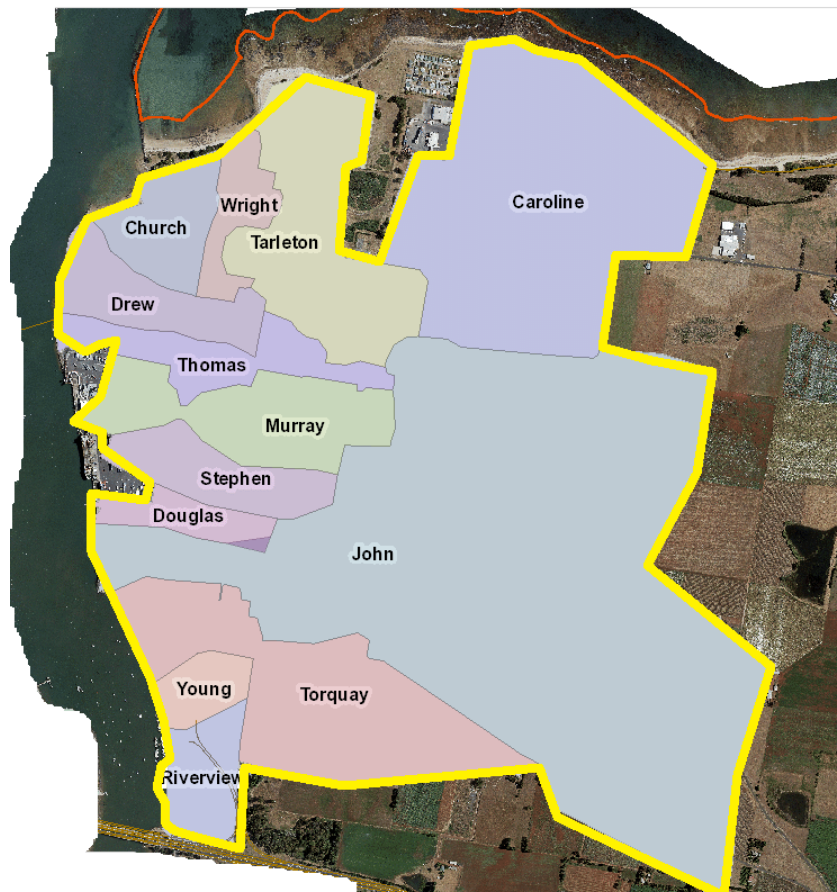


Figure 1: East Devonport stormwater catchments

Council's *Stormwater Strategy 2012* defines the capacity requirements of the major (overland) and minor (piped) stormwater systems.

The minor stormwater system carries water from low-intensity rain events in the piped system. During high intensity rainfall events, the pipes flow full while excess water flows above ground in streets and other designated overland flow paths. However, in some areas, the overland flow is uncontrolled and create a risk to people and property. A typical example of major and minor stormwater systems is shown in Figure 2 below.



Figure 2: major and minor stormwater systems

Council's *Stormwater Strategy 2012* requires the minor stormwater system to have sufficient capacity for a rain event with a 10 year average recurrence interval (ARI). This can also be described by the likely number of exceedances per year (EY), which for this event is 0.1.

However, a review of the Australian Rainfall and Runoff (ARR) guidelines in 2016 significantly increased the estimated rainfall from a 0.1EY event. The updated guide requires that storm intensity increases of 14-47% be allowed for when compared with the 1987 guide. This is reflective of the better availability of weather and climate data but also the impacts of climate change already being felt. Furthermore, allowing for future impacts of climate change requires that storm intensity increases of 31-69% be allowed for.

This means that stormwater networks that may have once been considered to have adequate capacity are now assessed as lacking in capacity and rain events more frequently pose a risk to people and property.

STATUTORY REQUIREMENTS

Section 10 of the *Urban Drainage Act 2013* states that

- (1) A council must develop a stormwater system management plan for the urban area of its municipal area within 6 years after the day on which this Act commences.
- (2) A stormwater system management plan is to specify –
 - (a) plans for the management of any assets used for the delivery of a stormwater service; and
 - (b) the level of risk from flooding for each urban stormwater catchment in the public stormwater system; and

- (c) any other matters prescribed in the regulations or that the council considers appropriate.

The multi-year project to develop hydraulic models and risk assessments for the urban stormwater catchments is being undertaken to inform Council's stormwater system management plan. The plan will guide the future expenditure on new and renewed stormwater assets.

DISCUSSION

In order to develop a hydraulic model of each catchment to inform the risk assessment, a survey of all existing stormwater assets in the catchment was required. Council engaged a surveyor to collect location and attribute data which was also used to vastly improve the accuracy of Council's GIS.

Part of the initial assessment of the catchments was to produce a 'bare earth' model which uses catchment topography and imagines the landscape as totally undeveloped. This gives a representation of the overland flow paths which are likely to occur in a high intensity rain event. The 'bare earth' model should correspond with the reports of flooding reported to Council during rain events over a long period of time. The 'bare earth' model for the East Devonport catchments shown in Figure 3 below, corresponds well with the record of flood reports, particularly in the following locations:

- Girdlestone Park and the East Devonport Recreation Centre (John catchment)
- Residences in the vicinity of North Caroline Street, Brooke Street and Coraki Street (Caroline catchment)
- The intersection of Brooke Street and Church Street and surrounds (Church catchment)



Figure 3: Bare Earth model – East Devonport catchments

The stormwater asset data and topography of the catchments were then used to develop the hydraulic model for each catchment. This model shows where stormwater flows for a large number of rain events that vary in intensity and duration.

This analysis showed that the piped system in each catchment is significantly under the capacity required by Council's *Stormwater Strategy 2012*. The likely capacity is less than a 1 year ARI event, or greater than 1EY. This means that in theory there will be at least one rain event each year that exceeds the capacity of the piped system resulting in overland flow. The capacities of the minor system in each catchment are shown in table 1 below.

Catchment	Current Capacity
Caroline	> 1EY (less than 1 in 1 ARI)
Church	> 1EY (less than 1 in 1 ARI)
Douglas	> 1EY (less than 1 in 1 ARI)
Drew	> 1EY (less than 1 in 1 ARI)
John	> 1EY (less than 1 in 1 ARI)
Murray	> 1EY (less than 1 in 1 ARI)
Riverview	> 1EY (less than 1 in 1 ARI)
Stephen	> 1EY (less than 1 in 1 ARI)
Tarleton	> 1EY (less than 1 in 1 ARI)
Thomas	> 1EY (less than 1 in 1 ARI)
Torquay	> 1EY (less than 1 in 1 ARI)
Wright	> 1EY (less than 1 in 1 ARI)
Young	> 1EY (less than 1 in 1 ARI)

Table 1: Minor system catchment capacities

These results correlate well with the frequency of reports of flooding. The location of the overland flows also correlates well with the 'bare earth' model. This means the models are likely to be accurate enough to be used for planning upgrades of the minor system.

Following the development of an accurate hydraulic model for each catchment, the development of a risk rating is required. This is a key input into Council's Stormwater System Management Plan. It also provides a tool for prioritising minor system upgrade work.

The methodology to define the risk of flooding in each catchment relies on two key criteria:

- Risk to life, based on unsafe overland flow throughout the entire catchment and private property.
- Risk to property, based on the number of properties that will experience overland flow and the cost of repairs per property.

The key inputs from the hydraulic model are

- Depth of overland flow
- Velocity of overland flow
- Location of overland flow (whether on road or through property)
- Number of properties affected by overland flow

This assessment was undertaken for rain events of various likelihoods, as less frequent events are more severe. The worst case risk rating is used as the rating for that catchment. The risk ratings for each catchment are shown in table 2 below.

Catchment	Risk Rating
Caroline	Low-Medium
Church	Low-Medium
Douglas	Low-Medium

Drew	Low-Medium
John	Medium-High
Murray	Medium
Riverview	Low-Medium
Stephen	Low-Medium
Tarleton	Medium
Thomas	Low-Medium
Torquay	Low-Medium
Wright	Low-Medium
Young	Low-Medium

Table 2: catchment risk ratings

Investigation work has begun on projects that will reduce the risk from flooding to people and property. The priority is work in the John catchment, which includes the East Devonport Recreation Centre. It is anticipated that concept designs will be considered, and projects will be proposed for inclusion in Council's Forward Capital Works Program for 2019-20 and beyond.

COMMUNITY ENGAGEMENT

No community engagement has been undertaken as part of this report. However, the hydraulic models of each catchment were checked against the record of requests and complaints made about stormwater flooding. The models correlated well with Council's record of reported flooding.

If projects were to be undertaken in future to reduce the risk of flooding, consultation would have to be undertaken on a project basis with relevant stakeholders.

FINANCIAL IMPLICATIONS

There are no immediate financial implications as a result of this report.

Projects that reduce the risk of flooding will be prioritised and proposed for inclusion in Council's forward capital works program. Funding improvements to Devonport's stormwater system will require significant expenditure over the medium to long term as risks are addressed.

RISK IMPLICATIONS

- **Asset & Property Infrastructure**
The delivery of a suite of projects to decrease the risk to people and property is required. However, it is unlikely that a works program could be delivered to increase the capacity of the piped system to meet the requirements of Council's Stormwater Strategy. Such a program would be incompatible with Council's long term financial plan and significantly increase depreciation due to the construction of new assets. The preferred approach is to carefully prioritise projects to reduce risk in the highest risk catchments in Devonport.

The current capacity of the piped stormwater system represents a risk that varies between high/medium and medium/low for each of the 13 catchments. On some overflow routes, the risk is related to damage to Council assets, notably the East Devonport Recreation Centre in the John catchment.

- **Risk Management Practices**
The current capacity of the piped stormwater system represents a risk that varies between high/medium and medium/low for each of the 13 catchments. The risk assessment considers the risk from flooding to people and property. A work program

is required to deliver projects to reduce the risk. However, the works program must be compatible with Council's long term financial plan, so careful planning and prioritisation is required.

CONCLUSION

As a requirement of the *Urban Drainage Act 2013*, Council has been undertaking hydraulic modelling and risk assessments to inform the Stormwater System Management Plan.

A hydraulic analysis of the 13 stormwater catchments in East Devonport showed that the capacity of the piped stormwater system is significantly less than the capacity required by Council's Stormwater Strategy and overland flow is probable to occur one or more times per year.

A risk assessment of the overland flow, considering flow depth and velocity and location of flow paths determined that the risk to people and property in the thirteen 13 catchments varies between high/medium and medium/low, with the John catchment having a risk rating of high/medium.

Concept designs for work to reduce the risk of flooding are being developed and will be proposed for inclusion in Council's forward capital works program. Projects will be prioritised based on the current risk in the catchment and the likely risk reduction from the project.

ATTACHMENTS

Nil

RECOMMENDATION

That it be recommended to Council that the report of the Infrastructure and Works Manager regarding East Devonport's stormwater catchments be noted and that priority projects be considered as part of the 2019/20 budget deliberations.

Author:	Michael Williams	Endorsed By:	Matthew Atkins
Position:	Infrastructure and Works Manager	Position:	Deputy General Manager

5.4 OWNERSHIP OF BASS STREET EAST DEVONPORT

File: 13499 D553200

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 2.3.1 Provide and maintain roads, bridges, footpaths, bike paths and car parks to appropriate standards

SUMMARY

Council at its meeting on 24 September 2018 determined:

"That Council pursue the formal recognition of Bass Street, East Devonport as a public road and that Council be provided with a report on the process necessary, and the likely obligations which can be expected by such recognition".

This report is to consider the formal recognition of Bass Street, East Devonport as a public road, and the obligations and costs likely to be incurred by Council if it seeks to formally recognise the current private roadway as a highway maintainable by Council in accordance with the *Local Government (Highways) Act 1982*.

BACKGROUND

Bass Street, East Devonport is a private, unsealed roadway that runs between Pardoe Street (to the east) and Wheeler Street (to the west), Drew Street (to the North) and Thomas Street (to the south). Residents have rear access to this roadway, but it is not the main access point to their respective properties (all have legal main road frontages on public streets). It is deemed that residents would utilise this roadway by choice rather than necessity. The portion of Bass Street north of Drew Street is sealed.



Ownership of this section of Bass Street cannot be conclusively determined; however, it does appear that the roadway was derived from an historic private subdivision (of general law

land, possibly in the early 1900's), and the transfer to Council of the roadway as part of the subdivision process did not occur or was not required at that time. Council has in the past consistently withheld accepting responsibility of Bass Street due to the inadequate construction standard of the road and drainage system and the fact it provides only secondary property access.

Historically, Council has determined the roadway to be classified in accordance with S50 of the *Local Government (Highways) Act 1982*, as a "local highway not maintainable by the Corporation". The roadway is signposted with such Notice (installed by Council) advising that the "*Street is not maintained by Council. Persons use it at their own risk*".

The images below show that a section of this roadway has been sealed, however the origins as to who and/or why the works were completed is unknown. The balance of the roadway remains unsealed.



STATUTORY REQUIREMENTS

Under subsection 12(1) of the *Local Government (Highways) Act 1982* ("the Act"):

"...council may, of its own volition, declare by resolution that a private road will become a highway maintainable by council".

This is subject to Section 12(2), in that Council must only pass a resolution that the "standard requirements" for the road are satisfied.

Subsection 12(4) of the Act requires that a copy of the resolution (if passed) be published in 'The Gazette', and that the status of the road as a highway maintainable by Council takes effect from the date of publication. Bass Street will not be transferred to Council as part of this process but will instead be vested in Council.

By virtue of subsection 21(3), if Council elects to pass a resolution to declare Bass Street a private road maintainable by Council, Bass Street will then vest in Council, thus making Council responsible for the care, control and management of the road as a local highway.

DISCUSSION

There have been numerous requests (the earliest documented in 1975) from the community that Council take ownership of Bass Street and commence ongoing formal maintenance.

Council has sought general legal advice to determine the course of action required to pursue the formal recognition of Bass Street as a public road, and expected costs incurred via this process. As referred to in the statutory section of this report, the recognition of a private road as a highway maintainable by Council is a relatively straightforward process.

If Council determines for the road to be vested in it, on the condition that the roadway remains in its current condition, there would be minimal obligations or expense for Council. Council would assume control of the roadway and by virtue, the ability to control and manage the roadway and its use.

Dumping of car parts and car body parts, and the placement of a shipping container on the roadway have been identified as ongoing issues. To have the roadway vested in Council would provide Council with greater control over the roadway from a compliance perspective and the authority to request the removal of old cars, car parts and other items that are placed on or encroach onto the roadway which result in a visual "eyesore".

If Council elects to vest the roadway in its control and management, there may be an expectation and lobbying from residents for Council to maintain the roadway and bring it up to the standard expected of a highway maintainable by Council. This would result in a capital outlay to bring the road up to standard, and ongoing costs associated with its maintenance. It should be noted that such a project would be considered as a low priority in Council's forward capital works program.

COMMUNITY ENGAGEMENT

No community engagement has been undertaken as a result of this report. If Council determines to vest the roadway in its control and management, the adjacent residents would be advised in writing.

FINANCIAL IMPLICATIONS

If Council determines to vest the roadway in its control and management, it will assume responsibility for ongoing maintenance of the roadway. Even if maintained to the lowest level of service, there will still be costs from time-to-time to inspect and repair the assets.

As discussed, there may be an expectation from residents that the road be sealed to match the standard of the adjacent streets. The cost estimate to place pavement and seal for a

single 4 metre lane in Bass Street, and provide above ground drainage, is estimated to be \$90,000.

A further financial implication is the cost of Council officers to manage the reported issues of dumping of materials in the roadway, as this would become a Council issue if it determines to vest the roadway in its control and management.

RISK IMPLICATIONS

If Council does elect to vest Bass Street in Council, there may be a future expectation by residents that Council undertake upgrade works to improve the current condition of the roadway, and to maintain it on an on-going basis.

If Council determines not to proceed, it is likely that nearby residents will continue to lobby Council to accept responsibility for the roadway.

CONCLUSION

A decision regarding Bass Street must balance the benefits of Council acquiring the ability to control and manage the roadway, with the potential financial costs arising from the likely expectation of residents that Council improve the standard of the roadway, and for its ongoing maintenance. The advantage of vesting the roadway in Council is Council's ability to direct the removal or clean-up of the area, as required. However, this would be offset by financial costs incurred as a result of any works required or agreed to be undertaken as a result of Council being the vested authority. As the roadway is not critical for property access, the decision must be based on the importance Council places on its ability to manage and control the roadway, and in satisfying residents whom have requested Council commit to the control and management of the roadway over many years.

ATTACHMENTS

Nil

RECOMMENDATION

That it be a recommendation to Council that it:

Option 1:

seek to formally recognise Bass Street as a highway vested in and maintainable by Council, and establish a base level standard of maintenance in line with the existing condition of the roadway;

OR

Option 2:

determine that Bass Street remain a private roadway, not maintainable by Council.

Author:	Claire Jordan	Endorsed By:	Paul West
Position:	Governance Officer	Position:	General Manager

5.5 ASSET MANAGEMENT STRATEGY - YEAR FOUR STATUS UPDATE

File: 26799 D556405

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 2.3.3 Provide and maintain Council buildings, facilities and amenities to appropriate standards

SUMMARY

To report to Council on the progress of the actions outlined in Council's Asset Management Strategy (The Strategy).

BACKGROUND

Council developed and adopted the Strategy to complement the objectives of Council's Asset Management Policy.

The current Strategy was adopted by Council at its meeting in June 2015 and this report provides an update on progress to date.

To ensure the long-term financial sustainability of Council, it is essential to balance the community's expectations for services with their ability to pay for the infrastructure assets used to provide the services. Maintenance of service levels for infrastructure assets requires appropriate investment over the whole of the asset life cycle. To assist in achieving this the Strategy provides the following vision:

Develop and maintain asset management governance, skills, process, systems and data in order to provide the level of service the community need at present and in the future, in the most cost-effective and fit for purpose manner.

In line with the vision, the objectives of the Strategy are to:

- ensure that the Council's services are provided in an economical optimal way, with the appropriate level of service to residents, visitors and the environment determined by reference to Council's financial sustainability;
- safeguard Council's assets including physical assets and employees by implementing appropriate asset management strategies and appropriate financial resources for those assets;
- adopt the Long Term Financial plan as the basis for all service and budget funding decisions;
- meet legislative requirements for all Council's operations related to asset delivery;
- ensure resources and operational capabilities are identified and responsibility for asset management is allocated; and
- assist with high level oversight of financial and asset management responsibilities through reporting to Council on development and implementation of the Asset Management Strategy and Financial Management Strategy.

A copy of the Strategy can be found on Council's website at:

<http://www.devonport.tas.gov.au/Council/Publications-Plans-Reports/Council-Plans-Strategies>.

STATUTORY REQUIREMENTS

Section 70D of the *Local Government Act 1993* relates to Council's requirement to have an adopted Asset Management Strategy.

Local Government (Content of Plans and Strategies) Order 2014 specifies the matters that are required to be included in plans, strategies and policies under the *Local Government Act 1993*.

DISCUSSION

Achievements and progress for the first four years of the Strategy are outlined in the attachment to this report. Of the fourteen actions, six have been completed, either through the completion of a discrete project or through embedment of an asset management task into an existing process. Five more are ongoing, two have commenced and one is yet to commence. The progress of the Strategy in the fourth year indicates that it is on track for all actions to either be completed or embedded in standard work processes within the five years of the strategy.

Progress in the last year includes:

- Adoption of the Transport asset management plan (Min IWC 33/18 refers);
- Drafting of the Stormwater asset management plan;
- Reporting on asset management in Council's Annual Report;
- Undertaking a major review of asset management practices, resulting in the development of a business case to implement efficiency and performance improvement measures through enhanced use of Council's existing asset management and works management software (Technology One).

COMMUNITY ENGAGEMENT

There was no community engagement as a result of this report.

FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report.

RISK IMPLICATIONS

- **Political/Governance**
Ever increasing legislative obligations are intended to ensure that Council's expenditure is sustainable, the Strategy provides the framework for responsible decision making.
- **Assets, Property and Infrastructure**
The Strategy provides direction for Council in the implementation of consistent and best practice asset management. Appropriate asset management practices assist in mitigating a range of risks to Council and the community.
- **Financial**
The Strategy will ensure that sound financial principals are followed in all decision making.
- **Communication/Reputation**
The Strategy will enable Council to demonstrate best practice within asset management.

CONCLUSION

Progress is underway to implement the actions listed in the Asset Management Strategy, since it was adopted in June 2015.

ATTACHMENTS

- [1.](#) Asset Management Strategy Action List – Year 4 Status

RECOMMENDATION

That it be recommended to Council that the report of the Infrastructure and Works Manager be received and Council note the status of actions listed in the Asset Management Strategy.

