



The City with Spirit

NOTICE OF MEETING

Notice is hereby given that an **Ordinary Council** meeting of the Devonport City Council will be held in the Council Chambers, on Monday 27 February 2017, 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

22 February 2017

March 2017

Meeting	Date	Commencement Time
Governance & Finance Committee	20 March 2017	5:30pm
Council Meeting	27 March 2017	5:30pm

**AGENDA FOR AN ORDINARY MEETING OF DEVONPORT CITY COUNCIL
HELD ON MONDAY 27 FEBRUARY 2017 AT THE COUNCIL CHAMBERS AT 5:30PM**

Item	Page No.
1.0 APOLOGIES	1
2.0 DECLARATIONS OF INTEREST	1
3.0 PROCEDURAL	2
3.1 CONFIRMATION OF MINUTES	2
3.1.1 Council meeting - 23 January 2017	2
3.2 PUBLIC QUESTION TIME	3
3.2.1 Responses to questions raised at prior meetings	3
3.2.2 Questions on notice from the public	6
3.2.3 Question without notice from the public	15
3.3 QUESTIONS ON NOTICE FROM ALDERMEN	15
4.0 PLANNING AUTHORITY MATTERS	16
5.0 REPORTS	17
5.1 Promotional Signage Horsehead Creek Roadside (D452539)	17
5.2 LIVING CITY Story Boards in CBD (D459174)	20
5.3 Community Consultation - Waterfront Concept Plans (D459625).....	25
5.4 Harbourmaster's Cafe - Erection of Commercial Umbrellas (D460798).....	95
5.5 Tender report contract CT0169 Formby & Best street intersection improvements (D457349)	108
6.0 INFORMATION	112
6.1 Workshops and Briefing Sessions held since the last Council meeting (D454187)	112
6.2 Mayor's Monthly Report (D454199).....	114
6.3 General Manager's Report - February 2017 (D453440)	116
7.0 SECTION 23 COMMITTEES	130
7.1 Planning Authority Committee Meeting - 13 February 2017 (D460247).....	130
7.2 Infrastructure Works and Development Committee Meeting - 13 February 2017 (D460250)	133
7.3 Community Services Committee Meeting - 20 February 2017 (D461261).....	138
8.0 CLOSED SESSION - CONFIDENTIAL MATTERS	142
Out Of Closed Session	143
9.0 CLOSURE	143

Agenda of an ordinary meeting of the **Devonport City Council** to be held at the Council Chambers, 17 Fenton Way, Devonport on Monday, 27 February 2017 commencing at 5:30pm.

PRESENT

		Present	Apology
Chair	Ald S L Martin (Mayor)		
	Ald A L Rockliff (Deputy Mayor)		
	Ald C D Emmerton		
	Ald G F Goodwin		
	Ald A J Jarman		
	Ald L M Laycock		✓
	Ald J F Matthews		
	Ald T M Milne		
	Ald L M Perry		

ACKNOWLEDGEMENT OF COUNTRY

Council acknowledges and pays respect to the Tasmanian Aboriginal community as the traditional and original owners and continuing custodians of this land.

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

The following apology was received for the meeting.

Ald Laycock	Leave of Absence
-------------	------------------

2.0 DECLARATIONS OF INTEREST

3.0 PROCEDURAL

3.1 CONFIRMATION OF MINUTES

3.1.1 COUNCIL MEETING - 23 JANUARY 2017

RECOMMENDATION

That the minutes of the Council meeting held on 23 January 2017 as circulated be confirmed.

3.2 PUBLIC QUESTION TIME

Members of the public are invited to ask questions in accordance with the following resolution of Council (Min Ref 54/16):

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. A maximum period of time of 30 minutes in total will be allowed for public participation.
 4. A maximum period of time of 3 minutes will be allowed for each individual.
 5. A member of the public may give written notice to the General Manager 7 days before an ordinary meeting of Council of a question to be asked at that meeting.
 6. A member of the public will be entitled to ask questions relating to the activities of Council, giving an explanation that is necessary to give background to the question and ask supplementary or follow up questions relating to that specific matter that may come to light as a result of the answer.
 7. Questions do not have to be lodged prior to the meeting, however they would be preferably provided in writing.
 8. A question by any member of the public and an answer to that question are not to be debated.
 9. 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.
-

3.2.1 Responses to questions raised at prior meetings

Meeting held 23 January 2017

Reproduced below is the response dated 25 January 2017 to Mr Douglas Janney's question:

"I refer to your question raised at the 23 January 2017 Council meeting and provide the following response:

Q1 *There are already speed humps at the Northern end of William Street so why not 40km/h speed limits in the shopping strips?*

A *The recorded speeds on William Street were around 56km/h compared with an average of 43km/h in various locations throughout the CBD. As previously stated, the traffic speeds in the CBD are generally self-policing due to the high volumes, relatively short distances between intersections and high number of parking manoeuvres.*

Q2 *New and improved software in the traffic lights?*

A *New traffic control units are being installed at the Steele/Rooke intersection and the Best/Formby intersection as well as the new site at Steele/Fenton as part of the current year's capital works. Any other upgrades would be in response to specific issues and would need to be approved by the Department of State Growth.*

Q3 *Improved markings on the roads at traffic lights with direction arrows in the lanes?*

A *Directional arrows are only marked on lanes when there is safety benefit or if required by the phasing. In general terms, omitting the arrows allows vehicles to make best use of the available road space and avoid unnecessary delays."*

Meeting held 23 January 2017

Reproduced below is the response dated 25 January 2017 to Mr Trevor Smith's question:

"I refer to your questions raised at the 23 January 2017 Council Meeting and provide the following responses:

Q1 *In the Advocate paper, Saturday the 14th January, the Devonport Council published 2 notices of the upcoming meetings for 2017, which were identical! Why did this happen, is there some sort of competition between Mr Paul West and Mr Matthew Atkins going on? How much did this bungle cost the ratepayers of Devonport? Is this going to be a yearly occurrence? This doesn't look well, for the amount of money you are both being paid, by the ratepayers of Devonport!*

A. *At the meeting you were advised that it was an error by the newspaper that the notice was printed twice. The Advocate were notified and Council is only paying for one advertisement.*

Q2 *Could you please tell me how much revenue you are earning, from the Mobile Tower, on Council land on the corner of Percy and Nichols Street, Devonport?*

With the NBN nodes appearing everywhere on the streets of Devonport, how much revenue is the Devonport Council earning from this venture?

Is it a yearly amount? How much per node do you receive from the NBN Company?

- A.** *Council has a long-term lease with Telstra for the mobile phone tower located at the corner of Percy and Nicholls Streets. The rental is currently \$6,150 (plus GST) per annum and is subject to regular review under the terms of the lease. Council does not receive any revenue from NBN as it is a nationwide project authorised under the provisions of the Telecommunications Act 1997.*

- Q3** *It was recently stated that the Julie Burgess had lost revenue, from its operations, of over \$410,000. This is a huge burden for the ratepayers to carry. The Council can't find the money to build footpaths in Surrey Street, yet you can afford to have these losses each year!*

What action is being taken to stop the drain on the ratepayers of Devonport? Will the ratepayers have to bear the losses, until this service is sold off to private enterprise, if at all? How many years will this take to rectify? Will you notify the ratepayers of Devonport, what the losses will be each year if the Julie Burgess is not sold in the near future?