Author:	Michael Williams	Endorsed By:	Matthew Atkins
Position:	Infrastructure and Works Manager	Position:	Deputy General Manager

Asset Management Strategy Action List – Year Four Status

No.	Action	Year Planned					Status	Comments	Responsible Department
		2015/16	2016/17	2017/18	2018/19	2019/20			
Objective 1: Ensure that the Council's services are provided in an economically optimal way, with the appropriate level of service to residents, visitors and the environment determined to reference to Council's financial sustainability.									
1.1	Add asset condition data where possible to Council's Annual Report						Complete (embedded)	Information is included in the Annual Report.	Inf & Works
1.2	Develop and implement a program to review internal procedures relating to asset management						In progress	Internal procedures under review. Significant improvements identified for implementation. Documented as a business case.	Asset Mgmt. Team
Objective 2: Safeguard Council's assets including physical assets and employees by implementing appropriate asset management strategies and appropriate financial resources for those assets.									
2.1	Develop and implement a program to review Council's existing Service & Asset Management Plans progressively over the next two years						In progress	Transport asset management plan has been adopted. Stormwater plan is in draft.	Inf & Works
2.2	Develop and adopt a Plant & Fleet Service & Asset Management Plan						Yet to commence		Inf & Works
Objective 3: Adopt the Long Term Financial Plan as the basis for all service and budget funding decisions.									
3.1	Develop and implement a system to progressively review the useful lives of all significant assets						Ongoing	Useful lives of assets are reviewed as part of the revaluation process. This process will be further refined to better align with expectations of the Audit Office	Inf & Works
3.2	Review Long Term Financial Plan incorporating the Asset Management Plan expenditure projections with a sustainable funding position outcome						Complete (embedded)	Long Term Financial Plan reviewed annually.	Org Performance
Objective 4: Meet legislative requirements for all Council's operations relating to asset delivery.									
4.1	Develop and document guidelines for revaluation of assets						Complete		Asset Mgmt. Team
Objective 5: Ensure resources and operational capabilities are identified and responsibility for asset management is allocated									
5.1	Develop a program to progressively improve the accuracy of the data in the asset system including collection of additional data						Complete (embedded)	Accuracy of data in the asset system is continually being improved. A multi year project to update and verify stormwater asset data is scheduled for completion in 2019	Inf & Works
5.2	Ensure responsibilities for asset management are identified and incorporated into staff position descriptions as required						Ongoing	Responsibilities added to Position Descriptions progressively as they are reviewed.	Human Resources
Objective 6: Assist with high level oversight of financial and asset management responsibilities through reporting to Council on development and implementation of the Asset Management Strategy and Financial Management Strategy.									
6.1	Report annually to Council on implementation of the Asset Management Strategy and Asset Management Plans						Complete (embedded)	Status update provided to Infrastructure, Works and Development Committee annually.	Inf & Works
6.2	Report annually to Council on implementation of Long Term Financial Plan						Complete (embedded)	Reported to June audit panel meeting and June Council meeting.	Org Performance
6.3	Review Council's strategic documents in relation to asset management and long term financial sustainability both during development of new strategies and reviewing of existing strategies						Ongoing	Documents reviewed on schedule or in response to legislative or other significant changes.	Asset Mgmt. Team
6.4	Investigate ways to improve asset condition reporting in Council's Annual Report						Ongoing	Information is included in the Annual Report. Improved reporting is likely to be achievable as asset management practices are improved (item 1.2)	Inf & Works
6.5	Raise awareness of asset management within Council through education of staff						Ongoing	Information provided to staff in the budget manual. Project team formed to deliver improved asset management processes	Asset Mgmt. Team

5.6 CRADLE COAST WASTE MANAGEMENT - ANNUAL REPORT 2017/18

File: 29119 D558366

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 1.4.2 Facilitate, and where appropriate, undertake improvements in waste and recycling collection, processing services and facilities

SUMMARY

The purpose of this report is to present to Council the Cradle Coast Waste Management Group (CCWMG) Annual Report for the 2017/18 Financial Year.

BACKGROUND

The CCWMG is responsible for implementing the Cradle Coast Regional Waste Management Strategy 2017-2022.

The CCWMG, comprises a General Manager, an elected member, Cradle Coast Authority (CCA) & Dulverton Waste Management (DWM) representatives and four technical staff from the member Councils. Council's Deputy General Manager, Matthew Atkins is one of the technical staff on the group.

The Group is chaired by Central Coast General Manager, Ms Sandra Ayton.

Each year the CCWMG set an annual plan and budget for the upcoming twelve months aimed at achieving the outcomes of the Regional Strategy.

The Annual Plan and Budget is funded from a voluntary levy of \$5 per tonne of waste delivered to landfills in the North West region.

This report tables the CCWMG's Annual Report for 2017/18 which outlines the progress during the year against the Annual Plan and Budget.

STATUTORY REQUIREMENTS

The CCWMG is a working group of the Cradle Coast Authority (CCA). The CCA is established as a Joint Authority under Section 30 of the *Local Government Act 1993*.

DISCUSSION

The CCWMG 2017/18 Annual Report summarises progress against planned projects with 27 of an identified 52 actions being completed or ongoing as of 30 June 2018.

Total income generated from the waste levy and other sundry income totalled \$377,908 for the 12-month period with expenditure of \$394,812, the Group ended the year with a \$16,904 loss and a closing account balance of \$359,441.

COMMUNITY ENGAGEMENT

The CCWMG maintain a website Rethinkwaste.com.au in conjunction with other Tasmanian waste bodies as a means of engaging with the community. A number of media initiatives were also implemented during the year.

FINANCIAL IMPLICATIONS

There are no financial implications for Council as a result of this report.

RISK IMPLICATIONS

There are no notable risks to Council associated with the recommendation of this report.

CONCLUSION

The CCWMG's 2017/18 Annual Report is tabled for Council's information and noting.

ATTACHMENTS

- [1.](#) CCWMG Annual Report for 2017-2018

RECOMMENDATION

That it be recommended to Council that the 2017/18 Cradle Coast Waste Management Group Annual Report be received and noted.

Author:	Matthew Atkins	Endorsed By:	Paul West
Position:	Deputy General Manager	Position:	General Manager



Cradle Coast Waste Management Group

Annual Report
2017/18



Cradle Coast
Waste Management Group



This report was prepared by:



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For:
Cradle Coast Waste Management Group

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Cradle Coast
Waste Management Group



Revision	Issued To	Date	Reviewed	Approved
1	CCWMG for comment/approval	28/11/2018	MP	MG
2	CCWMG to distribute to Councils	07/12/2018	MP	CCWMG

Cradle Coast Waste Management Group



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Cradle Coast Waste Management Group



Glossary of Abbreviations

BCC	Burnie City Council
CCA	Cradle Coast Authority
CCC	Central Coast Council
CHC	Circular Head Council
CCWMG	Cradle Coast Waste Management Group
DCC	Devonport City Council
DWM	Dulverton Waste Management
EPA	Environmental Protection Authority
ERF	Emissions Reduction Fund
FOGO	Food Organics Garden Organics
KC	Kentish Council
LC	Latrobe Council
LGAT	Local Government Association of Tasmania
MRA	MRA Consulting Group
MRF	Materials Recycling Facility
MSW	Municipal Solid Waste
NSRF	National Stronger Regions Fund
NTWMG	Northern Tasmania Waste Management Group
WGPC	Waste Governance Project Coordinator
WSS	Waste Strategy South
WTS	Waste Transfer Station
WWC	Waratah Wynyard Council

Cradle Coast Waste Management Group



1. Introduction

1.1. Who We Are

The Cradle Coast Waste Management Group (CCWMG) was formed in 2007 and represents seven northwest Tasmanian municipal councils participating in the voluntary waste levy including: Burnie City (BCC), Central Coast (CCC), Circular Head (CHC), Devonport City (DCC), Latrobe (LC), Kentish (KC) and Waratah Wynyard (WWC).

It is made up by a representative from each council and includes practitioners skilled in engineering, environmental health, waste management, corporate governance and general management. The 2017/18 CCWMG representatives include:

- Rowan Sharman, Engineering Representative from the BCC.
- Sandra Ayton (Chair), General Manager Representative from the CCC.
- James Brewer, Engineering Representative from the CHC.
- Matthew Atkins, Management Representative from the DCC.
- Chris Clark, Management Representative from LC & KC (resigning from the position on the 05.04.2018, the position was unfulfilled as at 30.06.2018).
- Dana Hicks, Service Officer Representative from the WWC.

The Cradle Coast Authority's (CCA) Chief Executive Officer (CEO) is an ex-officio member of the CCWMG, providing corporate governance support and expertise. The CCA Representatives Group nominate an observer to attend the meetings on their behalf. These members include:

- Brett Smith, CEO from the CCA; and
- Don Thwaites, Observer on behalf of the CCA Representatives Group.

Dulverton Waste Management (DWM) provides project management support and waste expertise to the CCWMG and is represented by:

- Mat Greskie, CEO; and
- Mel Pearce, Project Officer (PO).

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1.2. Our Principles, Goals and Targets

The CCWMG's 5 Year Strategy 2017 – 2022 was ratified in June 2017 by the Cradle Coast Council's participating in the voluntary waste levy of \$5 per tonne.

The Strategy's four goals are:

1. **Waste diversion:** Diversion of materials from landfill to increase resource recovery, extend the life of existing landfills and reduce greenhouse gas emissions from waste.
2. **Regional planning & efficiencies:** Provide regional planning and coordination of waste infrastructure and services to provide improved resource recovery, delivering efficiencies and reducing costs of services/ waste infrastructure.
3. **Partnerships:** Maintain partnerships with government, planning authorities and the 3 waste regions to shape waste management policies and regulation to influence future regulatory requirements and to identify programs and infrastructure best delivered with a state-wide approach.
4. **Community engagement:** Work with the community and industry, through education and feedback, to take ownership of waste avoidance and reuse to improve the use of existing and future services.

The CCWMG have also set measurable and achievable objectives in the Strategy which will allow the CCWMG and member councils to track their progress over the 5-year plan. The objectives take the form of Key Performance Indicators (KPIs), which include:

1. By 2022, divert 50% of all MSW from local government landfill facilities across the region.
2. By 2022, increase the proportion of recycling bin receiving a pass mark as part of the recycling bin assessments to 90% across the region (based on the 2015-16 assessment pass rate of 81%).
3. By 2022, reduce incidents of illegal dumping at hotspot sites by 25% across the region (upon first establishing baseline data from council reports).
4. By 2022, member councils to be collection and reporting a standardised set (for material types, units, etc.) of data in relation to waste and resource recovery activities.

The interim MSW diversion target of 50% took into account the implementation of a kerbside Food Organic Garden Organic (FOGO) collection service, which was estimated to divert approximately 50% (20,000 tonnes) of waste placed into kerbside bins from landfill into composting. In early 17/18 councils determined not to proceed with a FOGO collection, further information is located under Section 3.2 (j).

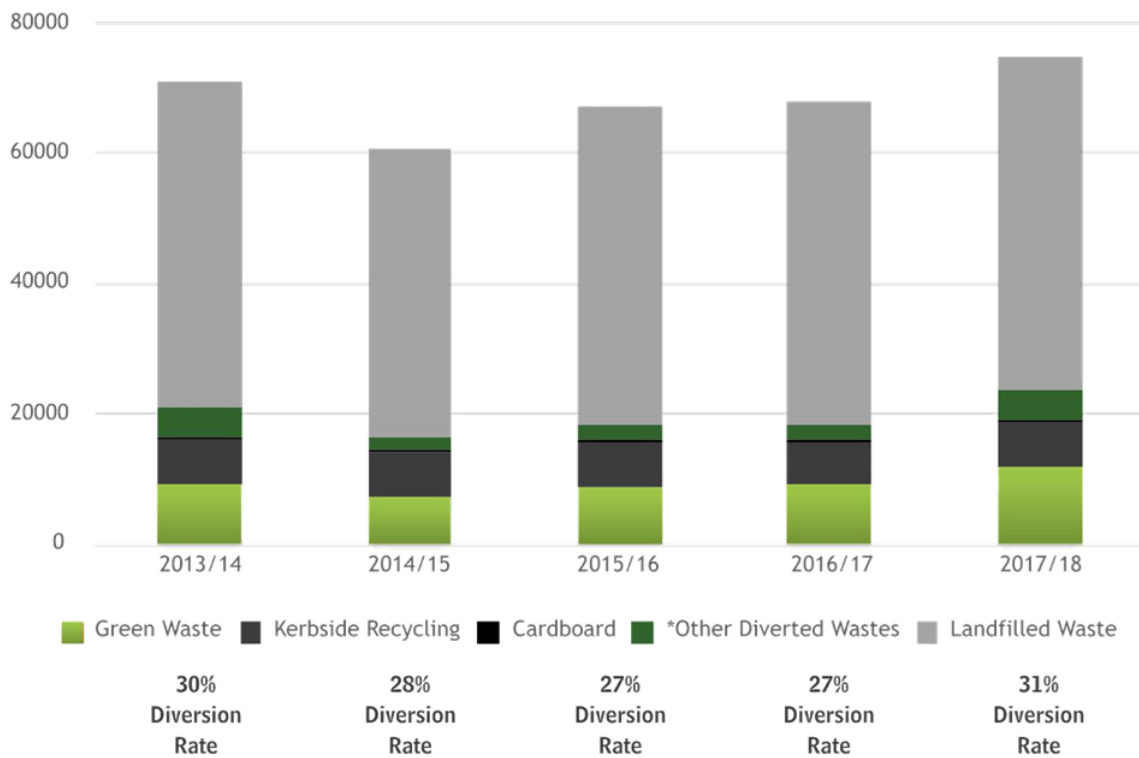
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Figure 1 displays the tonnes of municipal waste landfilled (light grey) by the region compared with the tonnes of wastes diverted including: green waste (light green), kerbside recycling (dark grey), cardboard (black) and other diverted wastes (dark green).

The region performed exceptionally well in 2017/18, improving the municipal waste diversion rate by 15%. Due to only 3 of the 7 Councils providing data for 'Other Diverted Wastes', the diversion rate should be considered conservative.

Figure 1 – Tonnes of Regional Municipal Waste: Landfilled vs Diverted



*Other diverted wastes includes the smaller scale recycling initiatives carried out by the regional transfer stations including the recycling of steel, e-waste, tyres, concrete and oil for example. Data for BCC, CHC, KC and WWC was not provided, therefore this figure is considered conservative.

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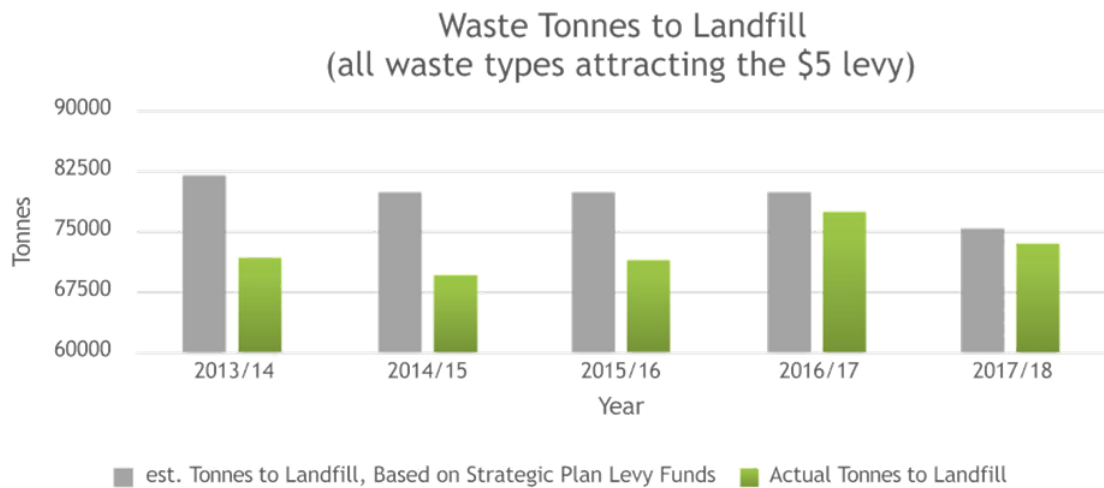
1.3. Regional Waste Trends

Waste landfilled at the DWM, Ulverstone (inert) and Port Latta Landfills is charged the voluntary waste levy of \$5 per tonne. Figure 2 displays the tonnes of waste (attracting the \$5 levy) landfilled annually compared with the Strategic Plan waste projections.

A total of 73,441 tonnes of waste was recorded in 2017/18, a 5% decrease from 2016/17 which recorded 77,499 tonnes. Over the years there are a number of factors that can influence the tonnages of waste to landfill including:

- Special projects such as the mono-cell at DWM in 2016/17, resulting in an additional 6,306 tonnes of waste landfilled; and
- Extreme weather events such as the flooding in June 2016, resulting in significant property damage which consequently required landfilling.

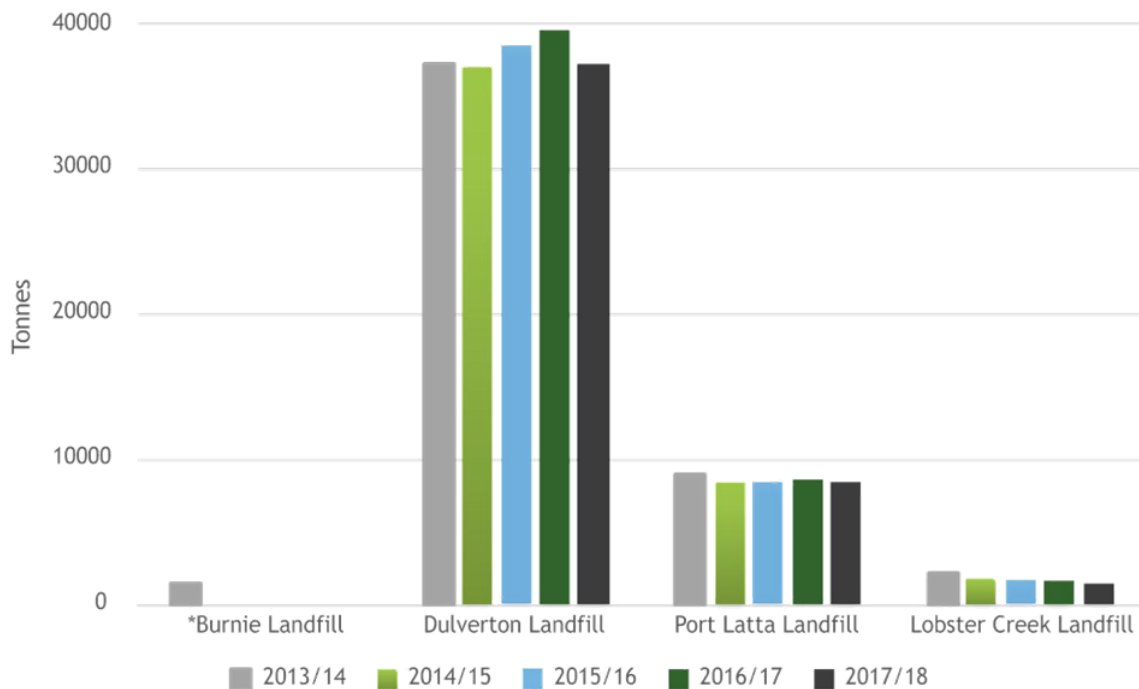
Figure 2 – Tonnes to Landfill vs Strategic Plan Waste Projections



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Figure 3 – Tonnes of Municipal Solid Waste to Landfill – Specific Tonnes Received for Each Landfill



*Burnie Landfill was decommissioned on 6 November 2012, with MSW being forwarded to DWM Landfill after this date. In 2013/14 BCC sent a small quantity of waste to an Echo Landfill.

Figure 3 displays the MSW tonnages received at each Council owned landfill since 2012/13. Municipal waste is the term used to describe the waste collected at waste transfer stations (WTS) and from kerbside waste bins.

The municipal waste received at each landfill decreased in 2017/18, by 5.7% at DWM, 2.8% at Port Latta and 10% at Ulverstone. This is a change from previous years, where municipal waste was gradually increasing. A reduction in municipal waste to landfill may be due to the initiatives and education projects conducted by the CCWVG.

Cradle Coast Waste Management Group



2. Chairperson Report

I have pleasure in presenting the Cradle Coast Waste Management Group's Annual Report on behalf of the Group to member Councils.

The report provides an overview of the Group's activities throughout the 2017-2018 financial year, to deliver on the objectives and actions of the 5 Year Strategic Plan for our region. The Group have actioned many projects this last year and I implore you to read through the rest of the Annual Report to understand the activities that have been undertaken. These activities are funded via a voluntary levy on waste deposited to landfill which at present is \$5 per tonne.