- A.** *Council is currently undertaking a review of the operations of the Julie Burgess and will consider all matters pertaining to the vessel's future as part of this process. In due course the information will form part of Council's decision making and will be publically available."*

Meeting held 23 January 2017

Reproduced below is the response dated 24 January 2017 to Mr Malcolm Gardam's question:

"I refer to your questions raised at the 23 January 2017 Council meeting and provide the following response:

- Q1** *I was going to suggest that Council in general should perhaps question reports provided by consultants more vigorously but is Council stating that the losses to date are in line with the Business Plan provided to Council by Group Work Pty Ltd and JAFFA in June 2011?*

In response to Council's statement that "it is to be noted that Council most recently held a Workshop on the Julie Burgess on 3 October 2016 to discuss performance of the ketch and future operations, which is well before your questions were provided to Council." It is pleasing that Council has undertaken a workshop specifically to review the Julie Burgess operations. Considering this was some six months following the annual budget session and is now approaching four months since the review it should be fair and reasonable that the following questions can be answered at this meeting and not required to be taken on notice.

- A.** *At the meeting, you were advised that the response to question 9 should also take into consideration the other questions also responded too. Considering the comments made in your other questions on notice, although there has been a change in the operating model the actual loss has been similar to what was actually projected. It was not trying to draw any sort of particular conclusion, but it was worth being highlighted, hence the reason it was included in the response.*
-

- Q2** Noting that the revenue from operations flat lined from the 2015/2016 year to the current 2016/17 projected budget, what further initiatives/actions were identified during the workshop, held 3 October 2016, to reduce expenses and increase operational revenue?
- A.** At the meeting, you were advised that Council has been working very closely with the volunteers who are heavily involved in the operation of the Julie Burgess, through the Bass Strait Maritime Centre, to identify opportunities to improve the bottom line - that review has been ongoing. There have been a number of workshops that have been held with the volunteers and that's all part of where Council is heading with the next stage of the review. You will note, and I think that you have previously referred to the Wooden Boat Festival, as an example those types of opportunities are being considered as to how Council can value add and improve the outcomes for the Julie Burgess.
- Q3** Which initiatives have been actioned and what has been the success of those initiatives noting the formulation of the 2017/18 Annual Plan and Budget will commence in a few months' time?
- A.** At the meeting, you were advised that at this stage Council has not further workshopped the issue, but will be doing so in the new year. Therefore, it would be premature to actually outline what some of those things may be, but obviously it is a holistic review of the operations of the Julie Burgess that Council is intending to undertake.
- Q4** Based on the figures provided by Council the costs to Devonport ratepayers in restoration overruns and operating losses is nearing \$900,000 (including depreciation) for a project that was not going to be ratepayer funded, therefore what are the benefits that have been provided in terms of jobs and economic impact from this investment?
- A.** Based on the performance to-date, the benefits in terms of both job and economic impact has been minimal. Not everything can be measured in economic terms and therefore the review being undertaken by Council has to be broader than just dollars and cents.
- Q5** What are the projections for the next 5 years and is the venture viable on this basis?
- A.** As previously advised, Council is undertaking a review of the operations of the Julie Burgess and will consider projections as part of the review. In due course this information will form part of Council's decision-making and will be publicly available.

RECOMMENDATION

The responses to questions from Mr Douglas Janney, Mr Trevor Smith and Mr Malcolm Gardam at the January 2017 Council meeting were noted.

3.2.2 Questions on notice from the public

MR MALCOLM GARDAM – 4 BEAUMONT DRIVE, MIANDETTA

RE: LIVING CITY STAGE 1 – REPLY TO DCC ANSWERS TO SUPERINTENDENT QUESTIONS (File 32161)

The following response to Council's reply to questions on notice was received from Mr Malcolm Gardam on 16 February 2017 to which he requested it be listed on the next Council agenda.

"Reference questions on notice dated 13/01/17, for the 23/01/17 Council Meeting, and Council responses including the previous Agenda dated 23/01/17.

Noting Council's preference that "Council will not be responding to further queries from you regarding the appointment of the Superintendent." I feel it is important that the following be noted for the record.

COUNCIL RESPONSE TO Q1

Q1 *What are the reasons that compelled Council to decide on this most unusual contractual approach in terms of appointment of the Superintendent?*

A. *Council based its decision on its legal advice does not consider the appointment of the Superintendent to be unusual.*

COMMENT

Firstly, I did not ask if legal opinion was sought as clearly the standard form contract allows this option. Discussions with three other highly experienced construction managers familiar with administering Australian Standards contracts, including having acted as Superintendent on occasions, revealed none can recall having seen this option taken in their collective time in the construction industry which exceeds 120 years, and accordingly I disagree with your statement that it is not unusual. As for the comment regarding the "unknown" senior legal counsel" the source remains confidential.

Secondly, the question actually asked the reasons that compelled Council to decide on this contractual approach. Perhaps the multitude of contracts entered into by private organisations and State Authorities around the country, including our own Department of State Growth and councils, could benefit from this option if the advantages were known.

COUNCIL RESPONSE TO Q2

Q2 *Can you please advise as to the names of the persons forming the "Superintendent Team" assuming it is not commercial-in-confidence and the receptionist and draftsmen will not participate?*

A. *As previously advised, Glen O'Halloran is the Superintendent's Representative. Other employees of 6ty° include Engineers, Architects and Surveyors who could be appointed to undertake Superintendent duties if necessary.*

COMMENT

I hope you have not drafted this letter yourself as the response clearly appears to demonstrate a lack of understanding, or evasiveness to answer the question, regarding the difference contractually between the role of the Superintendent and the Superintendent's Representative(s) otherwise you

would not keep referring to the latter. Your statement that "Other employees of 6ty° include Engineers, Architects and Surveyors who could be appointed to undertake Superintendent duties if necessary." appears to imply a greater scope to appoint Superintendent's Representatives but the standard form contract already provides for multiple formal appointments of Superintendent's Representatives subject to limitations. Also, in my opinion, the Superintendent's Representative(s) should not form a part of the independent decision making role afforded the Superintendent under the contract, otherwise they would be involved in delegating authorities to themselves or adjudication on any disputes arising from their directions or other contractual issues arising. Therefore, the persons collectively being the Superintendent and issuing the independent rulings, directions and delegations of the Superintendent should be known to Council and defined.

COUNCIL RESPONSE TO Q5

Q5 Who is the person(s) that rulings, directions and delegations of the Superintendent under the contract are to be signed off by?

A. The Superintendent. The Superintendent's Representative is Glen O'Halloran.

COMMENT

What an astounding response to a straightforward question. Am I to assume that notices from the Superintendent will simply be signed "The Superintendent?" Sounds in the realms of the note to the teacher signed "Johnnies Mum." Surely someone will have to sign off for and on behalf of the Superintendent (noted as 6ty° in the contract Annexure) when performing functions that are reserved solely for the Superintendent and are supposed to be independent of both the Principal (Council) and the Contractor. Notwithstanding that in this instance the appointment is a legal entity, but exercised by more than one person, excluding Superintendent's Representatives whose authorities are delegated to them by the Superintendent.

In summary, what time wasting nonsense the responses have been from Council when all that was asked is the names of the person(s) that will be performing the independent role of the Principal (Council) appointed Superintendent under the Stage 1 D&C Contract. I can only conclude that Council either does not know or for whatever reason does not want to say who will specifically be performing the overarching role of the Superintendent.

Please ensure inclusion in full in the next Ordinary Meeting Agenda."

MR BOB VELLACOTT – 11 COCKER PLACE, DEVONPORT

The following question on notice was received from Mr Bob Vellacott on 17 February 2017.

Covering letter from Bob Vellacott

"Please find attached:-

- * Copy of email 25 / 01 / 2017 from Alderman Charlie Emmerton to me and a copy of my reply with comments for the Questions on Notice 17/02/2017 to Alderman Emmerton.
-

- * *Questions on Notice to the attention of the Mayor and Aldermen for the DCC meeting 27th February 2017.*

I would appreciate if you would include all in the DCC meeting Agenda for 27th Feb. 2017."

Question on Notice

"The attached is a copy of an email I received 25th January 2017 Alderman Charlie Emmerton and my reply to Alderman Emmerton.