Our four key focus areas as highlighted in the Strategic Plan for 2017-2022:

- waste diversion;
- regional planning and efficiencies;
- partnerships; and
- community engagement.

The report also provides information that all councils should be aware of to help us in strategically preparing for the future, both within our region and at individual council level. Information such as the tonnes of municipal waste landfilled, green waste mulched, kerbside recycling and cardboard recycling provide targets and trends that should be at the forefront of our thinking, particularly as our Strategic Plan is centred around a major waste diversion target.

After much discussion on the feasibility of a Regional Food Organics Garden Organics (FOGO) tender, there was little appetite from the Councils within the region to move forward with this project, at this time, primarily based around the cost to the community. CCWMG will keep a watching brief on the interests of Councils and the economics of providing a FOGO service and will keep Councils briefed accordingly.

This year has seen a focus on progressing the review of governance and waste management arrangements for waste management services within the region. The review identified different models that could be implemented to improve delivery of these services.

All seven Councils resolved to approve, in principle, the establishment of a self-standing Joint Authority, subject to a more detailed report on the staging of the implementation. For example: Stage 1 is to include transferring of primary programs and decision making, and stage 2 will involve the transfer of assets once a Joint Authority is fully operational in delivering of the goals of the Strategic Plan. A final report is expected to be provided to councils at the end of 2018 to gain support in going forward to a new governance model on the transfer of primary programs and decision making (Stage 1: regional governance). Councils will only consider the regional delivery of waste management services (Stage 2) once a new governance model has proven successful.

At a state-wide level, the three regional waste bodies have worked together with the Local Government Association of Tasmania to develop a suite of initiatives which address key state-wide issues faced by local government across Tasmania. These issues are now being addressed as part of the State-wide Strategy, which the Tasmanian Government is now addressing in consultation with Local Government.

The Cradle Coast Waste Management Group is a Local Government skills-based group hosted by the Cradle Coast Authority (CCA). Participation in the CCWMG is voluntary with representation from Burnie City Council, Central Coast Council, Devonport City Council, Circular Head Council, Latrobe Council, Kentish Council and Waratah-Wynyard Council.

I would like to sincerely thank them for the time and focus that they put into the Group for the benefit of the region. This is on top of their own work at their Councils. I would also like to thank both Dulverton Waste Management and the Cradle Coast Authority for their expertise and dedication of skills to this Group as well. I commend this report to you.

Sandra Ayton
Chair

3. Activities undertaken for year

3.1. Regional Contracts

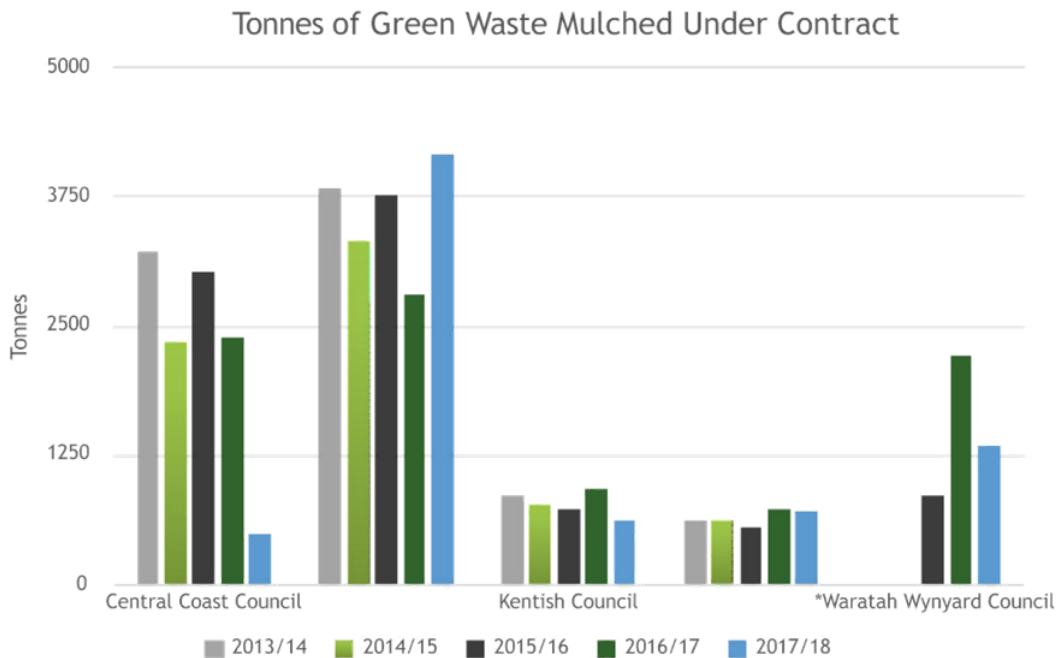
a) Mulching of Green Waste Contract

The current green waste mulching contract with Fieldwicks Crushing and Screening is in place until 2020, participating councils include CCC, CHC, DCC, LC, KC and WWC. Green waste collected at each participating Council's WTS is mulched and unless Council has a specific use for it, it is transported to the DWM Organics Recycling Facility (DORF) for composting.

Councils are continuing to work closely with the community to ensure that the green waste remains contamination free. The efforts made by Councils are evident, with high quality green waste being received at the DORF over the past 12 months.

Figure 4 displays the total tonnages of green-waste mulched through the Mulching of Green Waste contract from 2011/12 to 2017/18.

Figure 4 – Tonnes of Green Waste Mulched Under Contract



*Waratah Wynyard Council commenced utilising the service in 2015/16.

NOTE: Circular Head Council are not included in Figure 4 as they have not yet utilised the mulching service.

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b) Regional Recycling Contract

A regional recycling contract was implemented in 2009, between Veolia Environmental Services and the CCWVG Councils. This contract currently services approximately 42,281 tenements across the region.

Table 1 compares the average number of tenements eligible for a kerbside recycling service with the average number of bin collections per month during 2017/18.

A bin presentation rate was determined for each Council by comparing the average tenements with average bin pickups per month. From a regional perspective, the average presentation rate for 2017/18 was 71%.

This is lower than the presentation rate recorded in the kerbside recycling assessments of 85%. The difference may be due to the kerbside assessments only capturing approximately 12 weeks of residential activity in select Council areas, avoiding known holiday areas (shacks) and locations under development.

An annual breakdown of the tonnes of kerbside recycling received by Veolia from each Council is detailed in Figure 5.



Figure 5 - Baled materials

Table 1 – 17/18 Kerbside Recycling Collection, Average Tenement and Bin Collection Breakdown by Council

Council	*Average Number of Tenements Eligible for Collection	Average Bin Pickups per Month	Bin Presentation Rate
Burnie City Council	8,173	10,499	78%
Central Coast Council	8,568	13,815	62%
Circular Head Council	2,115	2,417	88%
Devonport City Council	11,541	16,392	70%
Kentish Council	1,649	2,321	71%
Latrobe Council	5,116	7,843	65%
Waratah Wynyard Council	4,939	6,754	73%

*Every month the quantity of tenements within the kerbside recycling collection service zone increases as new properties are built and subdivisions are developed. The average number of tenements is therefore calculated taking an average of the monthly recorded tenements for each Council using information provided by Veolia.

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Figure 6 – Tonnes of Kerbside Recycling by Council

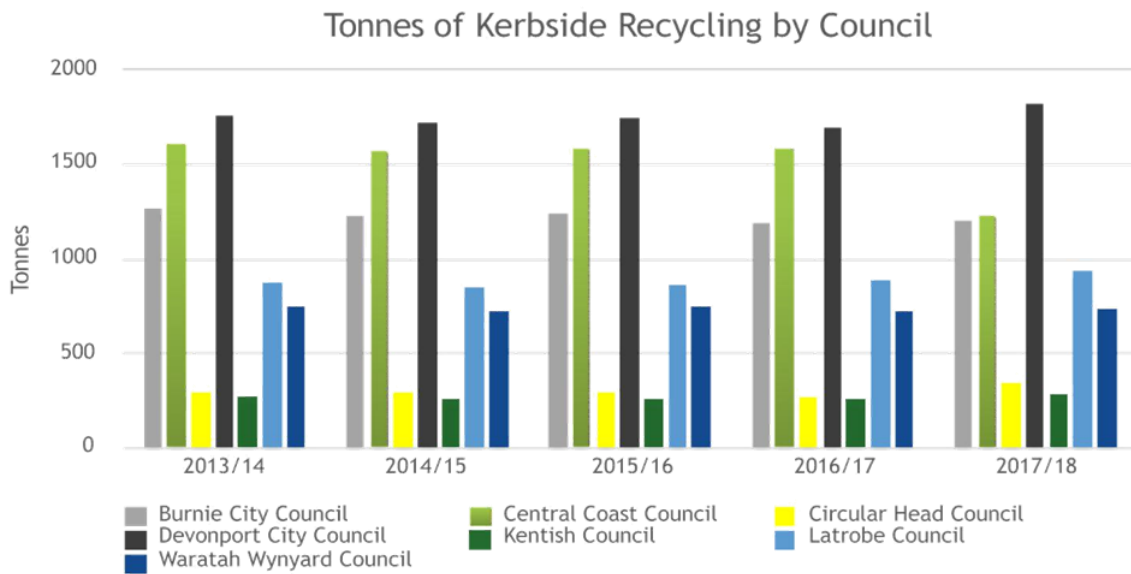


Table 2 – Annual Regional Kerbside Recycling Collection Tonnages

Year	Tonnes
2012/13	6,974
2013/14	6,807
2014/15	6,631
2015/16	6,737
2016/17	6,613
2017/18	6,555

In 2017/18 6,555 tonnes of recyclables were collected under the kerbside recycling contract across the region, a 0.9% decrease when compared to 2016/17.

The types of waste being recycled can have an impact on the annual tonnages of recycling, for example less weighty items such as newspapers/magazines and more plastic bottles (which are lighter) can result in a reduction in total weight.

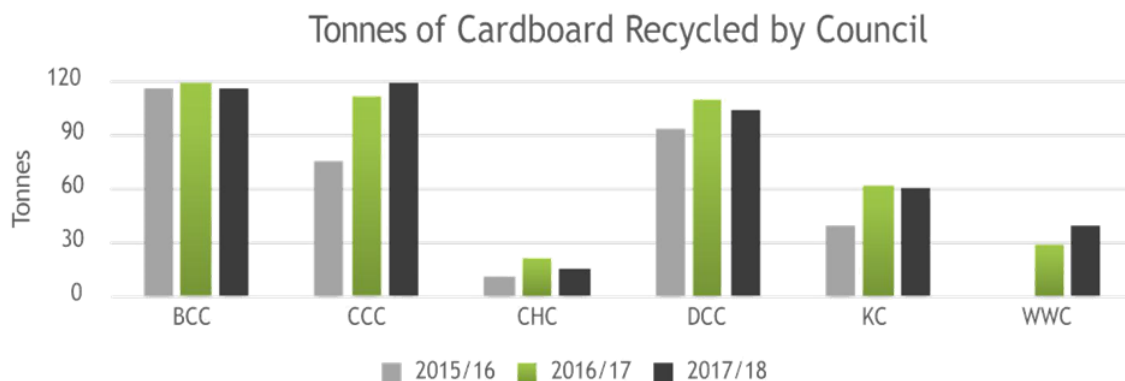
The total tonnes of kerbside recycling collected since 2012 is detailed in Table 2.

c) Regional Cardboard Recycling Contact

In 2015 a regional cardboard recycling contract was established with Veolia, providing a cardboard collection bin at all Council WTS (except the small rural sites). This service was discounted by Veolia due to the participation of all Councils from the CCWMG.

In 2017/18, 495 tonnes of cardboard was collected, a similar quantity to 2016/17 (497 tonnes). Cardboard collection data for each Council is displayed in Figure 6.

Figure 7 – Tonnes of Cardboard Recycled by Council (Under the Regional Recycling Contract)



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3.2. Key Projects

A significant number of projects were completed by the CCWMG in 2017/18, with the complete list detailed under Section 6. Each project can be referenced back to the Annual Plan and Budget 2017/18 using the project number detailed within each heading.

a) Illegal Dumping Funding (2.2)

The CCWMG had \$95,000 of funding available for Councils to apply for illegal dumping reduction initiatives. A total of \$28,350 worth of funding was applied for and awarded to Councils which included purchase of 23 signs, 16 security cameras and a clean-up in the CCC and DCC municipalities.

A portion of the remaining budget was allocated to a regional illegal dumping education campaign and conducting a security camera installation workshop for Council staff.

The CCWMG continues to encourage Councils and land owners to report incidents of illegal dumping into the regional illegal dumping web database. Once sufficient information is being captured the funding can be targeted at key hotspots identified by the database and the success of funding actions better measured.



Figure 8 (top) - Illegal Dumping Bus Advertising
Figures 9 & 10 (bottom left & right) an Illegal Dumping Camera Workshop

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Figure 11 – Example of an Educational Recycling Assessment featuring in The Advocate Newspaper

**Congratulations:
You're a Good SORT!**

**North West Tasmanians are doing
a good job at keeping bad items out
of kerbside recycling...**

- Less tissues and tissue paper (down 57%)
- Less recycling packed in boxes and bags (down 64% and 44%)
- Less soft plastics (down 14%)

Thank you for putting loose items in your kerbside recycling bin and keeping tissue paper and soft plastics out*

**Rethink Waste
TASMANIA**
www.rethinkwaste.com.au

* 2016/17 Cradle Coast Kerbside Recycling Bin Assessment results

b) Best Practice Improvements (2.4)

In 2014 the Transfer Station Best Practice Guidelines were developed and soon after an independent audit was conducted, assessing each Council WTS against the guidelines.

The audit resulted in a number of recommendations being made and as a consequence the CCWVG had \$20,000 of funding available to assist Councils in bringing facilities up to best practice. Councils were also able to apply for other initiatives which improved the safety and/or functionality of their WTS.

The CCC made an application to install Armco railing at the Preston WTS to increase the safety of the waste unloading area. Their application was funded in full. Due to no other submissions being received the project was completed under budget.

c) Recycling Bin Assessments (2.6)

Between September and December 2017 Recycling Audit and Data Officers visited properties from each Council area across the region, assessing the contents of recycling bins and providing one-on-one education to residents about how to improve their recycling habits. Of the 9,599 bins checked 86% received a pass result, this is a 6% improvement compared to 16/17 and the highest pass result achieved to date. A pass result is awarded when there is very minor contamination (less than 5%) in a bin. An improvement required result was awarded to 8% of the bins (contamination making up approximately 5 – 10% of the bin contents).

A total of 6% of bins received a fail result, due to a significant amount of contamination found in their bin (over 10% of the bin contents).

The Officers reported that many residents were extremely passionate about recycling, with people coming out of their house to ask questions and removing any incorrect items from their bin.

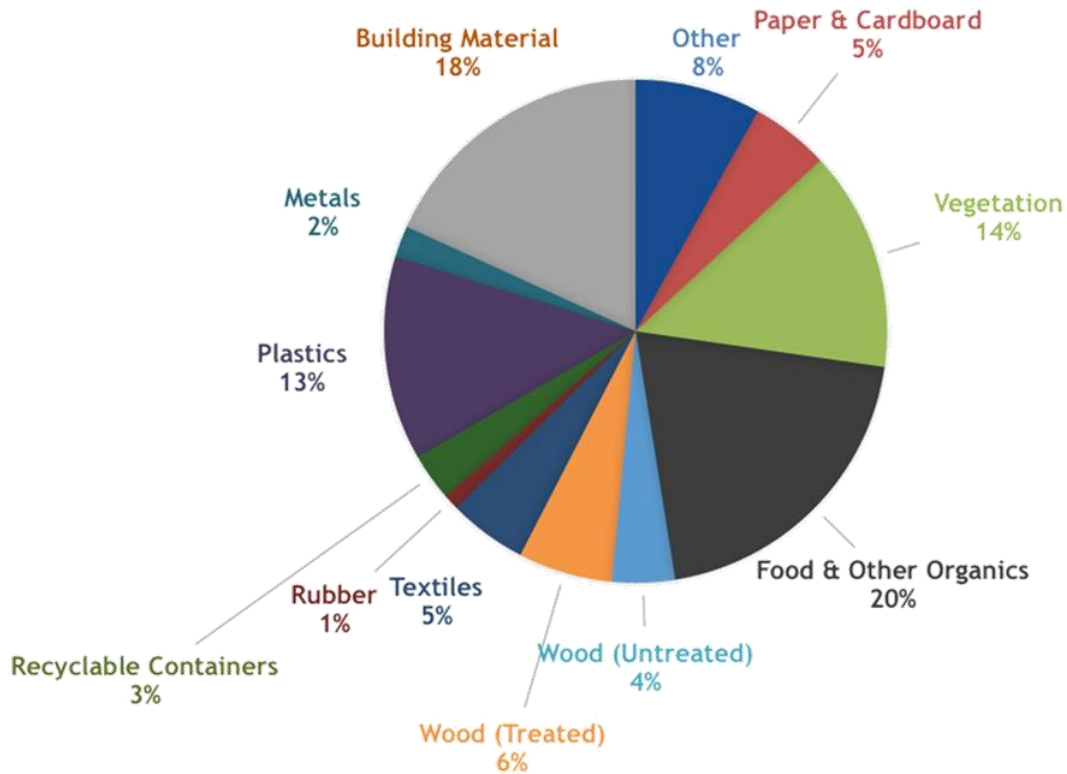
Whilst the pass rate is improving, there appears to still be some confusion over what is considered a contaminant. Items such as soft plastic, foil food bags, bags of objects and meat trays were some of the most commonly found contaminants, even in bins that were awarded a pass result.

The region is well on its way towards meeting the key performance indicator in the Strategic Plan, which is 90% of bins receiving a pass result by 2022.

d) Landfill Waste Audit (2.7)

Audits were undertaken at the DWM, Ulverstone and Port Latta landfills to understand the composition of waste being landfilled and any opportunities for resource recovery. The audit results were compared to a similar audit conducted in 2011 to provide an understanding of how waste disposal patterns have changed over the past 7 years. A sample of bagged waste were also audited, to understand the composition of waste coming from household bins. Controlled Waste was not included in this audit because this is tracked and measured by the relevant landfills already.

Figure 12 – Composition of incoming garbage (by weight) – bags dispersed



Across the three sites, garbage bags of waste formed the largest material category by weight (23%), followed by building materials (17%), vegetation (13%), food and other organics (11%) and plastics (11%). Dispersing the garbage contents under each waste category, using the data obtained in the bag audit, resulted in food and other organics being the most common waste by weight (20%). Figure 11 displays the categories of waste recorded by weight, with bags dispersed.

Figure 11 indicates an opportunity of diverting 35% of organic material from landfill if a kerbside Food Organic Garden Organic (FOGO) collection was implemented. If untreated wood, paper and cardboard were also considered acceptable in a FOGO collection, the diversion rate would increase to 44%. These figures are based on a 100% recovery rate, which is residents and

businesses diverting all of their FOGO waste from landfill into the FOGO service. The audit also highlighted further educational opportunities aimed at reducing the quantity of recyclable containers, metals, plastics and paper and cardboard ending up in landfill.

e) Household Battery Recycling (2.8)

It was a successful year for battery recycling with 900kg of household batteries recycled across the region. This is a CCWMG funded service, accessible to residents through recycling buckets located in Council offices and at WTS. Battery recycling is an important initiative which minimises harmful chemicals that can escape into the environment when batteries are landfilled.

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f) Stakeholder Manager (2.9)

Mr Greg Preece was appointed the Waste Governance Project Coordinator (WGPC) in March 2018, charged with the task of assisting Councils with determining the most appropriate waste governance model.

The WGPC worked closely with councils and other key stakeholders, gathering information and feedback regarding the following three governance options:

1. **Option A:** Status quo, a committee structure under the existing CCA;
2. **Option B:** A new self-standing CCWVG Joint Authority; or
3. **Option C:** An expanded DWM Joint Authority.

With the majority of feedback received by the end of June 2018, this project will continue into 2018/19 where the preferred governance structure will be considered by each Council. The WGPC will continue to work with all stakeholders to implement the preferred waste governance structure.

g) Industry Workshop (2.11)

On the 17th of May 2015, DWM hosted an industry workshop on behalf of the CCWVG at Wellers-Inn Burnie. A total of 43 people attended representing a broad variety of industries from across Tasmania. Mike Ritchie and David Cocks from MRA Consulting (MRA) were engaged to present at the workshop, the topics covered included:

- Benefits of a Circular Economy;
- Economics of Recycling & Resource Recovery; and
- Working Examples (case studies) of Industrial Symbiosis.

MRA also facilitated three workshops which involved participants brainstorming current by-products and feedstocks, exploring the barriers and opportunities for recovery of these feedstocks and potential business opportunities for more environmentally friendly disposal options. This workshop was very successful with 57% of the waste streams identified having a recovery opportunity and 74% having a recovery and/or collaboration opportunity.