My question Mayor and Aldermen does Council agree with Alderman Emmerton's interpretations about company structures and most importantly are his assertions a true reflection of Council's reasons why you decided to award a strictly confidential head lease contract without tender for the Food Pavilion to Providore Place Devonport Pty Ltd?"

Email to Alderman Emmerton:

"I have given due consideration and taken professional advice on property and financial management in relation to your email 26th January 2017 about your interpretation of private and listed company structures and other information in regard to Providore Place Devonport Pty Ltd. Herewith are my responses and comments.

Your words are in italics, as taken per your email to me (reproduced in full at the end). Because you have signed your email as Charlie Emmerton Alderman Devonport City Council I assume you have taken it upon your good self as representing the views of Council therefore I shall forward a copy of your original email along with my responses to the Mayor and all other Aldermen for their information and edification.

Charlie Emmerton (CE)

Thank you. I wasn't trying to be smart last night Bob but the absolute majority of private companies in Aust have very small share capital normally \$10-\$100 max. This is not a security risk it's a matter of normal practice.

Response

Wrong and it is irrelevant as well. Where's the evidence of this nonsense. Companies may have significant share capital and may have retained earnings and where necessary shareholder loans to the company. The main reason that you would incorporate a new company for a particular enterprise is to protect shareholder and related company assets. In that situation a lessor (landlord) would normally insist on personal guarantees understanding that they may be worthless especially where assets are held in a spouse's name or where shareholders have little assets due to bankruptcy or has been compound with their lenders or creditors.

Security is an even greater issue where one wishes to mitigate risk associated with constructing a purpose built building for a unique enterprise which is the case for Providore Place.

In addition, the tenancy risk profile has consolidated to one head lease instead of being dispersed over a number of tenancies. This increases the need for the lease agreement to safeguard against default over the term thereby insuring against loss of rent contribution to loan repayments. You or

Council have offered nothing that supports your statement that "this is not a security risk".

Of course the Mayor and Aldermen may have been sold on the head lease option in that it provided an opportunity to overcome delays in establishing secured tenants (as committed to by Council), eliminate a non-core Council activity, lock in a Federal Government grant of \$10 million and facilitate immediate start to construction thereby avoiding further delays and potential delay costs.

CE

For a private company they would need to lodge the share capital in a cash deposit that must remain unused.

Response

Wrong again, where do you get this notion?

CE

So everybody sets up a \$10 company before commencing trade.

Response

Wrong yet again, big assertion! Please supply your source of information?

CE

This is unlike a publicly listed company that has market based on the value of the shares multiplied by the number of shares.

Response

Yet again, again and again you are wrong - Public companies' values relate to shareholders equity which comprises issued shares, retained profits and capital reserves this measure of value may be entirely different to companies' share market value (capitalization) classic examples of which are of Poseidon, Bellamys and dot com companies. Putting aside your inappropriate measure of value of a company, DCC are building an approx \$7.4 million development (including \$1M for land) and leasing it without tender to a company with nominal shareholders equity and no retained earnings. Staggering, to say the least and only likely to happen with Devonport City Council.

The Mayor and Aldermen have admitted they had no idea of the credit worthiness of Providore Place Devonport Pty Ltd as insurance against any default for a 10 year \$4,000,000 (\$4M) head lease for the Food Pavilion.

Do you and your fellow Aldermen recognize and I understand that this lease was imperative for the Food Pavilion to proceed but does it not also protect the Project Management and Head consultants full \$600,000 per annum fee? Yet again this is another example of the failing to apply best practice commercial acumen and due diligence in regards to the entire Living City project and the protection of ratepayers' (not Council's) interests.

CE

This does represent real value.

Response

"Puffery" without substantiation means nothing - Please explain given that there was no tender called for how you determined "real value"?

CE

Providore Place business structure is so normal.

Response

Wrong yet again – Council was not even aware of its business structure when it entered into the head lease agreement – Please provide evidence to support your statement?

CE

Bob we are not hindered by having this company as lead tenant. We are in fact privileged to have people with such vision passion skill expertise and knowledge to give this enterprise every chance of success.

Response

Can you please substantiate this statement by providing examples of similar projects and letters of recommendation from the councils concerned?

CE

They are in it for the long haul hence the initial 10 yr term then another.

Response

Meaningless for a company with negligible shareholders equity. Consider a possible situation where any head lessor is unable to attract sufficient leases over the term of a lease contract and has the option of surrendering same with only the initial share capital loss liability.

CE

Bob while I understand the feeling of perceived conflict of interest.

Response

This is not perceived, it is actual!

CE

This actually is a great confidence booster to all because as Consultants they don't "get their money and run" they actually are so confident in the project they're investing hundreds of thousands of their own to see it through.

Response

Please provide details supporting this statement regarding hundreds of thousands of investment. What would have happened to their Living City Project management contract and payments had the head lease agreement not rescued the project?

Would Council have been forced to pay them out or receive a reduction of the management fee.

Response conclusion

In closing, given the serious fundamental errors contained in your letter I would seriously question your capability along with the Mayor and other Aldermen to professionally manage the living city project. Honestly Alderman Emmerton I find the ignorance of basic good business practice shown by you and others in regard to the project so debilitating; that I consider I have no other alternative than to forward this correspondence to The Honorable The Premier Mr. Will Hodgman and The Honorable Mr. Peter Gutwein the Minister for Local Government for their consideration.

I now look forward to your reply to my comments and questions.

Your earliest acknowledgement of receipt of this correspondence would be appreciated."

Emmerton Alderman DCC email to RBV 25 Jan 2017:

(Copy of email as Sent: - No alterations or additions)

"[Ald Emmerton <CEmmerton@devonport.tas.gov.au>](mailto:CEmmerton@devonport.tas.gov.au) To
[Robert Vellacott](#)
25 Jan at 5:53 PM

Hi Bob

Thank you. I wasn't trying to be smart last night Bob but the absolute majority of private companies in Aust have very small share capital normally \$10-\$100 max. This is not a security risk it's a matter of normal practice. For a private company they would need to lodge the share capital in a cash deposit that must remain unused. So everybody sets up a \$10 company before commencing trade. This is unlike a publicly listed company that has market based on the value of the shares multiplied by the number of shares. This does represent real value.

Providore Place business structure is so normal. Bob we are not hindered by having bthis company as lead tenant. We are in fact privileged to have people with such vision passion skill expertise and knowledge to give this enterprise every chance of success. They are in it for the long haul hence the initial 10 yr term then another.

Bob while I understand the feeling of perceived conflict of interest this actually is a great confidence booster to all because as Consultants they don't "get their money and run" they actually are so confident in the project they're investing hundreds of thousands of their own to see it through."

Question on Notice for DCC meeting 27 February 2017 from Bob Vellacott

"The attached is a copy of an email I received 25 January 2017 Alderman Charlie Emmerton and my reply to Alderman Emmerton.

My question Mayor and Aldermen does Council agree with Alderman Emmerton's interpretations about company structures and most importantly are his assertions a true reflection of Council's reasons why you decided to award a strictly confidential head lease contract without tender for the Food Pavilion to Providore Place Devonport Pty Ltd?

DISCUSSION

In relation to the question received 17 February 2017 it is proposed that Mr Vellacott be advised of the following:

"Council has previously responded to your questions relating to the leasing arrangements with Providore Place Pty Ltd and has no further comment,

Correspondence between yourself and Ald Emmerton are a matter for you and he as individuals and is not a formal Council response."

MR MALCOLM GARDAM – 4 BEAUMONT DRIVE, MIANDETTA

**RE: LIVING CITY STAGE 1 – QUESTIONS ON NOTICE FOR ORDINARY MEETING 27/02/17
(File 32161)**

“Follow up questions on new Library/LINC layout

Reference to my earlier questions 7 and 8 and Council responses as per below and included in the agenda for the Ordinary Meeting dated 23/01/17. Thank you for the earlier prompt responses.