Figure 13 – An industry workshop

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h) Education & Promotion (2.13)

Tasmania's three waste groups, representing 26 local councils, officially teamed up to deliver Year 1 of the Tasmanian Waste Management Communications Plan in 17/18.

This collaboration was made official when the three Chairs signed a 3 year Memorandum of Understanding, committing to providing waste education and information to the Tasmanian community.

Many action were undertaken throughout the year but some key actions include:

- Development of a TV advertisement to encourage Tasmanians to rethink their consumption and waste management habits using the different stages of the waste hierarchy.
- Implementation of a Rethinkwaste Facebook page which has been extremely popular and has resulted in some great discussions and community engagement.
- Creation of a Waste Management Best Practice Guild for public event organisers. This resource

was developed utilising the knowledge of the 26 Councils and provides helpful information for event organisers to consider to improve waste generation and management at their event.

i) Public Events (2.16)

The CCWMG held a waste educational stall at the Wynyard Farmers Market and Ecofest in Ulverstone. Both events were very successful, with a number of people taking the opportunity to ask the Waste Education Officer about ways to improve their waste practices.

j) FOGO Collection (2.17)

In 2016/17 the CCWMG tendered for a kerbside FOGO collection service and composting infrastructure. Following a comprehensive tender assessment, Councils were provided with pricing information to assist in determining the impact on their individual Council. While each Council expressed a strong desire to participate in FOGO, a number felt that ultimately the cost to participate was too high to pass onto the community and the project was placed on hold.



Figure 14 - Stall at Wynyard Foreshore Market

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4. Achievements against the 5 year strategy

Key: C = Completed / Ongoing
S = Started
N = Not Started

No.	Actions	Status	Comments
Food and garden organics			
1.	Establish which member councils intend to participate in FOGO tender and appoint contractor where applicable.	C	17/18: Implementation of a kerbside FOGO collection was considered by each Council who determined not to proceed at this stage.
2.	Where applicable, work in partnership with successful FOGO tenderer and member councils to implement communications materials, bin rollout and collection services to best practice standards for recovered organics.	N	
3.	Develop and secure markets for reprocessed organics products in the agricultural or land rehabilitation sectors. Facilitate trials where necessary and utilise results in market development activities.	N	
4.	Support the development of a Tasmanian organics strategy.	N	
Illegal dumping and litter			
5.	Facilitate liaison between member councils, the regional group and relevant Tasmanian Government departments responsible for managing illegal dumping incidents by establishing an illegal dumping working group.	N	
6.	Using data obtained from the Illegal Dumping Web Database, produce an annual report to be disseminated amongst member councils in order to provide a measurable evidence base to group members.	S	17/18: A report on the regional illegal dumping database is provided to the CCWMG annually. At present the database is under utilised resulting in insufficient information available to form an accurate evidence base.

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No.	Actions	Status	Comments
7.	Call for annual applications from member councils for funding of projects to address illegal dumping (e.g. clean-up of hotspots, installation of signage/CCTV). Establish process for determination of successful applications, distribution of funding, reporting requirements and measurement of outcomes	S	17/18: Two rounds of illegal dumping funding were conducted. This project will be ongoing with funding available annually to target illegal dumping.
8.	Use the Keep Australia Beautiful (2016) Litter Toolkit to build a litter reduction campaign to be rolled out across the region. Incorporate the litter reduction campaign in the regional communications and education plan.	N	
9.	Provide evidence-based input to any further discussions regarding the introduction of container deposit scheme (CDS) legislation in Tasmania.	C	17/18: The EPA engaged consulting firm Marsden Jacob to generate a report on the framework for a CDS in Tasmania. DWM provided input on behalf of the CCWVG and Marsden Jacob were invited to attend a CCWVG meeting, however this did not eventuate. The EPA have released the report and there has been no further action at this stage.
Infrastructure			
10.	Continue work to establish a standardised set of data collection parameters and ensure all councils are reporting data to the waste data collection portal according to the standard (including material categories, units and frequency of reporting). Monitor and audit data inputs into the centralised waste data collection portal.	S	17/18: The regional data collection portal was implemented and quarterly reporting to the CCWVG was carried out. To date a number of Councils are not inputting data, affecting the integrity of the reporting.

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No.	Actions	Status	Comments
11.	<p>Conduct a recycling activity survey in order to:</p> <ol style="list-style-type: none"> 1. establish the size of the recycling and reprocessor network 2. measure the quantity of materials managed throughout the network 3. establish the flow of materials between member councils and other regions 4. identify opportunities for network expansion or rationalisation. <p>This could be conducted in conjunction with other regional groups in order to build a picture of the resource recovery network in Tasmania.</p>	C	17/18: The Recycling Activity Survey was completed and a master spreadsheet developed housing the collected information.
12.	Conduct an assessment of the region's tip-shop network. Develop standardised guidelines for tip-shops which define material diversion, stock and inventory control, material storage requirements, etc.	N	
13.	Internally review progress of actions recommended by the Cradle Coast Transfer Station Audits report completed for CCWVG (Blue Environment 2014) in order to bring facilities up to best practice standards. Call for applications from member councils for funding for facility upgrades, establish process for determination of successful applications, distribution of funding and reporting requirements.	S	17/18: A round of funding was made available to Councils to apply for improvements to their WTS in accordance with the Cradle Coast Transfer Station Audits report (or other initiatives that fit the criteria). Only 1 application was received which was funded in full. This will be an ongoing project.
14.	Investigate options for accepting additional materials at council resource recovery centres/transfer stations, including requirements for collection infrastructure, potential on-site reprocessing opportunities and material markets.	C	17/18: An investigation was conducted which resulted in the Additional Material Diversion Options Report. This report provides a number of recommendations which will be considered in future years.
15.	Explore community-based recycling initiatives with local community groups in order to identify feasible materials for collection and diversion. Where feasible, consider funding assistance to community groups to implement services (e.g. transport vehicles, temporary storage facilities, compactors, communications).	N	

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No.	Actions	Status	Comments
Services			
16.	Continue to undertake annual residential recycling bin assessments and contamination education across the region.	S	17/18: A round of assessments were undertaken, resulting in the highest pass rate to-date of 86%. This project will be conducted annually.
17.	In conjunction with NTWGM, continue to conduct landfill and kerbside waste composition audits.	C	17/18: Consulting firm Anne Prince Consulting (APC) conducted landfill audits at DWM, Ulverstone and Port Latta landfills.
Hazardous waste			
18.	Provide for collection and management of household batteries across the region (including advertising, bins, collection services, transport and disposal). Measure and evaluate the collection's performance.	S	17/18: This project is ongoing.
19.	Hold a household hazardous waste collection event. Event actions will include advertising, establishing a waste management contractor (via tender process), determining program and location(s), measurement and reporting framework.	N	
20.	Continue to monitor member council e-waste schemes and opportunities to provide an economical service in the region.	S	17/18: Worked with an e-waste collection provider to setup an e-waste collection event at the CCC. Will continue to monitor and provide services when available.
21.	Work with EPA Tasmania as required to implement the hazardous waste tracking system.	N	
22.	Liaise with EPA/other regions on investigations into hazardous waste stockpiles and disposal points in the CCWGM region.	N	
Tyres			
23.	Support the development of a tyre recycling site at Longford.	N	
24.	Work with EPA and other regional groups to investigate end users for end-of-life tyres.	N	
25.	Disseminate and support the statewide waste tyre recycling guidelines/ management strategy when released by EPA.	N	

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No.	Actions	Status	Comments
C&D and C&I recovery			
26.	Work with the EPA to develop and align strategies to divert C&D and C&I materials from landfill. Investigate funding opportunities as they arise.	N	
27.	Conduct a review of C&I waste in the region to build on previous reviews conducted for C&D waste. Include consultation with key industries and identification of synergies with C&D waste processing and disposal.	N	
28.	In conjunction with member councils, investigate the options for expanding residential recycling collections to cover C&I customers.	N	
Regional governance arrangements			
29.	Develop and document a governance framework which stipulates the roles, responsibilities and expectations of CCWVG member councils.	C	17/18: A CCWVG Terms of Reference document was developed and implemented.
30.	Create a role within CCWVG to manage stakeholder group member engagement. The role should be part-time for a minimum of one year and be at an experienced/senior level.	S	17/18: Greg Preece was appointed as the Waste Governance Project Coordinator to work with the CCWVG and member Councils to determine the most appropriate governance model and assist with the implementation. Work is ongoing into 18/19.
Collaborative arrangements between councils			
31.	Continue to identify opportunities for collaborative resourcing by investigating current contractual arrangements in each council.	N	
32.	Investigate and facilitate human resource sharing between member councils.	N	
33.	Establish a platform for councils to share information with regards to their current projects and outcomes of previous projects (e.g. as an agenda item at CCWVG meetings).	N	

Cradle Coast

Waste Management Group



No.	Actions	Status	Comments
Building regional consistency			
34.	Review member council landfill and resource recovery centre/transfer station charges and services offered and investigate barriers to implementing total cost recovery pricing.	N	
Working with the Tasmanian Government			
35.	Establish a framework for cooperation and collaboration between state government, waste management groups and local councils to: <ul style="list-style-type: none"> 5. influence policy and strategy documents 6. highlight current issues impacting on waste management in the region 7. contribute to and support government policy on emerging waste issues. 	N	
36.	Maintain key dialogue and build contacts with state government agencies. Encourage EPA to attend CCWVG meetings.	S	17/18: Dialogue has been undertaken with LGAT representative regarding the status of kerbside recycling in Tasmania. Dialogue with the EPA is ongoing as required, EPA representative attended a CCWVG meeting to discuss illegal dumping. Will invite other representatives to attend CCWVG meetings as appropriate.
37.	Highlight current waste management issues to state government on an as needed basis as raised by member councils.	S	17/18: This is ongoing, consultation carried out with state government as the need arises.
38.	Provide assistance and advice to state government on emerging waste issues.	S	17/18: Ongoing, will provide appropriate assistance as requested.
39.	Identify funding options from various Tasmanian Government departments, not just those responsible for waste or environment issues.	S	17/18: Currently monitoring opportunities for funding and approaching local members for opportunities to receive Federal funding for a FOGO collection.

Cradle Coast

Waste Management Group



No.	Actions	Status	Comments
Working with industry			
40.	Establish a framework for cooperation and collaboration between state government, waste management groups and industry to facilitate improvements to C&I and C&D waste management and resource recovery.	N	
41.	Facilitate a regional industry workshop/forum to encourage innovation and sharing of waste and resource management practices. Where feasible, consider using local service groups to extend CCWVG reach into local businesses.	C	17/18: Conducted an industry workshop in Burnie, there were 43 attendees and a number of discussions around better use of by-products.
42.	Maintain key dialogue and build contacts with industry sectors.	S	17/18: Commenced building industry contacts through the recycling activity survey and the industry workshop.
43.	Support the development of a Tasmanian recycling market development strategy.	N	
Collaborating with other regions			
44.	Pending state government regional group coordination, establish a direct link between other regional groups (which may involve quarterly/six monthly meetings, etc.) to continue collaboration.	S	17/18: Key Project Officers from each of the waste groups regularly meet to discuss waste communications and other upcoming projects as necessary.
45.	Conduct a mid-term strategy review to consider linkages between regional strategies and funding requirements.	N	
Community education			
46.	Develop a regional or cross regional communications and education plan with input from member councils, including for: <ul style="list-style-type: none"> 8. FOGO service 9. other kerbside services 10. illegal dumping 11. e-waste recycling 12. other waste initiatives as appropriate. 	C	17/18: The Tasmanian Waste Communications Plan was developed and accepted by the three waste groups.

Cradle Coast

Waste Management Group



No.	Actions	Status	Comments
47.	<p>Develop communication materials that promote CCWMG, the Rethink Waste website and brand and correct waste and recycling practices using:</p> <ul style="list-style-type: none"> 13. media releases 14. TV, radio and newspaper advertising 15. promotional materials (e.g. bags, pens, caps) 16. fact sheets 17. social media (e.g. YouTube, Facebook, Twitter) <p>Where possible, activities to be jointly undertaken with the NTWMG.</p>	C	17/18: Year 1 of the Tasmanian Waste Communications Plan was actioned.
48.	Continue to support the Rethink Waste Schools Program. Establish a program for visits to schools in the region to conduct waste education programs.	S	17/18: A list of schools has been developed and a number of workshops conducted at the Kids4Kids event in Burnie.
49.	Coordinate with member councils and other regions to provide consistent updates to the Rethinkwaste.com.au website.	S	17/18: Councils are required to review and provide updates to their page annually. Other updates undertaken as required.
Raising awareness			
50.	Provide regular briefings to Cradle Coast Authority member councils (to be disseminated throughout each), in order to build group awareness. This could be done through scheduled group meetings and dissemination of CCWMG minutes of meetings.	S	17/18: CCWMG receive a copy of the meeting minutes and also a monthly waste communications report.
Public events			
51.	Research and maintain a calendar of public events (such as local shows, market days, etc.) which would be appropriate to host an education session/stall/booth. Attend two public events per year.	S	17/18: A stall was held at the Wynyard Farmers Market and Ecofest in Ulverstone. This project is ongoing.
52.	Conduct community consultation forums when introducing new programs or services (as appropriate).	N	

Cradle Coast Waste Management Group



5. Financial

Table 3 details the CCWVG Waste Levy Account opening and closing balance as at 30/06/2018.

Table 3 – Cash Flow Summary

2017/18 Cash Flow Summary Regional Waste Management Levy	
Opening Balance 30/06/2017	376,345
Levy funds received 01/07/2017 to 30/06/2018	367,482
Interest	8,848
Other Income	1,188
2017/18 Education & Promotion Contributions (Contributions/reimbursements from the NTWVG and WSS for joint communication initiatives, project 2.13)	390
Total Cash Received During 2017/18	754,253
2017/18 Annual Plan & Budget Project Expenditure	(394,812)
Closing CCWVG Waste Levy Account balance 30/06/2018	359,441

Table 4 details the CCWVG profit and loss for 2017/18.

Table 4 – 2017/18 Profit and Loss

2017/18 Profit and Loss Regional Waste Management Levy	
Waste Levy Income for period 01/07/2017 to 30/06/2018	367,482
Interest	8,848
Other Income	1,188
2017/18 Education & Promotion Contributions (Contributions/reimbursements from the NTWVG and WSS for joint communication initiatives, project 2.13)	390
Total Income for 2017/18	377,908
2017/18 Annual Plan & Budget Project Expenditure	(394,812)
Total Expenditure for 2017/18	(394,812)
Net Profit (Loss) as at 30/06/2018	(16,904)

Cradle Coast Waste Management Group



6. Summary

With over 19 discreet projects for the CCWMG to undertake, the 2017/18 financial year was completed in a successful manner with a high project completion rate. Many of the projects implemented provided immediate outcomes consistent with the goals of the CCWMG Strategic Plan.

The balance of the projects form the foundation for implementation of actions in coming years. Table 5 displays a summary of the 2017/18 actions and their status at 30 June 2018. For more information please refer to the CCWMG Annual Plan & Budget 2017/18.

Key: CF = Carried Forward
IP = In Progress
NP = CCWMG Resolved Not to Proceed
TC = Task Complete

Table 5 – 2017/18 Action Summary as at 30 June 2018

Ref #	Project Name	Action Summary	Status
2.1	Illegal Dumping Database	Manage and report on the established illegal dumping database.	TC
2.2	Illegal Dumping Funding	Manage an application process for Council's to apply for funding to target illegal dumping.	TC
2.3	Recycling Activity Survey	Conduct a recycling activity survey to build a picture of the resource recovery network in Tasmania.	TC
2.4	Best Practice Improvements	Assist Councils in improving transfer stations in line with the Best Practice Guidelines.	TC
2.5	Additional Material Acceptance	Investigate options for accepting additional materials at Council resource recovery centres/WTS.	TC
2.6	Recycling Bin Assessments	Undertake kerbside recycling bin assessments and contamination education.	TC
2.7	Landfill Waste Audit	Conduct a landfill waste composition audit.	TC
2.8	Household Battery Recycling	Fund a free household battery recycling program to be managed by councils.	TC
2.9	Stakeholder Manager	Fund a role within the CCWMG to manage stakeholder group member engagement.	TC
2.10	Governance Framework	Develop and document a governance framework for the CCWMG.	TC
2.11	Industry Workshop	Facilitate an industry workshop/forum to facilitate sharing of waste management and resource recovery ideas.	TC
2.12	Communications Plan	Develop a 5 year Communications Plan for waste education.	TC
2.13	Education & Promotion	Implementation of year 1 of the Communications Plan to promote correct waste and recycling practices.	TC
2.14	Schools Program	Establish a program to visit schools to provide waste education.	TC
2.15	Rethink Waste Website	Management and improvements to the Rethink Waste Website.	TC

Cradle Coast Waste Management Group



Ref #	Project Name	Action Summary	Status
2.16	Public Events	Host an education stall at 2 public events.	TC
2.17	FOGO Collection	Continue to support Councils in determining whether to implement a food organics and garden organics collection.	NP
2.18	FOGO Communication Campaign	Extensive large scale communications campaign to provide residents information about the FOGO collection.	NP
2.19	Soft Plastic Recycling	Investigate options to assist Councils in setting up a soft plastic recycling drop off point for residents.	TC

6.0 INFRASTRUCTURE AND WORKS BI-MONTHLY UPDATE

6.1 DEVELOPMENT AND HEALTH SERVICES REPORT

File: 29543 D548776

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 5.4.1 Provide timely, efficient, consistent and quality services which are aligned with and meet our customers needs

SUMMARY

This report provides a summary of the activities undertaken by the Development Services Department for the months of October and November 2018.

BACKGROUND

This report is provided to the bi-monthly Infrastructure, Works and Development Committee meeting to summarise the activities of the Development Services Department in the preceding two months.

The Council functions undertaken by the Department are:

- Planning;
- Building and Plumbing Services;
- Environmental Health;
- Animal Control; and
- Risk and Regulatory Compliance Services.

STATUTORY REQUIREMENTS

In carrying out its activities, the Development Services Department is required to ensure compliance with a substantial amount of legislation and regulation. The principal legislation administered by the Department includes the:

- *Local Government Act 1993*
- *Land Use Planning and Approvals Act 1993*
- *Building Act 2016*
- *Building Regulations 2016*
- *Public Health Act 1997*
- *Food Act 2003*
- *Environmental Management and Pollution Control Act 1994*
- *Dog Control Act 2000*
- *Devonport Interim Planning Scheme 2013*
- *Work Health and Safety Act 2012*

DISCUSSION

1. State Planning Scheme/Local Provisions Schedules

Council is continuing to progress the preparation of the draft Local Provisions Schedules (LPS). The State Government has advised all Councils that they have a desire for all LPS across the State to be lodged with the Tasmanian Planning Commission (TPC) by 30 June 2019. Council have committed to a program to have a draft LPS prepared for the TPC that is in line with the June 2019 deadline.

Each Council in Tasmania is required to prepare a LPS as part of the transition to the Tasmanian Planning Scheme. The Tasmanian Planning Scheme will replace all existing planning schemes in Tasmania and will come into effect for each local council once the LPS is declared/approved for that local council area.

In general terms, the Tasmanian Planning Scheme will comprise:

- a set of standardised statewide planning rules called the State Planning Provisions (SPPs) – (administrative provisions, provisions for zones, codes, etc.); and
- a Local Provisions Schedule (LPS) which contain the zone and code overlay maps that apply the SPPs, and also special area provisions that are unique to a particular local council area (eg Particular Purpose Zones, Specific Area Plans, and site-specific qualifications).

The main focus in preparing the LPS is the spatial application of the SPPs. This can generally be described as a mapping exercise to determine where the standardised zones and codes of the SPPs are to apply.

Following the submission of Council's draft LPS to the Tasmanian Planning Commission, it will be subject to a statutory 60-day public exhibition period.

In preparing its draft LPS, Council continues to work closely with other councils in the Cradle Coast region and also the Tasmanian Planning Commission/Planning Policy Unit (Department of Justice). The State has also recently advised that support (in the form of a project officer) will be made available to each local council to guide and assist in finalising their draft LPS.

Amendments to the *Land Use Planning and Approvals Act 1993*, which include provisions to help streamline the LPS process, are currently before parliament and expected to come into effect before the end of the year.

As at the end of November 2018 – six of the twenty-nine local councils in Tasmania have prepared and submitted a draft Local Provisions Schedule. Of these six, only one (Meander Valley Council) has recently proceeded to the public exhibition phase of its draft LPS.

Once the draft LPS is prepared it will be subject to a statutory public exhibition period and assessment by the TPC.

2. Building Control

The Director of Building Control has released a new determination relating to Temporary Occupancy Permits. The commencement date for this determination is 2 November 2018.

The determination covers the erection of temporary structures or for Temporary use of buildings. Specifies the requirements are for:

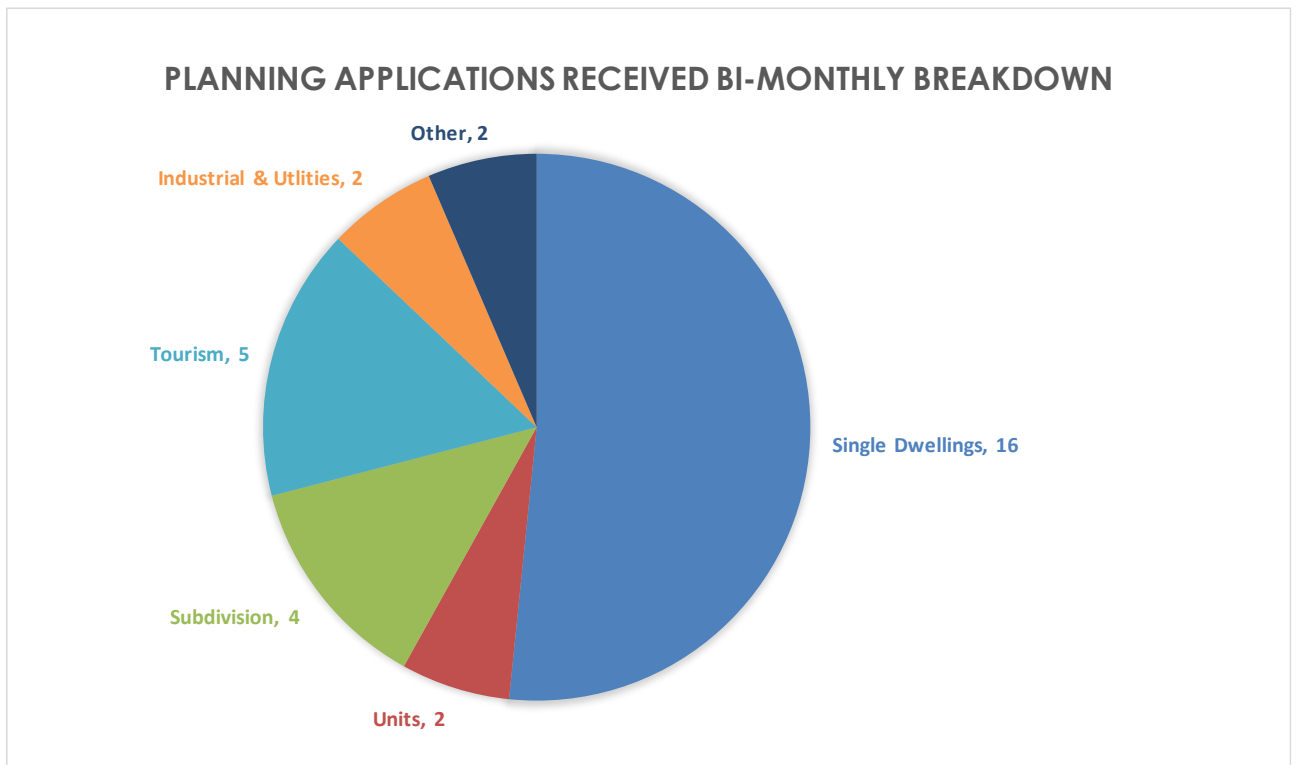
- the granting of temporary occupancy permits.
- consideration of applications, including when to refuse.
- technical standards for temporary structures.
- the use & maintenance of temporary structures.

The determination can be found on the Consumer Building & Occupational Services (CBOS) website:

https://www.cbos.tas.gov.au/_data/assets/pdf_file/0004/449491/Directors-Determination-Temporary-Occupancy-Permit.pdf

3. Planning

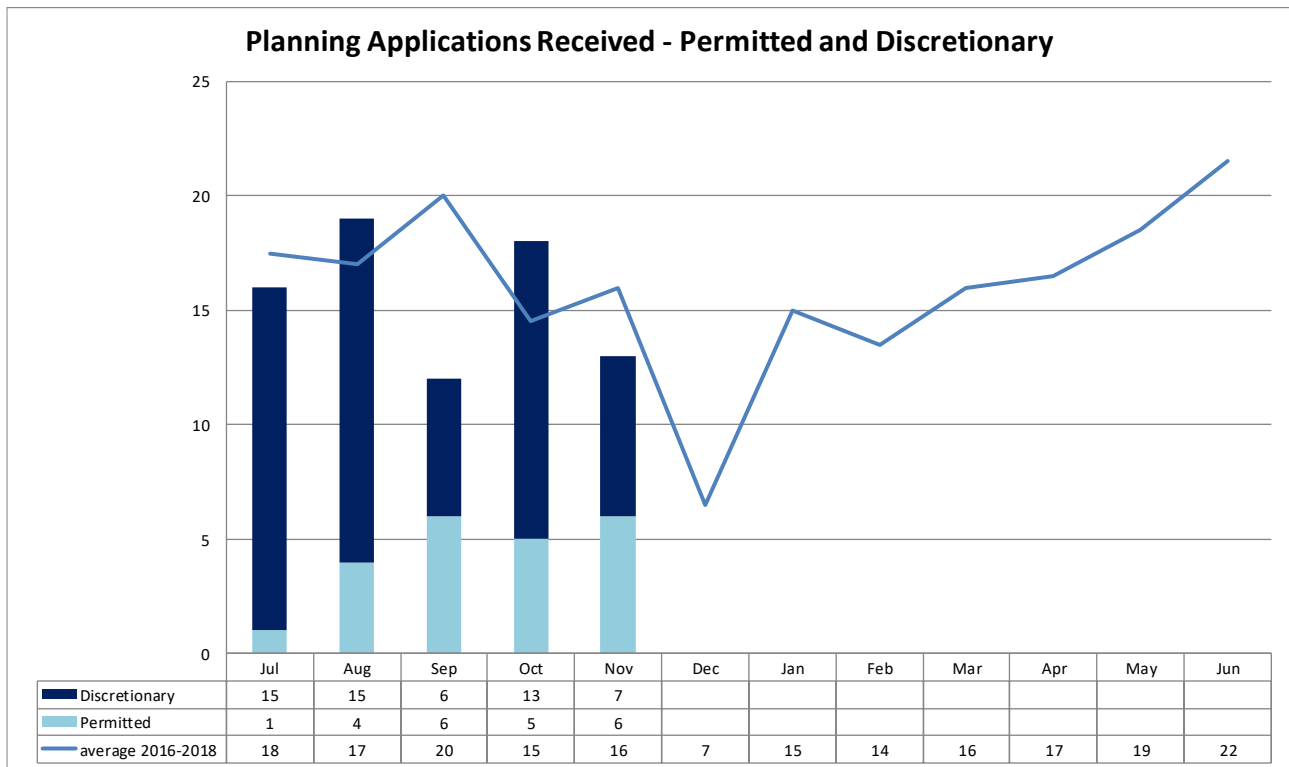
3.1. The following graph details the breakdown of planning applications received during October and November:



Note:

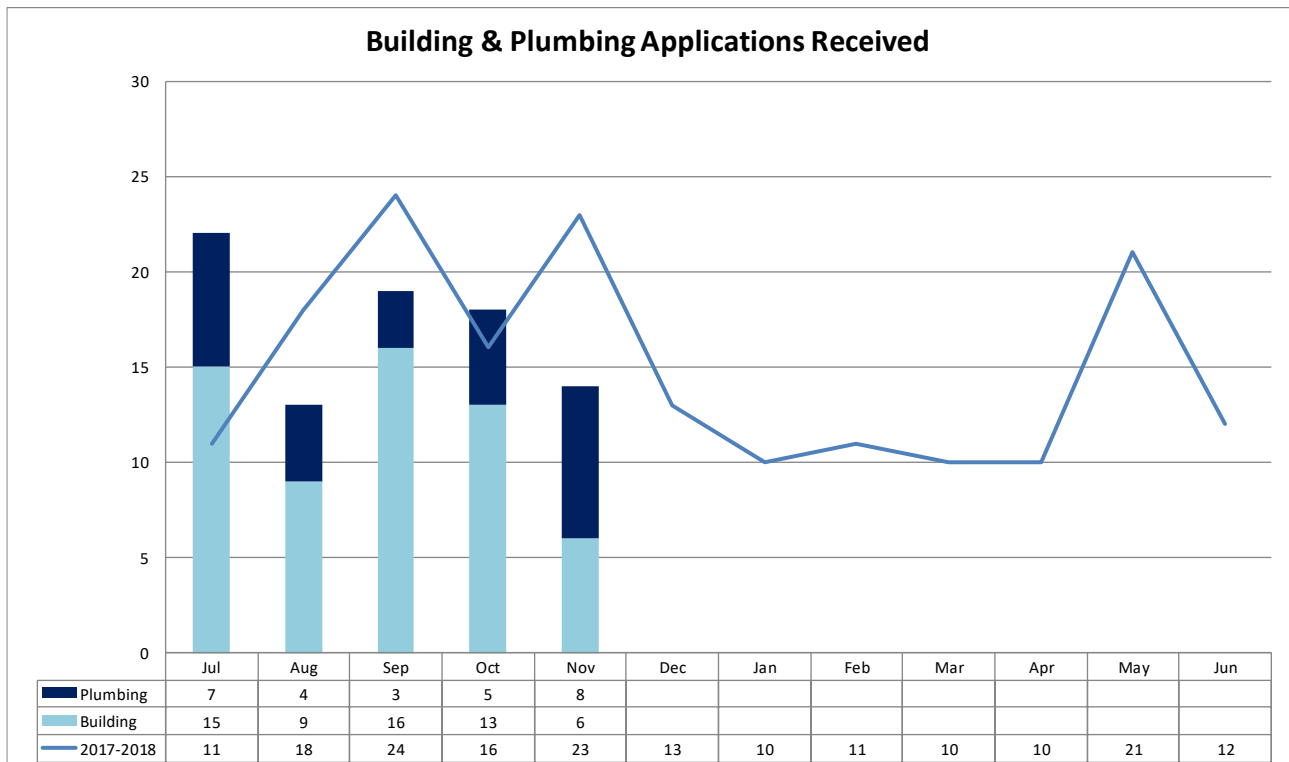
- Single Dwellings – means single residential dwelling on a single lot.
- Units – means two or more dwellings on a site.
- Subdivision – means the division of a single lot into multiple lots giving separate rights of occupation, excluding boundary adjustments.
- Commercial – means bulky goods sales, business and professional services, community meeting and entertainment, educational and occasional care, equipment and machinery sales and hire, food services, general retail and hire, hotel industry, research and development.
- Tourism – means tourist operations and visitor accommodation.
- Industrial and Utilities – means extractive industry, manufacturing and processing, port and shipping, recycling and waste disposal. Resource processing, service industry, storage, transport depot and distribution, utilities, vehicle fuel sales and service.
- Other – means all other use classes.

3.2. 20 Discretionary Planning Applications and 11 Permitted Planning Applications were received in October and November. The following graph details the number of Planning Applications received compared to previous years:

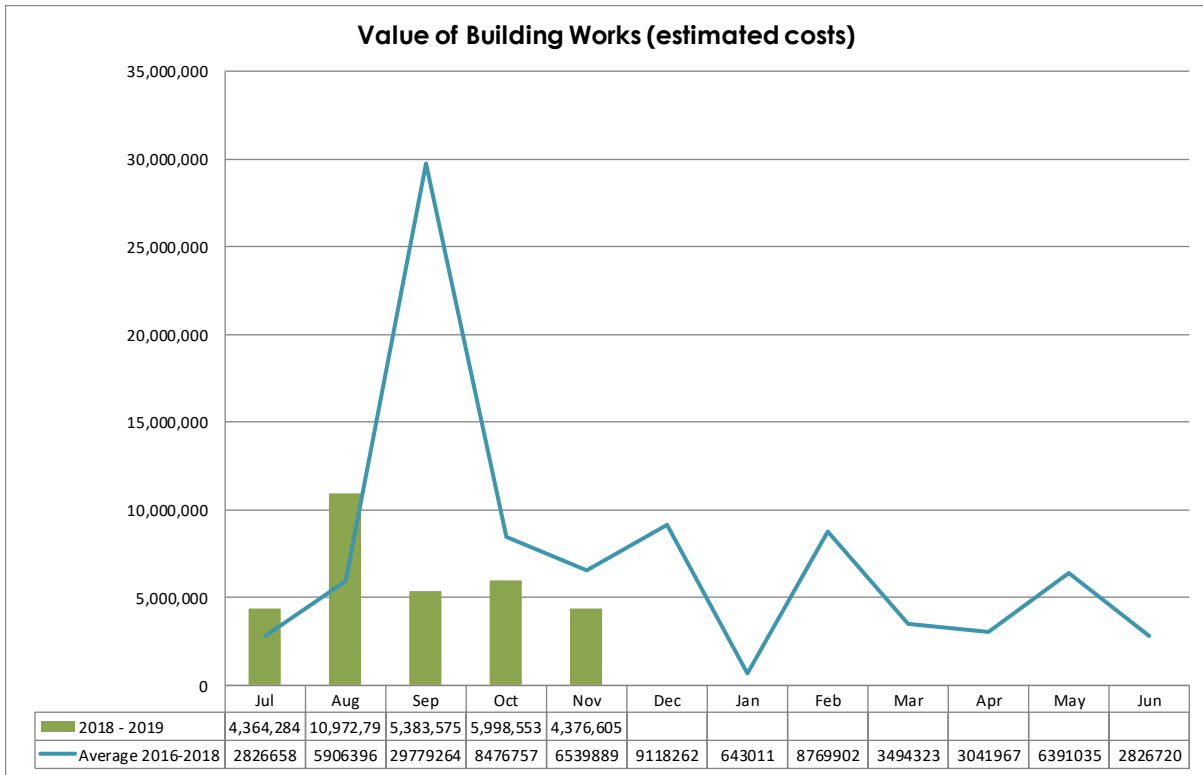


4. Building/Plumbing

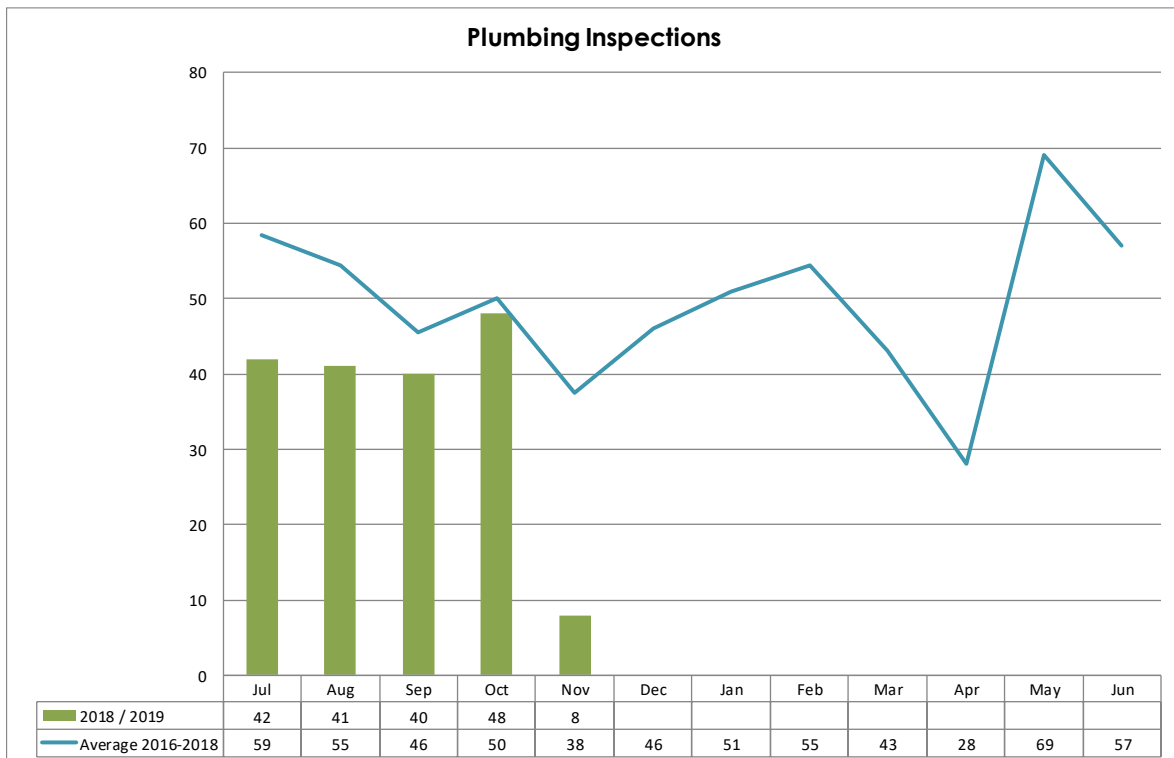
4.1. 19 Building Applications and 13 Plumbing Applications (including 5 on-site wastewater applications) were received in October and November. The following graph details the Building Applications compared to the previous year:



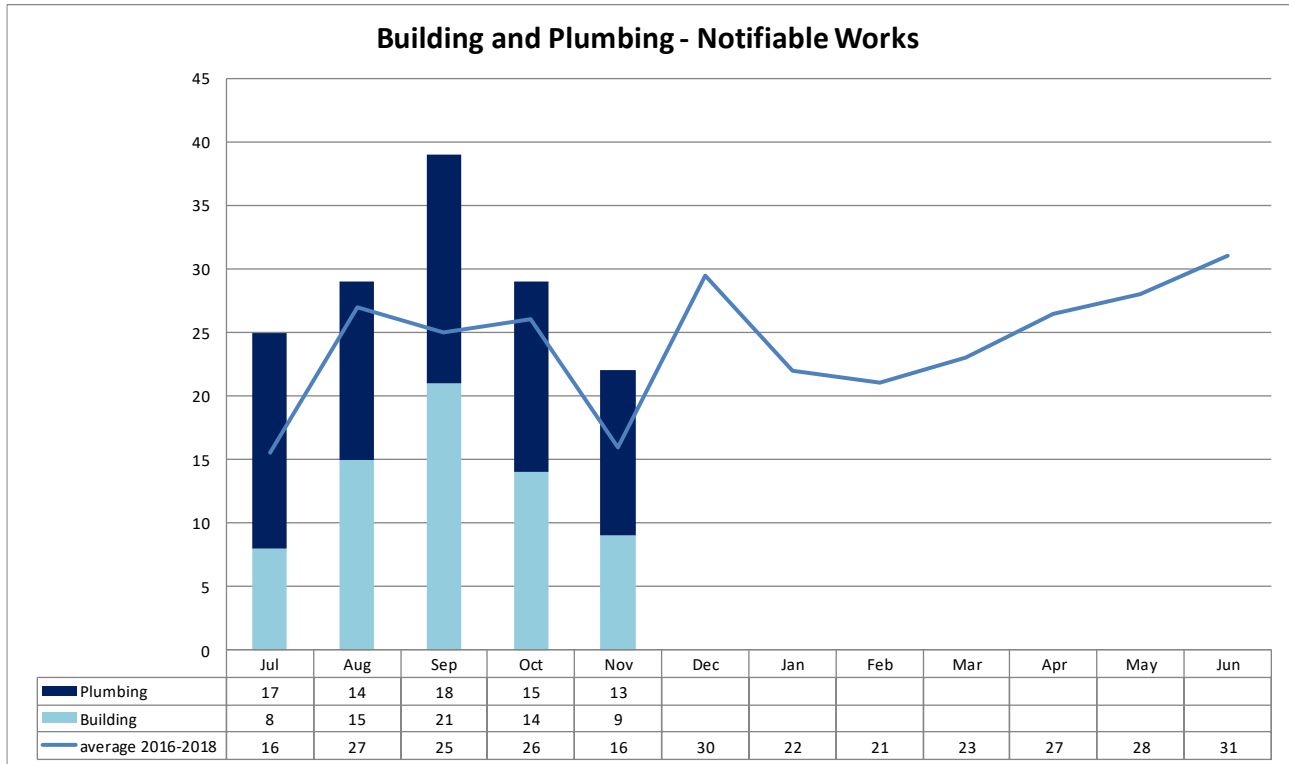
4.2. Building Applications for \$5,998,553 worth of building works was received in October and \$4,376,605 worth of building works was received in November. The following graph details the value of buildings works received through Building Applications compared to previous years:



4.3. 48 plumbing inspections were carried out in October and 8 plumbing inspections were carried out in November. The following graph details the number of plumbing inspections carried out this year compared to previous years:



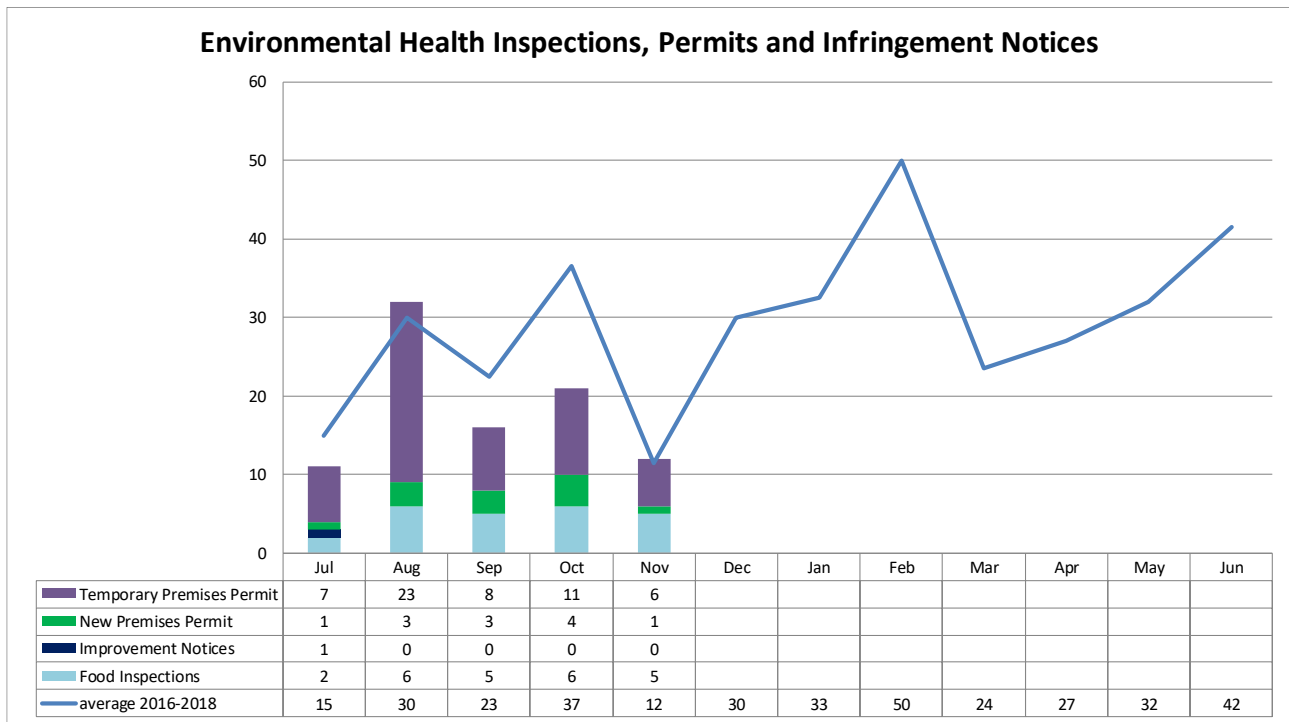
4.4. The following graph details the notifiable works received for building and plumbing that have been issued this year compared to previous years:



5. Environmental Health

- 5.1. The Department of Health (DoH) has recently reviewed the regulatory framework that applies to public health risk activities in Tasmania. Local Government Environmental Health Officers currently regulate businesses providing ear, body piercing, tattooing and acupuncture services, however the proposed guidelines seek to broaden the range of activities to cover newer and emerging beauty, body art and modification practices. As part of the consultation process Council reviewed the proposed Guidelines provided comments for review by DoH.
- 5.2. The DoH has developed a statewide Food Business Risk Classification Scheme (RCS) that will be used by all Tasmanian councils to classify food businesses based on the risk they present to public health and safety. The RCS is based on the National Food Safety Risk Profiling Framework and is centred around the food handling and processes unique to each food business. Council has commenced implementing RCS during programmed inspections of businesses.
- 5.3. In late October, Council assisted the DoH with a community immunisation session for meningococcal ACWY in the paranapple convention centre. The immunisation session was highly successful with 502 people immunised for meningococcal ACWY.
- 5.4. The community sharps bin and needle vending machine have been relocated from 17 Fenton Way to the ground floor of the multi-level carpark. Council have obtained DoH approval for the new vending machine location. The community sharps bin and needle vending machine were located in the Best Street carpark for a number of years before being temporarily relocated to 17 Fenton Way whilst the multi-level carpark was constructed.

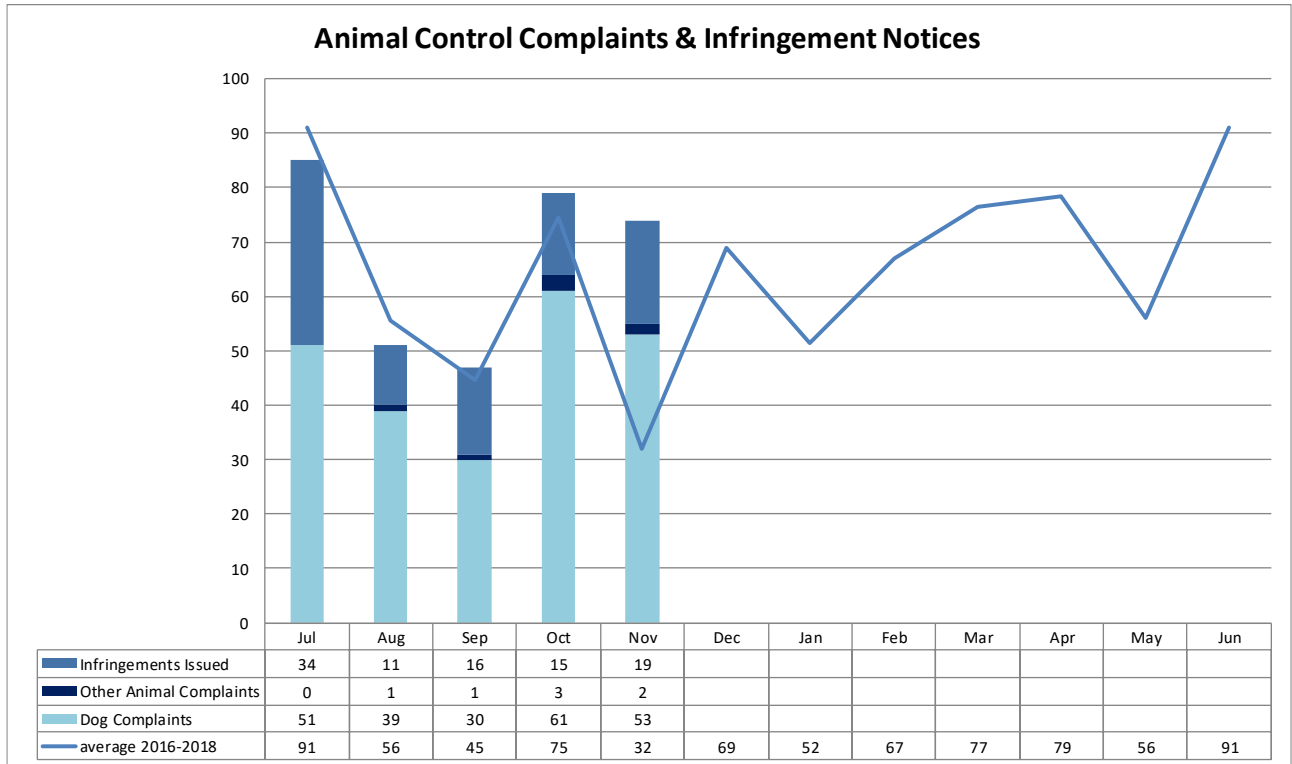
- 5.5. Council have commenced water quality monitoring of Coles Beach, Back Beach, the Bluff and East Devonport Beach. Water samples are collected twice monthly during peak swimming periods and are tested for the presence of bacteria commonly indicated in faecal contamination. This service is conducted pursuant to Councils requirements under the *Public Health Act 1997* – Recreational Water Quality Guidelines 2007 and provides a protection to recreational users of Devonport's natural resources.
- 5.6. The following graph details the inspections, permits and infringement notices that have been issued by the Environmental Health Officers this year compared to previous years:



6. Animal Control

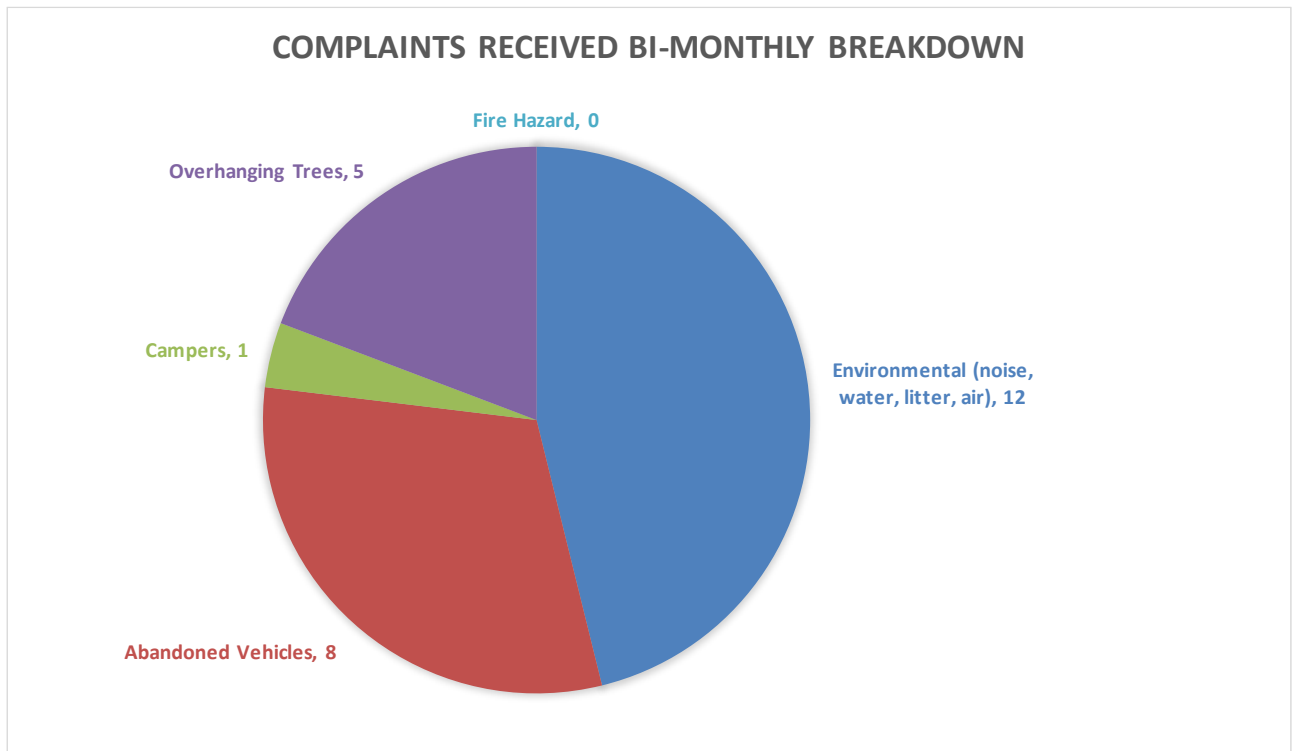
- 6.1. The Tasmanian Canine Defence League 2017-2018 Annual Report has been received. Throughout that year 280 dogs were received by the Devonport Dogs Home from Devonport City Council. Of those 280, 209 were reclaimed by their owners, 28 were adopted, 20 were transferred to other dogs' homes and 23 were euthanised.
- 6.2. At the end of November there were 3,783 dogs registered.
- 6.3. In October and November, a total of 119 animal complaints were received. These complaints predominately related to dog at large and barking dogs. Seven dog attacks were reported and dealt with, within the period. All complaints were responded to within two working days.

The following graph details the number of animal complaints for this financial year compared to the same period last year:



7. Risk and Compliance

7.1. The following graph details the breakdown of the complaints received by the Risk Department during October and November:



7.2. 15 internal incidents and 11 external incidents were reported during October and November. The following table details the types of incidents:

Internal Incident Type	No. of Reports	Description
Personal Injury	7	<ul style="list-style-type: none"> • Rolled ankle • Insect bite • Cracked rib • Broken toe • Temporary blindness • Cut & bruised arm • Needle stick
Property Damage	1	<ul style="list-style-type: none"> • Amenities fire damaged
Motor Vehicle	3	<ul style="list-style-type: none"> • Paint on vehicle • Tyre went into hole • Trailer clipped tree branch
Vandalism	1	<ul style="list-style-type: none"> • Eggs thrown at Council vehicle
Near Hit	2	<ul style="list-style-type: none"> • Cars exiting multi-storey car park almost collided • Loose cable with exposed wire touched
Public Abuse	1	<ul style="list-style-type: none"> • Council employee abused by public

External Incident Type	No. of Reports	Description
Personal Injury	6	<ul style="list-style-type: none"> • Bruised knees • Bruised leg • Torn ligament in foot • Laceration to finger
Near Hit	1	<ul style="list-style-type: none"> • Mobility scooter almost rolled
Property Damage	3	<ul style="list-style-type: none"> • Damaged mailbox • Rock flicked up by mower hit vehicle • Armco railing damage
Motor Vehicle	1	<ul style="list-style-type: none"> • Damaged front spoiler

The following table details the breakdown of potential and actual insurance claims:

	Internal Incidents	External Incidents
Potential Claims	0	2
Potential Claim Costs	\$0	\$453
Actual Claims	0	1
Actual Claim Costs	\$0	\$12

COMMUNITY ENGAGEMENT

The information provided above details any issues relating to community engagement.

FINANCIAL IMPLICATIONS

Any financial implications arising out of this report will be reported separately to Council.

RISK IMPLICATIONS

There are no specific risk implications as a result of this report.

CONCLUSION

This report is provided for information purposes only about the activities of the Development Services Department in October and November 2018.

ATTACHMENTS

Nil

RECOMMENDATION

That it be recommended to Council that the Development Services Report be received and noted.

Author:	Kylie Lunson	Endorsed By:	Matthew Atkins
Position:	Development Services Manager	Position:	Deputy General Manager

6.2 INFRASTRUCTURE AND WORKS REPORT

File: 29528 D555292

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.2.2 Develop an integrated approach to promoting, marketing and supporting a culture of "volunteerism" in our community

SUMMARY

This report provides a summary of the activities undertaken by the Infrastructure and Works Department during the months of October and November 2018.

BACKGROUND

The report is provided to the Infrastructure, Works and Development Committee and aims to update Aldermen and the community on matters of interest. The functional areas of Council covered by this report are:

- Asset Management Program (forward planning and maintenance)
- Capital Works
- Roads, Footpaths and Cycleways
- Streetscape Design (including lighting, signs, furniture, vegetation)
- Stormwater Management
- Traffic Management
- Waste Management
- Recreation Reserves (including playgrounds, parks and gardens)
- Sporting Grounds and Facilities
- Tracks and Trails
- Public Buildings (including public halls, toilets)
- Marine Structures (including jetties, boat ramps)
- Recreation and open space planning

STATUTORY REQUIREMENTS

Council is required to comply with the provisions of the *Local Government Act 1993* and other relevant legislation.

DISCUSSION

1. 2018/2019 Capital Works Program

- 1.1 The 2018/2019 Capital Works Program is progressing with some projects already completed, others underway and many more in the design or planning phases. The October monthly capital works report which combines both the physical progress and the financial status has been attached to this report.
- 1.2 The replacement of the posts of the BBQ at the Vietnam Veterans memorial has been completed. The budget allocation for this project included a large contingency in case the roof structure failed whilst being lifted off to replace the posts. The roof was structurally sound, so the contingency was not required.



- 1.3 The renewal of the Aquatic Centre outdoor filter vessels and pipework was completed in time to re-open the outdoor pools at the start of November.



- 1.4 The Don River Rail Trail project has been delayed significantly during the land acquisition phase. This project is partially funded by a grant from the Tasmanian Community Fund (TCF), who have requested a confirmed construction program from Council. Given the uncertainty over the timing of the acquisition, Council have withdrawn from the grant agreement. Work will continue to progress on the required acquisition and design of the trail and re-apply for future rounds of the funding from the TCF for the construction of the trail.
- 1.5 Council has been successful in obtaining a Sport and Recreation Tasmanian Grant to increase the number of netball goal posts to be replaced at Maidstone Park. Quotations will now be sought, and the posts installed prior to the start of the 2019 season.
- 1.6 A period of public consultation on the Miandetta playground project has been completed. Responses have been compiled and a separate report has been provided. An order has been issued to the supplier and installation is expected in February.
- 1.7 Construction of the Mersey Bluff Precinct pedestrian improvements has been deferred until 2019. Originally scheduled, to be completed before Christmas 2018, resource availability and prioritisation of other projects has meant this work will now commence in March 2019, following the peak use season.
- 1.8 The Art Gallery integration project has been completed with the opening of the paranable arts centre. Stage 1 works commenced in the foyer of the Town Hall in December 2017 concentrating on the new toilet facilities, cleaning store and lift pump relocation. Stage 2 of the works included redeveloping the old Courthouse from restaurant, function centre and offices to three art galleries, visitor services centre and gift shop. This build was completed on 12 October 2018.



- 1.9 Work on the Steele Street footpath and Wenvoe Street renewal projects is underway. Work on Steele Street will be completed in December, whilst work on Wenvoe Street will continue into early 2019.



1.10 Renewal of the section of Clayton Drive, east of Hillwood Rise is complete.



1.11 The upgrade of the Cenotaph Car Park was completed in advance of Remembrance Day activities. This project was able to double the capacity of the car park but only increased the footprint by around 10%. The new layout provides better links to the Cenotaph and with the Coastal Pathway.



- 1.12 Council's reseal program is underway. The southern part of Rooke Lane has been resealed and the intersection of Ronald Street and James Street has also been resealed. The priority of this intersection has been changed to give vehicles on James Street priority. This change was made to better reflect the position of these two roads in the Devonport road hierarchy, but also provide a small efficiency gain for public busses which will commence on James Street from 2019.
- 1.13 The pit replacement program has continued with two pits replaced on Don Road. The two pits in the dip between Hillcrest Road and Matthews Way, which were prone to blockage and in poor condition were replaced with new pits with a larger inlet capacity.
- 1.14 Work is scheduled to start on the next stage of the Victoria Parade path lighting project in December. This project will extend the existing lighting from the Cenotaph to the Vietnam Veterans Memorial.
- 1.15 Victoria Parade foreshore repairs: A storm surge in July caused damage to the Victoria Parade sea wall. The damaged area is unsightly but may also threaten the integrity of the path in future if the exposed area is not repaired. Quotes were received and a project with an estimated cost of \$45,000 will be undertaken to repair the damage. This expenditure will be offset by the unused contingency from the Vietnam Veterans memorial BBQ shelter project.



- 1.16 Work on the Southern Rooke Street renewal project is scheduled to recommence on 14 January 2019. Communication with stakeholders regarding the specifics of the construction program has commenced and will continue as a regular update throughout the project.
- 1.17 The new animal control vehicle is now in service. The vehicle has a K9 cube fitted to the tray, which allows safer operation for both the officer and the animals.



- 1.18 A new variable message board is now in use. This model is easier to set up on site than the older asset and is remotely programmable. It will be used by many areas of Council.