“Q7 *Does the current Library/LINC ground floor areas provide for a single level point of access that does not involve steps and ramps?*

A. *Due to the slope of the site, ramps and steps that comply with the requirements of the Building Code are required to enable access throughout the site and to all buildings”*

“Q8 *Has or does Council intend to review the Library/LINC layout to provide improved access and egress, particularly for the elderly and disabled?*

A. *The building design accords with necessary standards relating to access and there is no intention to further review the LINC layout.”*

Q1 *Council's responses indicates that no changes have been made to the ground floor area, specifically the split level within the Library/LINC ground floor layout itself as shown on the currently displayed drawings; according, can Council please confirm if the “raised area” depicted remains part of the final layout and is as currently being constructed?*

Q2 *Given the layout of the library in relation to its split levels and its proposed parking arrangements, how do the Aldermen conclude that there is an overall improvement in access to books on shelves?*

Q3 *As the current access to the Library/LINC is excellent given the adjacent and normally available metered parking and carpark located in Fenton Way and the free library parking to the rear off Oldaker Street; how do the Aldermen consider it has improved the amenity in relation to these new facilities and can thereby justify the construction cost of over \$13m (on top of upwards of a \$3m write off of existing infrastructure upon demolition) by pursuing this relation of services to what appears to be an inferior site?*

New Questions

Noting that Woolworths is closings its store in the Burnie CBD (Adv. 9 Feb) and in relation to a replacement business Julien Long of First National Real Estate is quoted as saying “Everyone in business wants to make money and the mainland competitors can't be certain they'll have a lot of return on their investment.” and “Challenges for Burnie CBD” (Adv 10 Feb) statements by Burnie Council Community and Economic Development director Rodney Greene in that “Compared to 20 years ago it's a very different environment” and “We've got large companies that are reviewing their operations right across Australia so [closures] are to be expected” and “We've always got to be open to changes and development.”

Q4 *Will Aldermen please advise how it has adjusted its Living City “retail led recovery” concept to accommodate ongoing retail changes including*

major retailer store rationalisations through store closures and strong growth trends to online shopping?

- Q5** *For the benefit of ratepayers, will Aldermen please advise what points of difference makes Devonport's economic or retail prospects better than Burnie or other competing regions of Australia?*

Please provide responses in writing and ensure inclusion in full in the next Ordinary Meeting Agenda."

DISCUSSION

In relation to the question received 19 February 2017 it is proposed that Mr Gardam be advised of the following:

"Follow up questions on new Library/LINC layout

Reference to my earlier questions 7 and 8 and Council responses as per below and included in the agenda for the Ordinary Meeting dated 23/01/17. Thank you for the earlier prompt responses.

- Q7** *Does the current Library/LINC ground floor areas provide for a single level point of access that does not involve steps and ramps?*

A. *Due to the slope of the site, ramps and steps that comply with the requirements of the Building Code are required to enable access throughout the site and to all buildings"*

- Q8** *Has or does Council intend to review the Library/LINC layout to provide improved access and egress, particularly for the elderly and disabled?*

A. *The building design accords with necessary standards relating to access and there is no intention to further review the LINC layout."*

- Q1** *Council's responses indicates that no changes have been made to the ground floor area, specifically the split level within the Library/LINC ground floor layout itself as shown on the currently displayed drawings; according, can Council please confirm if the "raised area" depicted remains part of the final layout and is as currently being constructed?*

A. *Yes*

- Q2** *Given the layout of the library in relation to its split levels and its proposed parking arrangements, how do the Aldermen conclude that there is an overall improvement in access to books on shelves?*

A. *The design of the building ensures continuing access to all library resources.*

- Q3** *As the current access to the Library/LINC is excellent given the adjacent and normally available metered parking and carpark located in Fenton Way and the free library parking to the rear off Oldaker Street; how do the Aldermen consider it has improved the amenity in relation to these new facilities and can thereby justify the construction cost of over \$13m (on top of upwards of a \$3m write off of existing infrastructure upon demolition) by pursuing this relation of services to what appears to be an inferior site?*

A. *The decision to proceed with the development is long past. Council remains committed to implementing the LIVING CITY project.*

New Questions

Noting that Woolworths is closings its store in the Burnie CBD (Adv. 9 Feb) and in relation to a replacement business Julien Long of First National Real Estate is quoted

as saying "Everyone in business wants to make money and the mainland competitors can't be certain they'll have a lot of return on their investment." and "Challenges for Burnie CBD" (Adv 10 Feb) statements by Burnie Council Community and Economic Development director Rodney Greene in that "Compared to 20 years ago it's a very different environment" and "We've got large companies that are reviewing their operations right across Australia so [closures] are to be expected" and "We've always got to be open to changes and development."

- Q4** Will Aldermen please advise how it has adjusted its Living City "retail led recovery" concept to accommodate ongoing retail changes including major retailer store rationalisations through store closures and strong growth trends to online shopping?
- Q5** For the benefit of ratepayers, will Aldermen please advise what points of difference makes Devonport's economic or retail prospects better than Burnie or other competing regions of Australia?
- A.** *Both questions are premised on the subjective opinions expressed in a media report. Council remains committed to implementing LIVING CITY which has been based on an extensive body of work and research. Council has responded previously to similar themed questions from yourself and has no intention to enter into an on-going debate.*

RECOMMENDATION

That Council in relation to the correspondence received from Mr Bob Vellacott and Mr Malcolm Gardam endorse the responses proposed and authorise their release.

3.2.3 Question without notice from the public

3.3 QUESTIONS ON NOTICE FROM ALDERMEN

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

4.0 PLANNING AUTHORITY MATTERS

There are no items in this agenda to be considered by Council in its capacity as a Planning Authority.

5.0 REPORTS

5.1 PROMOTIONAL SIGNAGE HORSEHEAD CREEK ROADSIDE

File: 25428 D452539

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 3.3.2 Develop and maintain a high profile City entrance and streetscape that enhances and maintains its character

SUMMARY

This report provides information to Council regarding the opportunities for promotional signage on Devonport Road in the vicinity of Horsehead Creek.

BACKGROUND

At the Infrastructure Works and Development Committee meeting held on Monday 5 December 2016 concerns were raised that a Notice of Motion previously tabled regarding signage had not been acted upon.

The Notice of Motion in question is from 2012 and states (Res No. 297/12):

"That Council prepare a report and find associated costs involved to consider the idea of promotional signage to be placed along Devonport Road from the bridge at Horsehead Creek through Waterfront entrance for the 2013/14 budget deliberations."

Information was presented to Council during the 2013/14 budget deliberations however no allocation was made in the final adopted budget for any additional signage and therefore no further action was taken.

This report has been provided to further clarify advertising signage options in response to the queries that were raised at the Committee meeting.

STATUTORY REQUIREMENTS

Installation of advertising signage is regulated under the Devonport Interim Planning Scheme. Signage within the road reserve must meet the requirements of the Department of State Growth's Tasmanian Roadside Signs Manual.

DISCUSSION

It is understood that the intent of the previous Council resolution was to provide information regarding Council operated facilities and events for visitors entering Devonport from the south.

The following aerial photograph shows the area that was suggested for installation of signage.



The site has a number of constraints, including:

- An existing railway line to the north that is within 20m of the road edge in some locations.
- In a number of locations the road edge grades away steeply and does not lend itself to installation of signage.

Council currently own four billboards on Devonport Road near Horsehead Creek. Two are located on the corner, north of the bridge (refer picture below) and the other two within Quoiba Park. These billboards are leased to a private operator and typically display product advertising. The current lease is due to expire in June 2018. When the lease was renewed in June 2016 the private operator indicated that demand for billboard signage had declined, as online advertising alternatives became more popular.



Council could consider approaching the operator and renegotiate the lease to allow full or partial use by Council of the signage boards.

Alternately, Council could consider installation of new signage. The most suitable location would be on the eastern side of the road near the entrance to the Horsehead Creek boat ramp. It is unlikely that approval would be granted for signage along the western side of

Devonport Road based on the clearance requirements for Tasrail and road safety concerns.

Additional large signage could impact on the aesthetics of the area and would need to be carefully considered. Planning scheme requirements would also need to be addressed before any new signage boards could be erected.

The estimated construction cost of new sign boards would be in the order of \$15,000 to \$25,000 depending on the final size and design.

Given that advertising boards already exist, the site constraints that limit new signage and the costs involved, gaining access to the current signage boards appears to be the most logical solution to providing promotion of Council operations and events on Devonport Road.

It should be noted that signage of this nature is not a priority under Council's recently adopted signage strategy.

COMMUNITY ENGAGEMENT

No community engagement has been undertaken in the preparation of this report.

FINANCIAL IMPLICATIONS

The lease amount Council currently receive is minimal and any renegotiation would have little financial impact.

The ongoing cost involved with changing the signage product would vary depending on the number of signs and the frequency of changes, however it is anticipated that annual costs could be in the order of \$2,000 to \$3,000.

RISK IMPLICATIONS

If Council determined to proceed with option 2, there is a risk that the current leasee may not wish to negotiate any change to the current arrangement.

CONCLUSION

Should Council wish to undertake additional promotion of its operations and events along Devonport Road, negotiating use of the existing signage boards is recommended as the most suitable and cost effective approach.

ATTACHMENTS

Nil

RECOMMENDATION

That Council receive and note the report regarding adverting signage on Devonport Road and:

Option 1

Take no further action at this point in time

OR

Option 2

Seek to negotiate access to use the existing signage boards located on Devonport Road to promote Council's operations and events.

Author:	Kylie Lunson	Endorsed By:	Matthew Atkins
Position:	Infrastructure & Works Manager	Position:	Deputy General Manager

5.2 LIVING CITY STORY BOARDS IN CBD

File: 32161 D459174

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 2.4.1 Develop and implement a CBD Master Plan aligned to the key LIVING CITY principles based on community engagement outcomes

SUMMARY

To report on options for installing LIVING CITY storyboards throughout the City.

BACKGROUND

The Community Development Strategic Special Committee at its December meeting resolved (CSC 58/16) to recommend to Council that:

"Council Investigate options to provide LIVING CITY storyboards throughout the City to educate and update the community on LIVING CITY progress."

Council adopted the recommendation at its December Meeting (Res 238/16).

Council's Infrastructure and Works Committee at its February meeting recommended that Council adopt a Signage Strategy. The Strategy applies to signage developed for Council owned, managed or supported facilities, amenities, and services and has recently been subject to three week's community consultation.

Council's Signage Strategy aims to:

- Assist with 'way finding' and orientation of visitors using an appropriate combination of signs;
- Provide direction to key destinations, attractions and activities in the City;
- Provide interpretation and storytelling at key sites and points of interest;
- Ensure that signs complement, rather than dominate or intrude upon, the character and visual amenity of an area, the buildings on which they are displayed and the general environment;
- Emphasise that tourist and community service facility signs are directional, rather than promotional;
- Encourage the rationalisation of signs;
- Provide clarity of the application process for assessing signage requests; and
- Provide clarity for short term community information signs relating to specific events or activities.

STATUTORY REQUIREMENTS

Planning (and possibly Building, depending on the final design) approvals are required for signage in the CBD. New interpretation signs, depending on their designs are likely to require discretionary planning approval.

DISCUSSION

Community consultation has been a major component of LIVING CITY throughout the project. Regular updates have been provided to the public through media releases, flyer

mailouts, eNews and website updates. Informative signage has also been placed on the Stage 1 site fencing.

However, a view was raised within one of Council's Special Interest Groups that some of the population has limited understanding of the various components of LIVING CITY.

It was expressed that the creation of Storyboards throughout the CBD would provide accessible information about the project to shoppers, retailers and visitors in the CBD who may not be fully informed with existing communication methods.

If Storyboards or specific signage was erected, factors that need consideration include:

1. Duration - The LIVING CITY Master Plan is expected to take over a decade to complete. There is likely to be components of the LIVING CITY story that need to be communicated to the public over this entire timeframe. Consequently, the structures need to be either permanent or semi-permanent, sufficiently durable to last this length of time. It is also important that the information upon the signage structures can be regularly updated. Given the current pace of the project, it is envisaged that information could need updating on a bi-annual basis.
2. Location - LIVING CITY covers a large area over the CBD. In order to cover a large portion of the CBD, it is envisaged signage would be useful at least:
 - In the Waterfront Precinct
 - In the Southern CBD
 - In the Mall
 - At the Stage 1 site (within Market Square, once complete).

In terms of location, consideration should be given to:

- Protection from weather for those reading it;
 - Security/graffiti prevention;
 - Accessibility; and
 - Safety of those reading it.
3. Size/Content - LIVING CITY is a large and complex project. It is unlikely that the whole project can be explained in one "panel". It is envisaged that each sign would need to provide a brief overview of the Masterplan including its purpose, and then specific information about what is at various locations. Brochures about the LIVING CITY Masterplan have tended to be 12-20 pages. In each case it is important to include visuals of what the new buildings/spaces will look like. One option maybe a timeline format, which would enable the viewer to get a quick history of the site and then understand the elements of the project in order.

Signage/Storyboard Options

A number of options are outlined below for Council's consideration.

Option 1: Interpretation signs consistent with other interpretation signs throughout the municipality. The sail shape is used by Council on a number of signs including interpretation and way finding, such as the Julie Burgess example below. The signs are double sided and could accommodate at least six pictures with accompanying text. If this option was implemented a minimum of four signs is recommended.

Given the likely cost (approx. \$4,000 per sign), the signs could be used for other Council purposes once LIVING CITY is complete. If more information was required, a double sailed sign could be created.



Photo above: The Julie Burgess Interpretation sign

Option 2 - Transportable cube signage. Council could construct a cube similar to the photo below. The cube option is comprised of two parts, being the frame and material covering. A final design would need to be determined and could consist of a lightweight frame structure or possibly half a shipping container clad with suitable ply. This option could be displayed at key events and locations and regularly moved around the city. The estimated cost to construct a sign such as this would be in the order of \$8,000 depending on final size and materials used.



Photo above: Option 2 - Cube interpretation sign in Sydney

Option 3 – Promote existing arrangements, rather than install further signage. Council has a display window in its current premises on the corner of Best Street and Fenton Way. The display can be changed regularly and visitors are under shelter when reading the

information. Similarly the LINC can be approached about having regular displays inside their building, where patrons are likely to have the time to read them. Council has created a LIVING CITY website and issues regular eNews updates. The opportunity exists to continue to promote LIVING CITY through these existing displays and digital platforms.

COMMUNITY ENGAGEMENT

Community consultation has been a major component of LIVING CITY throughout the project.

Regular updates have been provided to the public through media releases, eNews and website updates.

Significant consultation on specific elements of LIVING CITY such as the Masterplan, financial model, architectural plans for both Stage 1 and Stage 3 have included additional communication tools such as presentations, information sessions in the Mall, flyer mailouts as well as through digital platforms such as Speak Up Devonport and social media.

New Storyboards will provide Council with an opportunity to communicate about LIVING CITY to audiences that may not be currently engaged.

FINANCIAL IMPLICATIONS

The installation of four interpretive sail signs as detailed in option 1 would cost approximately \$16,000.

A transportable signage cube, as per option 2 is estimated to cost in the order of \$8,000.

Option 3 which involves continuing to utilise existing communication methods would not result in any further financial implications for Council.