1.19 A new 2.5T excavator is now in use, replacing an older backhoe.



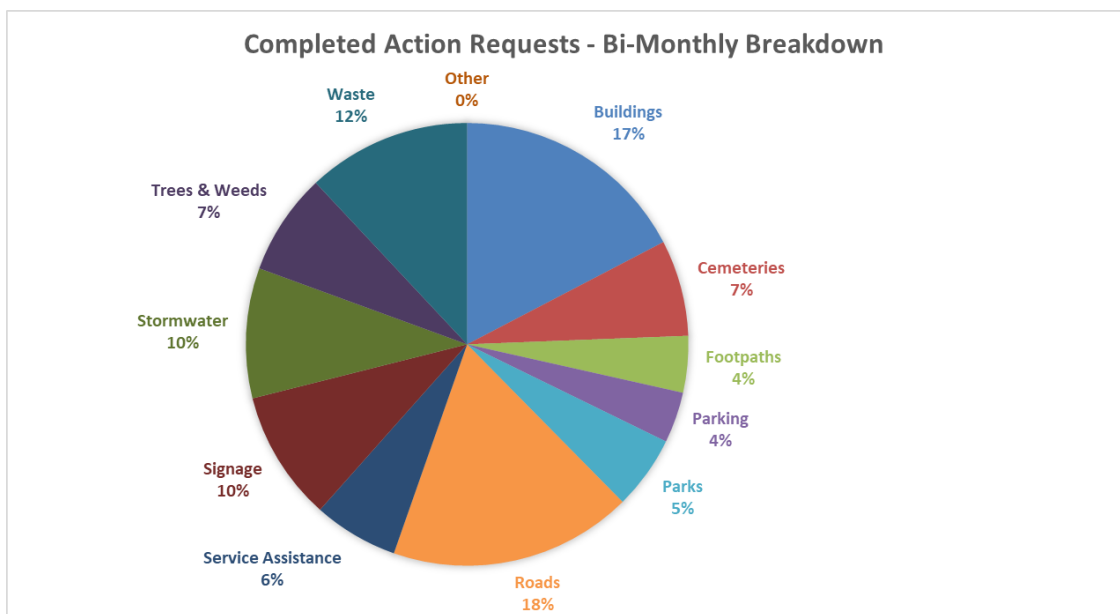
- 1.20 An order has been placed for a replacement side loader garbage truck. Delivery is expected in April 2019

2. Management

- 2.1. The following table is a summary of the action requests for the Infrastructure and Works Department:

Balance of Action Requests as at 30 th September 2018	527
Number of Action Requests created in October 2018	229
Number of Action Requests completed in October 2018	251
Balance of Action Requests as at 31 st October 2018	505

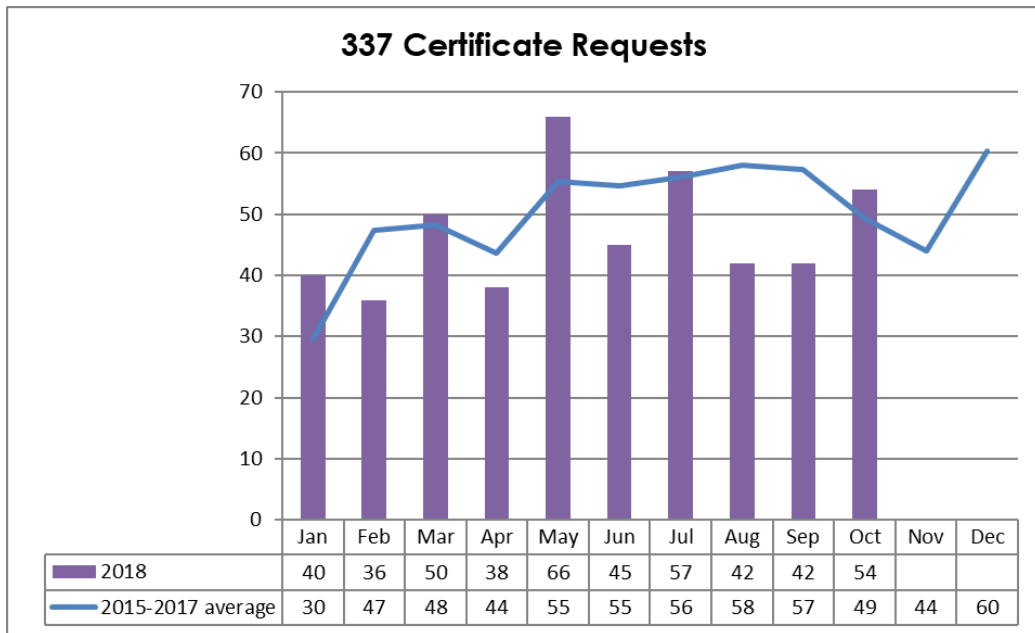
- 2.2. The following graph details the breakdown of the action requests completed during October:



3. Technical and Engineering

- 3.1. The transition of public lighting from various older technologies to LED by Tas Networks has progressed ahead of schedule, with 505 lights changed over in October, bring the total number of LED lights in Council's inventory (unmetered supply only) to 696, or around 21%. This change saves Council around \$3,000 per month and is expected to increase as the number of LED rises to around 2,000. This vindicates Council's October 2017 resolution (Min IWC37/17 refers) to continue with the current Tas Networks ownership model rather than pursue a Council ownership model.
- 3.2. Work is being done in conjunction with Tasrail to repair assets and reinstate services following the train derailment in September. Plans to repair Council assets has been hampered by the Tasrail work program, which is reliant on the availability of specialist rail contractors.
- 3.3. The survey of stormwater assets in the various catchments in Spreyton is ongoing, with work expected to be completed in January 2019.
- 3.4. Work is being undertaken with DPIPWE to procure an updated aerial image of the Devonport area, for use in Council's GIS and on DPIPWE's List map website. The last aerial image was taken in early 2015 and some significant changes have occurred in Devonport since then.

3.5. 54 Section 337 Certificates were processed in October. The following graph details the 337 Certificates that have been assessed by the Infrastructure and Works Department this calendar year compared to previous years:

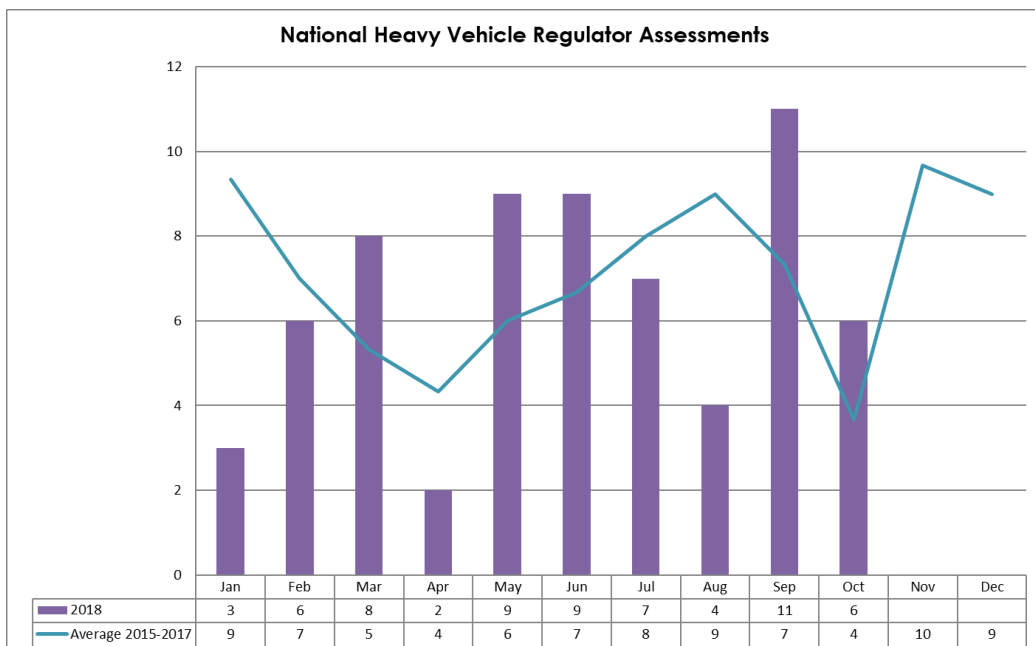


3.6. The following is a summary of the projects capitalised to 16 November 2018.

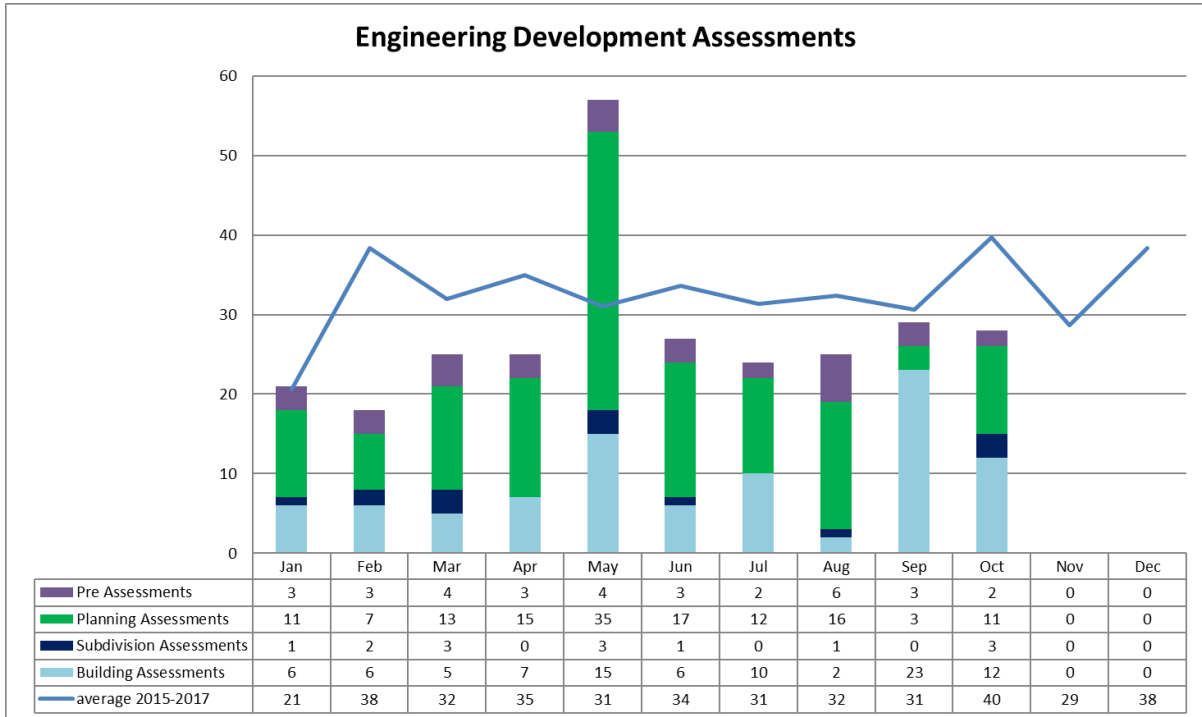
Number of projects capitalised in September and October	21
Total value of capitalisations in September and October	\$1.58M
Total value of Works in Progress (WIP) as at 16/11/18	\$60.7M*
Number of projects awaiting capitalisation next month	5

* includes \$55.8 LIVING CITY costs yet to be capitalised

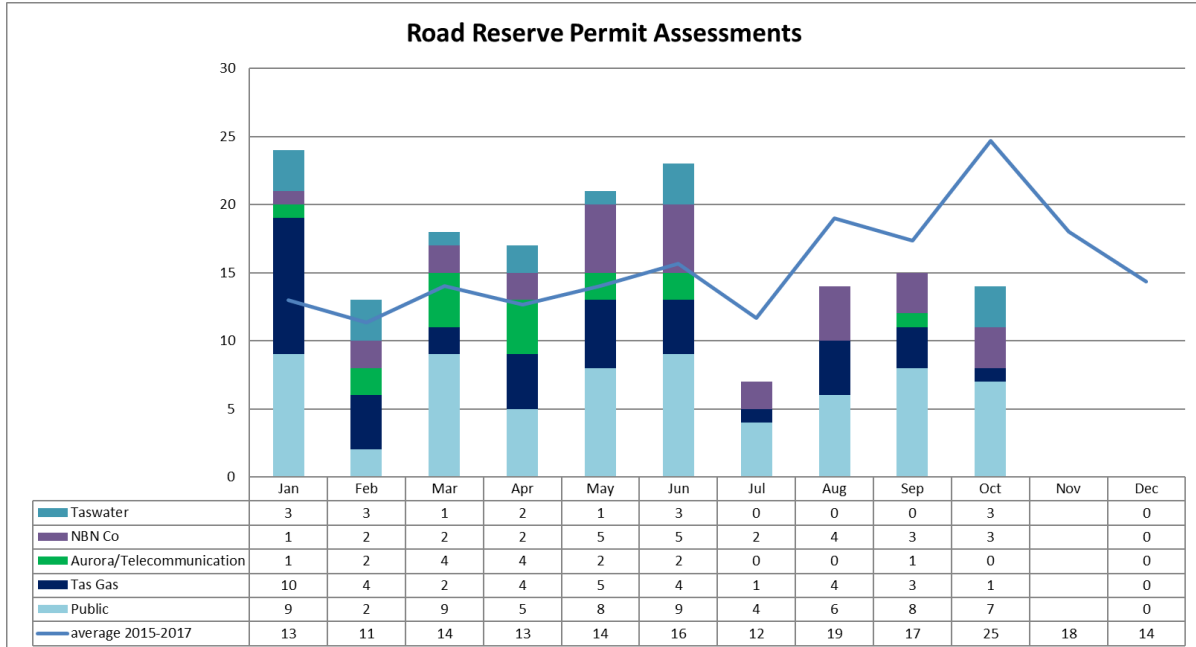
3.7. Six National Heavy Vehicle Regulator Assessments were completed in October. The following graph details the National Heavy Vehicle Regulator Assessments that have been issued this year compared to previous years:



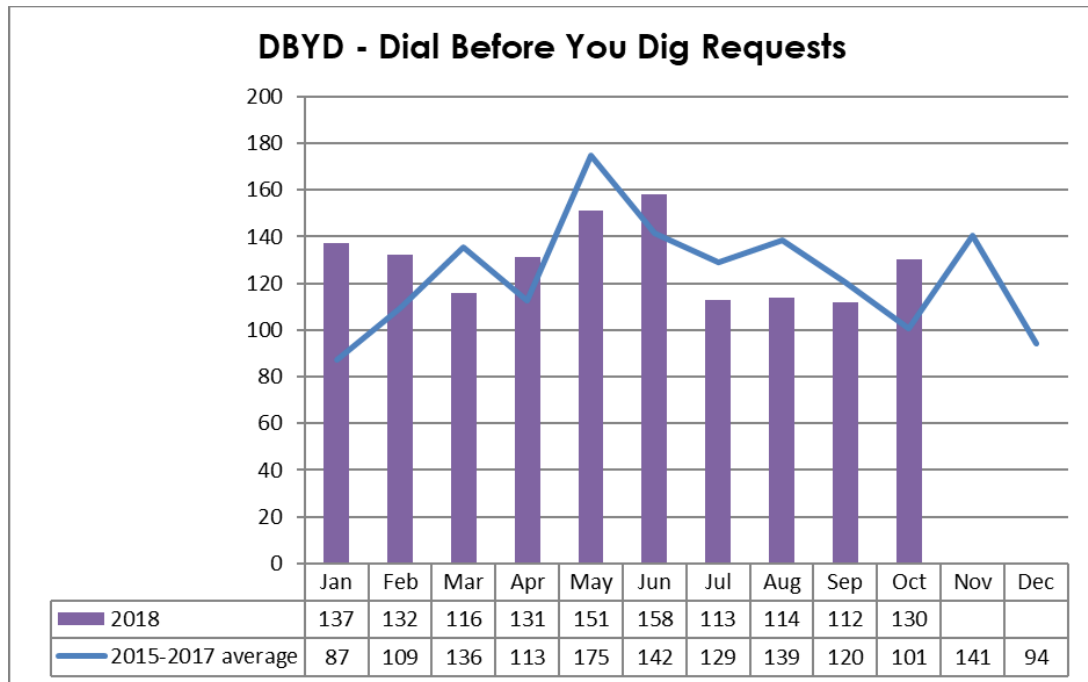
3.8. The following graph details the Engineering Assessments for Development Applications that were completed this year compared to previous years:



3.9. Fourteen Road Reserve Permits were issued in October. The following graph details the permits that were issued this year compared to previous years:



3.10. 130 Dial Before You Dig requests were processed in October. The following graph details the Dial Before You Dig requests that have been processed this year compared to previous years:



4. Operational Contracts

4.1. The following table details the contracts managed within the Infrastructure and Works Department that have been extended this financial year:

Contract	Contract Period	Extension Options	\$ Value (Excluding GST)	Contractor
Contract - 1276 Waste Transfer	30/11/2017 option 1+1	The original contract signed in June 2014 was for a 36 month period and had an option for two 12 month extensions. Further to a review the option for the additional 12 months was accepted.	\$247,159 per annum	Veolia Environmental Services
Tree Maintenance and Removal Services	30/4/2018 option 1+1	The original contract signed in May 2017 was for a 12 month period and had an option for a further one year plus one year extension. Further to a review the option for the additional 12 months was accepted.	Schedule of Rates	A1 Trees
Contract - 1288 Security Patrol & Associated Services	30/6/2015 option 1+1	The original contract signed in May 2015 was for a 24 month period and had an option for a further one year plus one year extension. Further to a review the option for the additional 12 months was accepted.	\$32,738 per annum	JRB Protection
Contract 1314 Supply & Delivery of Pre-mixed Concrete	30/06/2018 option 1+1	The original contract signed in June 2017 was for a 12 month period and had an option for two 12 month extensions. Further to a review the option for the additional 12 months was accepted.	Schedule of Rates	Boral Construction Materials

5. Civil Works and Stormwater Maintenance

5.1. Maintenance in accordance with the Service Level Document, undertaken in October and November included:

- Repairs to rural roads including Kelcey Tier Road, Hillwood Rise and Lower Barrington Road
- Re-sheeting of unsealed roads including Webberleys Road, Durkins Road and Rockliff Road
- Clearing of the major open drain on Tugrah Road



5.2. In December and January, it is anticipated that civil works and stormwater maintenance works will include:

- Road repair works on Stewart Street and Nixon Street near primary schools (in school holidays)
- Alterations to a traffic island on Best Street to improve bus manoeuvrability
- Excavation of an open drain in Turners Lane
- Scheduled inspections

6. Parks and Reserves Maintenance

6.1. Maintenance in accordance with the Service Level Document, undertaken in October and November included:

- Preparation of the Cenotaph for Remembrance Day
- Maintenance of sports fields for summer sports

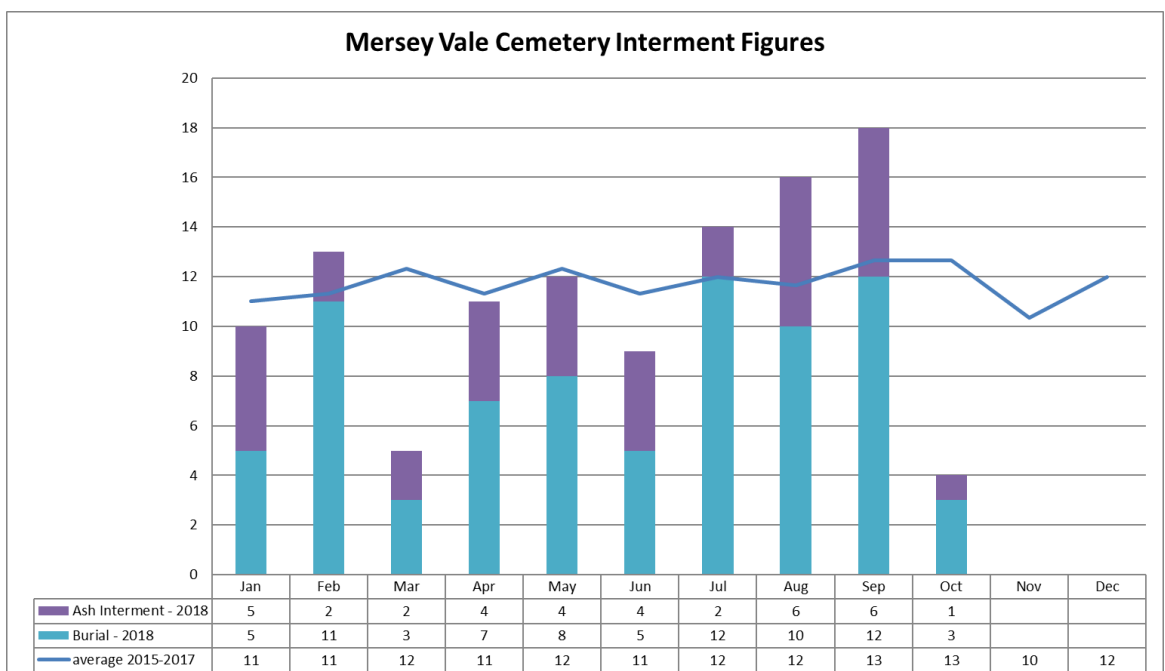
- Increased mowing during spring



6.2. In December and January, it is anticipated that parks and reserves maintenance works will include:

- Preparation of Devonport Oval for the annual carnival
- Maintenance of key areas including foreshore and Bluff for peak use period
- Maintenance of sports fields for summer sports

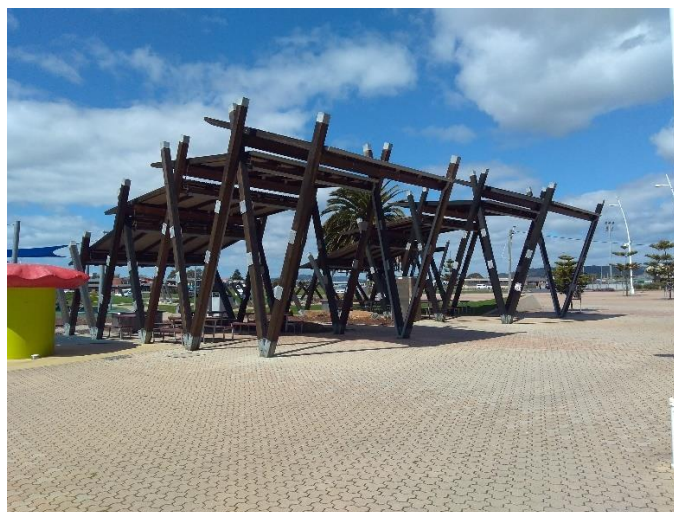
6.3. Mersey Vale Memorial Cemetery interment figures for last year compared to previous years are as follows:



7. Building and Facilities Maintenance

7.1. Maintenance in accordance with the Service Level Document, undertaken in October and November included:

- Re-stain external boards at Surf Club
- Re-oil picnic shelters at Bluff Plaza
- External paint Reg Hope Park amenities
- Erect Christmas tree

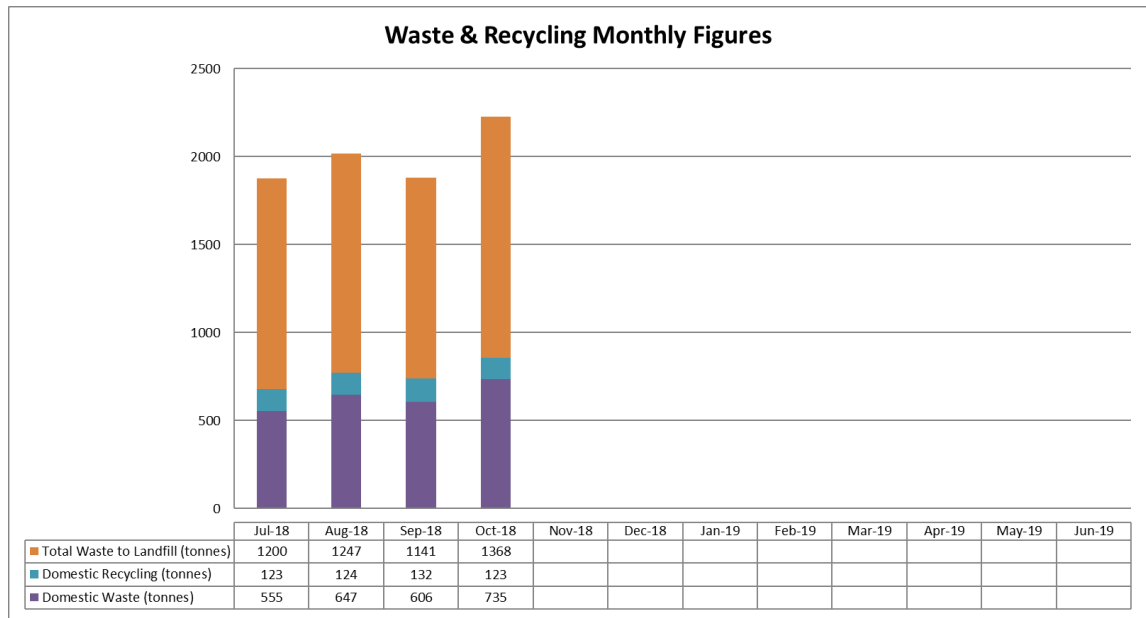


7.2. In December and January, it is anticipated that building and facilities maintenance works will include:

- External painting of Byard park clubrooms
- Remove Christmas tree
- Re-stain external boards at BSMC
- Annual pest control of buildings

8. Waste Management Operations

8.1. Waste Management Services were conducted in accordance with the Service Level Document during October and November, although the reliability of the garbage truck fleet presented some challenges for the waste and workshop teams. The following graph details the volumes of waste and recycling from the domestic collection services and the total volume of waste to landfill from the Spreyton Waste Transfer Station:



8.2. The following table details the monthly figures for the Spreyton Waste Transfer Station:

Item	October 2018	18/19 YTD	17/18 Total	16/17 Total	15/16 Total
Asbestos – large loads	1.54 tonnes	3.96 tonnes	9.94 tonnes	11.02 tonnes	12.8 tonnes
Asbestos – small loads	15m ³	51 m ³	191 m ³	205 m ³	218m ³
Mattresses	70	353	828	695	500
Vehicle Loads – up to 0.5m ³	609	1936	5,117	4,859	7,958
Vehicle Loads – 0.5m ³ to 1.5m ³	1449	4892	11,724	13,985	12,492
Vehicle Loads – 1.5m ³ to 2m ³	288	1047	6,380	6,422	6,548
DCC Garbage Trucks (Domestic & Commercial Collection Services)	855 tonnes	3010 tonnes	9,207 tonnes	9,192 tonnes	9,376 tonnes
Steel Recycling	95 tonnes	402 tonnes	845 tonnes	897 tonnes	843 tonnes
e-Waste	0	12 tonnes	12 tonnes	0 tonnes	9.9 tonnes
Tyres	24	112	348	293	359

COMMUNITY ENGAGEMENT

The information provided above details any issues relating to community engagement.

FINANCIAL IMPLICATIONS

Any financial or budgetary implications relating to matters discussed in this report will be separately reported to Council.

RISK IMPLICATIONS

Any specific risk implications have been outlined in the discussion above. Any specific issue that may result in any form of risk to Council is likely to be the subject of a separate report to Council.

CONCLUSION

This report is provided for information purposes only and to allow Council to be updated on activities undertaken by the Infrastructure and Works Department.

ATTACHMENTS

- [1.](#) Capital Works - October 2018

RECOMMENDATION

That it be recommended to Council that the Infrastructure and Works report be received and noted.

Author:	Michael Williams	Endorsed By:	Matthew Atkins
Position:	Infrastructure & Works Manager	Position:	Deputy General Manager

Capital Works Income & Expenditure Report October 2018											
	Funding 2018/19				Expenditure 2018/19			Balance	Performance Measures		
	Annual Budget	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding Included in Total	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	Comments
Summary											
Open Space & Recreation	1,950,200	537,319	2,487,519	62,500	343,408	157,113	500,521	1,986,998			
Buildings & Facilities	80,000	1,050,695	1,130,695	-	716,520	14,414	730,935	399,760			
Stormwater	1,180,000	100,235	1,280,235	-	78,396	15,135	93,530	1,186,705			
Transport	4,380,000	900,688	5,360,688	612,146	474,820	1,759,262	2,234,082	3,126,606			
Living City	3,000,000	12,112,036	15,112,036	1,000,000	7,169,311	127,497	7,296,808	7,815,228			
Plant & Fleet	827,000	544,929	1,371,929	-	358,267	17,675	375,942	995,987			
Other Equipment	479,000	160,192	639,192	-	26,538	29,354	55,892	583,300			
Total Capital Works	11,896,200	15,406,094	27,382,294	1,674,646	9,167,260	2,120,450	11,287,711	16,094,583			
Open Space & Recreation											
CP0128 Signage Strategy Actions		23,744	23,744		243	-	243	23,501	TBA	TBA	Likely to be combined with CT0198
CP0129 Don River Rail Trail - Don to Tugrah gravel track		112,443	112,443		-	-	-	112,443	TBA	TBA	Property acquisition progressing. Likely to seek grant funding for construction
CP0136 Aquatic Ctr. O/door Filter vessels associated pipework and roof over		134,867	134,867		107,760	450	108,210	26,657	Complete	Complete	
CP0137 Vietnam Veteran's Memorial - BBQ shelter renewal		79,137	79,137		163	21,469	21,631	57,506	Complete	Complete	The allowance to replace the roof was not required.
CP0140 Fitness Equipment East Devonport		87,128	87,128		66,693	-	66,693	20,435	Complete	Complete	
CP0143 Mersey Vale cemetery - Children's Area		100,000	100,000		-	14,500	14,500	85,500	TBA	TBA	Design progressing
CP0145 Victoria Parade Lighting Stage 2	85,000		85,000		1,970	55,564	57,534	27,466	Feb-19	Mar-19	Order issued, Construction pending
CP0146 Mersey Vale Cemetery - Lighting Renewal	56,000		56,000		122	-	122	55,878	Jun-19	Jun-19	
CP0147 Playground Equipment Renewal - East Devonport Foreshore	80,000		80,000		488	-	488	79,512	Mar-19	Apr-19	Quotations have been requested, public consultation to follow
CP0148 Maidstone Park - Netball Goalposts Replacement	8,000		8,000		-	-	-	8,000	TBA	TBA	Grant application submitted for funding of additional scope. Awaiting response.
CP0149 Path Renewal - Victoria Parade	133,000		133,000		83,016	-	83,016	49,984	Complete	Complete	Work complete, awaiting invoices
CP0150 Maidstone Park - Replace Ground Lighting	125,000	-	125,000	62,500	-	-	-	125,000	Apr-19	Apr-19	
CP0151 Maidstone Park - Gymnastics Club Car Park	150,000		150,000		349	-	349	149,651	Jun-19	Jun-19	Program dependant on construction of new Gymnastics facility
CP0152 Bluff Plaza - Replace Electrical Cabinet	15,000		15,000		1,042	10,546	11,588	3,412	Oct-18	Nov-18	Installation pending
CP0153 Mersey Vale Cemetery - Future Ash Internment Columns - Memorial Garden	30,000		30,000		5,201	11,455	16,655	13,345	Oct-18	May-19	Columns have been ordered
CP0154 Dog Exercise Park - Dog Agility Equipment & Drink Fountain	15,000		15,000		596	-	596	14,404	TBA	TBA	
CP0155 Aquatic Centre Carpark - Tree Planter Surrounds	7,200		7,200		8,378	-	8,378	(1,178)	Complete	Complete	Over-expenditure will be offset by savings in other projects.
CP0156 Pioneer Park - Installation of Park Furniture	20,000		20,000		-	-	-	20,000	May-19	May-19	
CP0157 Highfield Park - Installation of Park Furniture	20,000		20,000		-	-	-	20,000	Dec-18	Dec-18	Consultation completed
CP0158 Mersey Vale Cemetery - Modern Burial Stage 2	1,050,000		1,050,000		1,518	-	1,518	1,048,482	Jan-19	Jun-19	Design progressing
CP0159 Don Reserve - Bank Stabilisation	18,000		18,000		20,943	-	20,943	(2,943)	Complete	Complete	The project was constructed by the contractor that provided the lowest quote.
CP0160 Horsehead Creek - Bank Stabilisation between Horsehead Creek & Waterfront Complex	38,000		38,000		1,074	-	1,074	36,926	Dec-18	Dec-18	Design progressing
CP0161 New Playground Equipment - Miandelta Park	100,000		100,000		43,853	43,130	86,983	13,017	Feb-19	Mar-19	Consultation complete. Order issued. Construction pending.
Total Open Space & Recreation	1,950,200	537,319	2,487,519	62,500	343,408	157,113	500,521	1,986,998			
Buildings & Facilities											
C80091 East Devonport Toilet Block Renewal		218,000	218,000		12,267	5,064	17,330	200,670	Feb-19	Apr-19	Tender awarded. Construction pending
C80092 Installation of Public Toilet - Don Hall	80,000		80,000		15,336	-	15,336	64,664	Aug-18	May-19	Linking path complete. Design for buiding work underway
C80080 Art Gallery Integration Project		832,695	832,695		688,918	9,351	698,268	134,427	Complete	Complete	
Total Facilities	80,000	1,050,695	1,130,695	-	716,520	14,414	730,935	399,760			

	Funding 2018/19				Expenditure 2018/19			Balance	Performance Measures		
	Annual Budget \$	Additional Funds Carried forward & adjustments \$	Total Budget Available \$	External Funding Included in Total \$	Actual \$	Commitments \$	Total Expenditure \$	Remaining Funds \$	Works Start Month	Works Completion Month	Comments
Transport											
CT0169 Formby Road & Best Street intersection safety improvements		261,896	261,896		1,062	-	1,062	260,834	Mar-19	Jun-19	Design progressing in conjunction with Waterfront Precinct design
CT0198 Mersey Bluff Pedestrian Link	125,000	74,850	199,850		6,627	-	6,627	193,223	Mar-19	Apr-19	Design progressing. Construction deferred until after peak use period
CT0200 Forth Road, Don - pedestrian link		6,323	6,323		6,412	-	6,412	(89)	Complete	Complete	Minor variance
CT0208 Bishops Road renewal		515,253	515,253		7,464	1,500	8,964	506,289	Jan-19	Apr-19	Tender advertised
CT0218 Street Light Provision	60,000		60,000		42,719	16,775	59,494	506	Aug-18	Nov-19	Order issues for poles in Formby Rd, Oldaker St, Friend St, Orion Court
CT0219 Reseal Program 2018-2019	700,000		700,000		5,859	464,205	470,064	229,936	Oct-18	Feb-19	Asphalt program underway
CT0220 Southern Rooke Street Renewal	1,000,000		1,000,000		95,796	846,605	942,401	57,599	Jan-19	May-19	Minor works complete. Main construction phase to commence in January 2019
CT0221 Triton Road Safety Improvements	75,000		75,000		-	-	-	75,000	Feb-19	Feb-19	
CT0222 Coles Beach/Back Beach Pedestrian Links	80,000		80,000		7,259	2,628	9,887	70,113	Nov-18	Dec-18	Construction pending
CT0223 Intersection Improvements - Valley Road & Elm Avenue	120,000		120,000	40,000	357	-	357	119,643	Feb-19	Mar-19	Additional external funding secured
CT0224 Footpath Connection - Thomas Street	15,000		15,000		2,490	-	2,490	12,510	Feb-19	Feb-19	Construction pending
CT0225 New Street Light - Wright Street and Tartelet Street	15,000		15,000		-	-	-	15,000	May-19	May-19	
CT0226 Intersection Safety Improvements - Parker Street and Ronald Street	270,000		270,000	270,000	2,390	-	2,390	267,610	Feb-19	Apr-19	Design progressing
CT0227 Don Road Safety Barrier Renewal - West of Hillcrest Road	50,000		50,000		-	-	-	50,000	Jun-19	Jun-19	
CT0228 Road Traffic Device Renewal	25,000		25,000		-	-	-	25,000	Jan-19	Jun-19	Quotation sought for Devonport Road guardrail repairs
CT0230 Transport Minor Works	45,000		45,000		-	-	-	45,000	Dec-18	Jun-19	Project to include Eastside Village bin replacements
CT0231 Works Depot Carpark - Retaining Wall Renewal	30,000		30,000		-	-	-	30,000	Jan-19	Feb-19	
CT0232 Parking Infrastructure Renewal 2018-19	25,000	42,366	67,366		33,750	-	33,750	33,616	TBA	TBA	
CT0233 Adelaide Street Kerb Renewal	210,000		210,000		775	-	775	209,225	Mar-19	Apr-19	Design progressing
CT0234 Wenvoe Street Renewal - Steele Street to Carpark	420,000		420,000		34,811	360,886	395,698	24,302	Oct-18	Jan-19	Construction underway
CT0235 Clayton Drive Renewal - East of Hillwood Rise	130,000		130,000	-	11,427	62,462	73,889	56,111	Nov-18	Dec-18	Construction underway
CT0236 Winspears Road Renewal - Stage 1	250,000		250,000	222,146	3,477	-	3,477	246,523	Mar-19	May-19	Tender advertised
CT0237 Intersection Renewal - Melrose Road and Buster Road (Aberdeen)	120,000		120,000		8,129	-	8,129	111,871	Nov-18	Dec-18	Order issued. Construction pending
CT0238 Montague Street Renewal - Arthur Street to Lower Madden Street	130,000		130,000		4,958	-	4,958	125,042	Mar-19	Apr-19	Design progressing
CT0239 Steele Street Footpath Renewal - Rooke Street to Wenvoe Street - South Side	60,000		60,000		2,627	-	2,627	57,373	Oct-18	Dec-18	Construction underway
CT0240 North Street renewal - William Street threshold	130,000		130,000		30,358	4,201	34,559	95,441	Oct-18	Nov-18	Construction underway
CT0241 Tugrah Road - Seal Part of Gravel Section	105,000		105,000		5,096	-	5,096	99,904	Jan-18	Jan-18	Design progressing
CT0242 Victoria Parade Car Park (Cenotaph) Carpark Improvements	140,000		140,000		127,227	-	127,227	12,773	Complete	Complete	
Northern Rooke St Renewal - Design Only	50,000		50,000		-	-	-	50,000			Expenditure included in CB0068 - Living City
CT0244 Steele St Pedestrian Facilities			80,000	80,000	-	-	-	80,000			External funding secured
Total Transport	4,380,000	900,688	5,360,688	612,146	474,820	1,759,262	2,234,082	3,126,606			

	Funding 2018/19				Expenditure 2018/19			Balance	Performance Measures		
	Annual Budget \$	Additional Funds Carried forward & adjustments \$	Total Budget Available \$	External Funding Included in Total \$	Actual \$	Commitments \$	Total Expenditure \$	Remaining Funds \$	Works Start Month	Works Completion Month	Comments
Stormwater											
CS0055 Squibbs Road drainage improvements		83,831	83,831		40	11,550	11,590	72,241	TBA	TBA	On hold - threatened species
CS0063 William St. SW catchment upgrade - Stage 7		12,000	12,000		-	3,350	3,350	8,650	Nov-18	Nov-18	Pending minor work by Tasrail
CS0069 Maidstone Park - stormwater NE of oval		4,404	4,404		4,404	-	4,404	(0)	Complete	Complete	
CS0072 Pit Replacements 2018-19	50,000		50,000		22,936	-	22,936	27,064	Aug-18	Feb-19	Various locations completed, others pending
CS0073 Minor Stormwater Works	30,000		30,000		-	-	-	30,000	TBA	TBA	
CS0074 William SW Catchment Upgrade - Stage 8	600,000		600,000		10,001	-	10,001	589,999	Jan-19	Apr-19	Tender advertised
CS0075 Stormwater Outfall Risk Management - Mersey River	30,000		30,000		410	-	410	29,590	TBA	TBA	
CS0076 Brooke St Upgrade - Caroline Catchment Stage 1	200,000		200,000		-	-	-	200,000	TBA	TBA	
CS0077 Stormwater Renewal - 37 Victoria Parade	20,000		20,000		30,395	235	30,630	(10,630)	Complete	Complete	Additional pit required to facilitate future pipe upgrades. Over expenditure to be offset by forecast savings on CS0074
CS0078 Madden St Stormwater Renewal - Aylett to Gunn	75,000		75,000		73	-	73	74,927	Jan-19	Feb-19	Design progressing
CS0079 Stormwater Renewal - 215-221 Tareton St	50,000		50,000		10,136	-	10,136	39,864	Nov-18	Dec-19	Quotations requested
CS0080 York St stormwater renewal	25,000		25,000		-	-	-	25,000	Jan-19	Apr-19	
Southern Rooke St Stormwater Renewal	100,000		100,000					100,000			included in CT0220
Total Stormwater	1,180,000	100,235	1,280,235	-	78,396	15,135	93,530	1,186,705			
Plant & Fleet											
CF0023 Hire Plant Replacement Plan 18/19 (including disposal proceeds)	585,000	350,309	935,309		351,529	-	351,529	583,780	Sep-18	Jun-19	Rear loader garbage truck delivered. Purchases scheduled throughout the year
CF0024 Non-Hire Plant Replacement Plan 18/19 (including disposal proceeds)	44,000	66,981	110,981		33,598	-	33,598	77,383	Sep-18	Apr-19	Purchases scheduled throughout the year
CF0022 Fleet Replacement Plan 18/19 (including disposal proceeds)	198,000	127,639	325,639		(26,860)	17,675	(9,185)	334,824	Oct-18	Jun-19	Timing variance / disposal proceeds. Purchases scheduled throughout the year
Total Plant & Fleet	827,000	544,929	1,371,929	-	358,267	17,675	375,942	995,987			
Other Equipment											
CE0009 Office Equipment	203,000	41,138	244,138		26,538	300	26,838	217,300	Jun-19	Jun-19	
CC0012 Information Technology - Renewal & Upgrades	276,000	119,054	395,054		-	29,054	29,054	366,000	Jun-19	Jun-19	
Total Other Equipment	479,000	160,192	639,192	-	26,538	29,354	55,892	583,300			
TOTAL CAPITAL EXPENDITURE - EXCLUDING LIVING CITY	8,896,200	3,294,058	12,270,258	674,646	1,997,949	1,992,953	3,990,902	8,279,356			
Living City											
CB0068 Living City - Strategic Initiatives	3,000,000	12,112,036	15,112,036	1,000,000	7,169,311	127,497	7,296,808	7,815,228	Sep-18	Jun-19	
Total Living City	3,000,000	12,112,036	15,112,036	1,000,000	7,169,311	127,497	7,296,808	7,815,228			
TOTAL CAPITAL EXPENDITURE - INCLUDING LIVING CITY	11,896,200	15,406,094	27,382,294	1,674,646	9,167,260	2,120,450	11,287,711	16,094,583			

7.0 CLOSURE

There being no further business the Chairperson declared the meeting closed at pm.