If Council proceeded with either options 1 or 2 it is recommended that funds for the works be allocated in the 2017/18 operational budget.

RISK IMPLICATIONS

There are no significant risk implications associated with this report.

CONCLUSION

As a result of a Committee recommendation a number of options are provided for Council consideration in regard to additional signage to inform the community on LIVING CITY.

Given there are a number of locations currently available for displays and the online platforms Council is currently utilising the recommendation is not to proceed with further signage, as per option 3. However should Council wish to install additional signs, alternative resolutions could be:

Option 1

"That Council allocate \$16,000 in the 2017/18 budget to install four sail shaped LIVING CITY interpretive signs in key locations around the CBD"

Option 2

"That Council allocate \$8,000 in the 2017/18 budget to construct a transportable LIVING CITY cube shaped interpretive sign which can be used at events and in key locations around the CBD"

ATTACHMENTS

Nil

RECOMMENDATION

That Council receive and note the report regarding LIVING CITY signage and continue to promote the project through existing communication methods.

Author:	Rebecca McKenna	Endorsed By:	Matthew Atkins
Position:	Project Officer Economic Development	Position:	Deputy General Manager

5.3 COMMUNITY CONSULTATION - WATERFRONT CONCEPT PLANS

File: 32575 D459625

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 2.4.3 Implement initiatives to encourage private investment aligned with the outcomes of the LIVING CITY Master Plans

SUMMARY

To provide a summary of the public consultation on the LIVING CITY Waterfront Precinct concept plans.

BACKGROUND

The idea of revitalising Devonport's CBD to consolidate services, open the city to the river and bring life into the City has been a 30-year community dream. Council's Strategic Plan clearly identifies a strong desire to revitalise Devonport into a thriving regional City.

Under the branding "*LIVING CITY - changing the heart, reviving the region*" the long held vision is being implemented.

The LIVING CITY Master Plan adopted in September 2014 is intended to occur in a staged manner with specific projects progressively rolling out over the next decade and beyond.

Stage 1 has commenced construction and includes the creation of a new multi-purpose civic building, a multi-level car park, food pavilion and market square all on target to be completed and operational within the next 18 months.

The creation of a business and professional service precinct in the Southern CBD has commenced and is progressively rolling out in line with market demand.

Future LIVING CITY stages include a Retail Precinct and a Waterfront Precinct featuring a hotel, high end residential and attractive public open space.

In July 2016, Council engaged architectural firm, Lyons to develop concept plans for the LIVING CITY Waterfront Precinct. The Masterplan includes a hotel, waterfront parkland, pedestrian accesses to the river and a marina. In many ways, the Waterfront Precinct is regarded as the jewel in the crown of the LIVING CITY Master Plan with Council having first commenced consolidating sites for the development over 15 years ago.

Initial concept designs were completed in late 2016 and presented to Council at its November meeting where it was determined (Min. 220/16 refers):

That Council receive and note the report regarding the LIVING CITY Waterfront Precinct concept plans and:

- 1. endorse the attached concept design for public release at an appropriate time;*
- 2. exhibit the design for a minimum period of five weeks seeking community comment; and*
- 3. consider any feedback prior to finalising the plans.*

The concept plan was released on the 8 December 2016 for an eight week period ending on 8 February 2017. This report presents to Council the consultation feedback.

STATUTORY REQUIREMENTS

There are no specific statutory requirements relating to this report.

DISCUSSION

Public consultation on the proposed Waterfront Precinct concept plans was undertaken over eight weeks from 8 December 2016 to 8 February 2017, utilising both online and traditional engagement methods.

A copy of all the feedback received is provided as an attachment to this report.

A number of responses provided valid suggestions that have the potential to further refine and improve the current proposal.

Of the substantive responses received, those noting outright objection/rejection were predominately from individuals who have been ongoing in expressing their disapproval of Council's decision to proceed with the LIVING CITY Master Plan or those with aligned business interests.

Feedback on traffic and parking dominated the submissions with opposing views being provided on these matters, particularly around the future of Formby Road (Best to Oldaker Streets).

The feedback received has been summarised below with comments provided:

	THEME	DETAILS	COMMENT
1	Traffic movements on Formby Road.	<p>Suggestions were made that the open space would be better used as one complete area, and that having traffic moving through the site on Formby Road creates a barrier to full utilisation of the space.</p> <p>Others representors have applauded Council's decision to retain Formby Road as a two way route citing it as an essential traffic route.</p> <p>Others have suggested that including additional pedestrian crossings will slow response times for emergency services, cause delays to bus timetables and slow traffic unnecessarily.</p> <p>A suggestion was received that Formby Road could be converted to one way only, on a relocated (adjacent to the train line) and paved road.</p>	<p>Creating a large parkland space without a road is clearly the best outcome for users of the space. By removing the road to traffic it will effectively create a large area that can be utilised safely for both formal and informal leisure activities.</p> <p>However, this idea needs to be considered against the requirement for adequate traffic movement throughout the City.</p> <p>Formby Road is an arterial road with approximately 3,000 vehicles per day travelling in this section. Formby Road currently provides the primary access to the CBD from the Bass Highway.</p> <p>If Formby Road was closed, either Rooke Street or another alternative route would need to be prioritised. Initial traffic studies undertaken have concluded that Formby Road in its current form is a vital link in the road network.</p> <p>Further investigation is required and it is recommended that a</p>

Report to Council meeting on 27 February 2017

			<p>detailed traffic study be commissioned to explore options which would maximise the space for pedestrian usage whilst maintaining acceptable traffic flow within the CBD.</p> <p>It is also recommended that further consultation take place with Emergency Services.</p>
2.	Installing angled parking on Formby Road and Rooke Street.	<p>A number of comments were received opposing the installation of angled parking on Formby Road. Reasons provided included both traffic safety and the utilisation of important parkland space.</p> <p>A number of representors suggested that cars reversing onto Formby and Rooke Street will create a traffic hazard to other vehicles utilising those streets. Comments include concern of delays to emergency services waiting for reversing cars, and conflicts between buses and reversing cars.</p> <p>Several people commented that decreasing the waterfront parkland to create angled parking would decrease the parkland area to an unacceptably small space.</p> <p>Comments were also received that the Multi-level car park is in close proximity and can be utilised by visitors to the Waterfront Precinct and other Rooke Street businesses in preference to angled parking.</p>	<p>The public open space plan provides approximately 70 additional on street parking spaces in comparison to the current arrangements. The proposed measures are intended to replace some of the 130 spaces that will be lost from the Best Street car park.</p> <p>The proposed angled parking does require Formby Road to be wider than it otherwise would have been.</p> <p>With the new multi-level carpark opening in November 2017, Council may wish to remove the angled parking from the current planning to allow maximisation of parkland and then only reconsider if the new carpark is unable to meet demand.</p>
3.	Bus zones in Rooke Street	<p>Merseylink suggest 6 bus stops are required in Rooke Street to safely pick up/drop off. Merseylink request zones dedicated to their service to prevent conflict with alternative bus services.</p> <p>Others suggest that the buses should be timetabled to require</p>	<p>This issue has been considered by Council on a number of occasions previously. Public bus services are an essential service and it is important to provide adequate space to make such services efficient, however this needs to be balanced with other parking</p>

Report to Council meeting on 27 February 2017

		<p>fewer spaces and a layover provided elsewhere.</p> <p>Queries were raised regarding bus drop off for the hotel.</p>	<p>and road use demands and associated amenity issues. Council should continue to liaise with bus operators in finalising the design plans.</p>
4.	Traffic features and pedestrian crossings	<p>Various comments have been received regarding:</p> <ul style="list-style-type: none"> • Traffic lights versus round-about on corner of Oldaker/ Rooke Street, • Adequate turning space at Formby Road/Best Street • Types of pedestrian crossings (ie: zebra or alternatives) • Types and number of rail crossings. 	<p>The plan is at a concept level only. Further traffic analysis and consultation with relevant parties is required prior to the final road layout being determined.</p> <p>No decision has been made on the optimum traffic control measures at the Oldaker and Rooke Street intersection.</p>
5.	Traffic movement on Rooke Street	<p>Suggestions that Rooke Street between Best and Oldaker be closed.</p> <p>Others have suggested that the Mall be opened to traffic.</p> <p>Comments were also received regarding large amounts of traffic on Best Street creating a physical barrier to accessing the site from the Mall.</p>	<p>It is recommended that these items be considered as part of a detailed traffic study as outlined in item 1.</p>
6.	Marina	<p>A number of comments were received regarding the marina:</p> <ul style="list-style-type: none"> • Concern at the viability of a small marina in this area due to construction and ongoing dredging costs; • Opinion that the hydrology of the space will not enable a marina to operate in this location; • Concern at inadequate onshore facilities including water, dump point and fuel; • Questions regarding vehicle access to the marina for loading and maintenance purposes; • Questions on how to provide both security for boat owners 	<p>Whilst Council has had initial discussions with relevant parties regarding the marina, there remain a number of outstanding matters and this has been reflected in the queries raised as part of the consultation.</p> <p>The marina design is still at initial concept level and would only proceed if able to attract suitable private investment. Similar to the hotel it is suggested that Council seek to partner with a preferred developer and work through the issues such as access, maintenance and overall feasibility prior to committing to the marina.</p> <p>The concept design has</p>

Report to Council meeting on 27 February 2017

		<p>and public access to the river;</p> <ul style="list-style-type: none"> • Support for the Mersey Ferry docking at the site; • General support for the Julie Burgess to dock at the site, noting further discussion is required regarding suitable berthing facilities. • Concern for the future costs to Council for maintenance, insurance, etc. • Safety concerns for floating marina given the passing of high speed vessels. 	<p>potential for both floating walkways that are accessible to the public and gated walkways for the marina.</p>
7.	Best Street Car Parking closure	<p>Concern at the loss of car parking from Best Street Car Park and its impact on nearby businesses.</p>	<p>The existing and proposed carparking is considered sufficient to meet demand, given Council is currently constructing a 530-multilevel carpark within 150m of the existing Best Street carpark. Some additional carparking will be constructed as part of the hotel development. Additional car parking is also proposed along Rooke Street and the existing Formby Road carpark will remain.</p>
8.	Impact on businesses nearby	<p>Comment was received regarding the impact of removing retail from the area would negatively impact on other nearby retail stores.</p> <p>Comments were also received regarding business impacts during construction.</p>	<p>The inclusion of a hotel at this site is a key feature of the LIVING CITY Masterplan. The site is a prime location and will encourage visitors to stay within the CBD, benefiting local businesses.</p> <p>It is acknowledged that there may be some short term construction interruptions.</p> <p>The inclusion of a hotel in this space will provide new opportunities for business nearby to service the hotel and its customers.</p>
9.	Business Case for Hotel	<p>Negative comment was received that a business case has not been developed for the hotel site.</p>	<p>These comments do not primarily relate to the concept design but rather are critical of the steps taken by Council to</p>

		<p>Comment has also been received that the existing Horwath Report and Hill PDA report do not provide justification for proceeding to concept design stage.</p> <p>Concern that the construction of a hotel will create an oversupply of hotel rooms in Devonport, causing financial losses for existing businesses.</p> <p>Concern that this hotel will have a competitive advantage subsidised by government, therefore not competing fairly with other providers.</p> <p>Comments about perceived inaccuracies of the Horwath report.</p>	<p>this point.</p> <p>Whilst Council has undertaken initial feasibility work, it is recognised that any future hotel operator/developer will undertake their own business case and ultimately, the market will determine the viability of any future development. Advice provided to Council indicates the existing market is sustainable in the medium to long term with the proposed additional hotel rooms.</p> <p>It is not intended that Council or the government will subsidise the hotel development.</p> <p>However, Council have been responsible in obtaining expert advice to assist in its decision making to date and to ensure any opportunities for the City are maximised.</p> <p>Council can have confidence in that lead consultants HillPDA and Horwaths are reputable consulting firms operating both nationally and internationally.</p>
10.	Car parking for the hotel	<p>Comment was received that there is inadequate car parks for the hotel, and suggestions made that car parking could be underground.</p>	<p>The architectural team considered a variety of options for car parking for the hotel. The 2 level/50 space car park is considered sufficient to meet the needs of most hotel operators, however this will ultimately be determined by the developer. It is possible that overflow car parking will be incorporated into the new multi-level car park through negotiations between the Council and the hotel operator.</p>
11.	Hotel Design	<p>A number of comments were received regarding the hotel</p>	<p>Whilst the concept design provides an attractive, viable option for consideration by a</p>

		<p>design including:</p> <ul style="list-style-type: none"> • The columns on the western end will create a draft; • The building set back from Best Street should be increased due to bulk and overshadowing concerns; • Greenery could be included on the Best Street side to reduce 'bulk' of the building; • The proposed building set back from Best Street is beneficial; • The lounges on the upper floor may be better utilised if they were larger. 	<p>hotel developer the ultimate design will most likely vary from that proposed.</p> <p>The suggestions made as part of the public consultation can be considered in future negotiations once a preferred developer is selected.</p> <p>Council should aim to retain key features such as the clear site lines from the Mall, the elevated walkway and the visual connection to the new multipurpose building.</p> <p>The proposed setback is considered a compromise in order to reduce the apparent bulk of the building whilst maximising the land available for public open space.</p>
12.	Residential	<p>Comments include:</p> <ul style="list-style-type: none"> • Support for the residents to have a separate access; • Suggestion that there could be more residential apartments; • Preference for the residential component to be completely separate if space allowed. 	<p>The comments regarding residential development need consideration and should be discussed with the preferred developer.</p>
13.	General support for the plans	<p>A number of people provided letters of support for the plan. Some commented on the hotel's elevation and the transparency of the first two floors as a 'must have' element of the plan.</p> <p>Others congratulated Council on designing and implementing LIVING CITY generally and recognised the efforts by Council to drive progress.</p>	<p>The theme of these representations indicates support for the implementation of LIVING CITY.</p>
14.	General suggestions for inclusions in the LIVING CITY Waterfront park	<p>Various suggestions were received including:</p> <ul style="list-style-type: none"> • Incorporation of 'music' into the plans • Public toilets at the children's playground 	<p>Many of these suggestions have merit and can be considered in detail by the architectural team as part of the detailed design process.</p>

		<ul style="list-style-type: none"> • More seating in the park land • Cafes, icecream stall or additional food outlets suggested for ground floor of hotel. • The inclusion of a children's playground will reduce the flexibility of the waterfront space. • The elevated walkway could be returned to ground level after crossing Formby Road. • Preference for native plants not exotic trees; • Inclusion of interactive sculptures such as tactile and musical sculptures; • Why has the design for the tourism railway station has not been included? • Too few sustainability features are included; • Improve access for disability, prams, elderly etc. 	
15.	<p>General opposition to LIVING CITY</p>	<p>A number of people noted their opposition to LIVING CITY and to Council being involved in facilitating development generally.</p> <p>Comments were received regarding the excessive cost of engaging architects to develop the plans for the Waterfront precinct.</p> <p>Concern that Council has not considered maintenance costs of the plan in future budgets including maintenance of the elevated walkway.</p> <p>Questions regarding whether Council is confident that the HillPDA estimates are accurate.</p> <p>Questions regarding Council moving directly to the waterfront instead of the retail because there is little interest in retail</p>	<p>Of the criticism received during the consultation period a large portion does not relate to the concept plans, but rather more broadly to the direction Council is taking with LIVING CITY in general.</p> <p>The HillPDA report provides an estimate on the likely impact of LIVING CITY and should be used a guide as to the likely overall success of LIVING CITY. Minor variances from the estimates contained within it are expected and do not imply that the Masterplan has failed.</p> <p>Council is pursuing the hotel development and waterfront park earlier than previously programmed due to the high interest in hotel development in Tasmania currently. Some</p>

Report to Council meeting on 27 February 2017

		development.	retail development will need to occur prior to the Hotel development becoming reality as existing businesses will need to be relocated to make way for the hotel. However, the retail development may occur in several stages depending on demand.
16.	Other	<p>Various suggestions/complaints including:</p> <ul style="list-style-type: none"> • The train is very noisy travelling through the city at night for both visitors and residents. • The showground should be converted to a retirement village. • The plans don't contain enough detail which can be misleading. 	Noted.

Next Steps

It is proposed that Council now proceed with expression of interest (EOI) processes to identify suitable parties who may wish to develop the hotel and marina aspects of the Waterfront Precinct.

With a clear building footprint, attractive concept plans and the Horwath feasibility assessment the hotel EOI is ready for advertising and Council should proceed now with this process given it is envisaged that the overall finalisation of a contract is likely to take well in excess of 12 months.

Council holds a lease with the Crown for use of Roundhouse Park and is currently in the process of seeking a variation to the lease to allow the addition of a marina or similar floating pontoon within the adjacent section of the Mersey River. Any EOI for the marina should not proceed until the lease is finalised, which may take several months.

As noted above it is recommended that a further traffic study be undertaken to investigate options in regard to Formby Road between Best and Oldaker Streets. The objective of this study should be to prioritise the area for pedestrians and general public space usage whilst maintaining suitable traffic flow within the CBD. Any suitable options should then be incorporated into an updated Waterfront Precinct plan. It is also recommended that public open space elements of the precinct plan proceed to the next phase of design detail, in preparation for grant opportunities and permit approvals.

COMMUNITY ENGAGEMENT

The public consultation process on the Waterfront Precinct concept plans was undertaken between 8 December 2016 and 8 February 2017.

The consultation included:

- Displays at Council's Customer Service Centre;
- The use of Council's Speak Up Devonport web page;

Report to Council meeting on 27 February 2017

- Listening Posts in the Rooke Street Mall;
- LIVING CITY and Speak Up Devonport members being emailed project information with a link to the Speak Up Devonport web page for further details;
- Media releases and media briefings; and
- Promotion via the Council website and all social media platforms.

The Speak Up Devonport website attracted a reasonably high level of interest recording 691 pageviews during the consultation period. Facebook had a total reach of 26,245 people with 5,330 engaged through post clicks.

Twenty-one written submissions, thirteen comments on speak up Devonport, forty-seven facebook comments, and two verbal comments were received. A copy of all the feedback received is provided as an attachment to the report.

Mr Graham Jones requested an opportunity to present his concerns regarding hotel occupancy and future demand projections to Aldermen and senior staff. A 30-minute time allocation was provided to Mr Jones at a Council workshop held on 20 February 2017.

FINANCIAL IMPLICATIONS

The cost of the Waterfront Precinct will be contingent on the final adopted design and be impacted by the scale, timing and extent of the actual works.

The hotel/residential apartment complex and the marina will be funded through private investment.

The public open space and urban renewal works will require Council and Government funding to proceed.

The recommendation to proceed with an additional traffic study and advance the design detail on the public open space aspects of the waterfront concept plans will require funding. It is estimated that the cost of a comprehensive traffic study would be in the order of \$30,000. Developing the design of the public open space aspects of the Waterfront Precinct will be an ongoing process over coming years. However, it is envisaged that progressing applicable areas once the traffic study is finalised will result in further expenditure this financial year in the order of \$60,000 to \$80,000.

An allocation of \$290,000 remains as of 15 February 2017, in the 2016/17 LIVING CITY consultancy budget.

RISK IMPLICATIONS

The waterfront is a valued community asset and Council will attract a high level of scrutiny regarding any potential development and risk significant reputational damage if community expectations are not met.

Any development of the proposed concept plans is dependent on external funding with private investment essential for the hotel and grant funding needed to progress the public open space. There is a risk that Council is unable to secure a private developer for the hotel or marina and that they may not proceed. Similarly, there is a risk that Council may not be able to secure grant funding for the waterfront and that it may need to be modified or staged as funding becomes available.

CONCLUSION

A wide variety of comments have been received during an extensive consultation period on the LIVING CITY Waterfront Precinct concept plans. Traffic and parking implications associated with Formby Road appear to be the most contentious issue and it is

recommended that Council undertake a further traffic study to examine all possible options.

The hotel and marina require private investment to proceed and Council should proceed with an EOI to identify potential development partners.

The public open space can progress to the next level of detailed design once traffic options are explored.

ATTACHMENTS

1. Copies of Feedback Received

RECOMMENDATION

That Council receive the report regarding the Waterfront Precinct concept plans and:

1. note the feedback provided during the consultation period for consideration and inclusion where appropriate in later detailed design phases;
2. undertake further traffic modelling to identify options to maximise priority for pedestrians and public open space usage whilst maintaining adequate traffic flow in and around the CBD;
3. commence expression of interest processes to identify suitable private investment opportunities for the hotel and marina aspects of the plan;
4. progress with further detailed design of selected public open space elements of the Waterfront Precinct in preparation for future grant applications and permit approvals; and
5. adopt the Waterfront Precinct concept plan generally as exhibited, noting further refinement will occur as an outcome of the above recommended actions.

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

Hi there,

We welcome all the Living City Plans – well done and a courageous effort. Neil has also done wonderful design work.

As bus and ferry operator, we would ask the following comments to be considered:

Buses

- Any changes along Formby Rd & Rooke St will have major impact on our buses
- Would you reconsider angle parking opposite the bus mall. Cars reversing think they have room but a bus entering from a queue sometimes needs to cross the other side of the street which could cause an accident. Cars also see plenty of room so reverse onto the other side of the street in the path of an oncoming bus.
- Two pedestrian crossings will greatly slow up buses that are always on busy time schedules. Is it possible to only have one? We have 45 buses travel through Formby Rd and each day.
- Where do large buses drop off for the hotel?
- There needs to be 4 bus zones plus a layover area for the existing Merseylink, Phoenix and Metro buses. We are struggling at the moment with the existing 4 zones and no layover area.
- The 4 zones need to be allocated to “Metro, Phoenix & Merseylink” only and then another bus zone (or ideally 2) needs to be allocated somewhere for tourist, tour, charter & cruise ship buses. We constantly have problems with other operators parking in our bus zones causing dangerous drop offs and pickups in the middle of Rooke St.
- Please ensure enough room is allowed for a large bus coming out of Best St turning left into Formby Rd, so it doesn't need to go into any other lane.

Spirit of Devonport Ferry

We welcome with open arms a marina for the little ferry closer to the waterfront action.

Other

- Is it possible for the hotel car park to be underground – it seems better to utilise prime area with views to anything other than a car park
- The column structure on the western end of the hotel will create a huge draft – similar to Rooke St Mall
- Ground floor considerations - coffee shop, cafe, ice cream venues, healthy food options for the family park – or perhaps a food court, a smaller version of Launceston's Mortys that we lack in Devonport?

We appreciate your time in reading this email and if you wish to discuss anything further please do not hesitate to contact us.

Kind regards,

Jan & Grant Bingley
Directors

MERSEYLINK

PO Box 63E, Devonport East, Tas 7310

www.merseylink.com.au

email jan@merseylink.com.au

ph (03) 64 277 626

sister company to **Westbus** and **Cradle Mountain Coaches**
incorporating **Phoenix Coaches**

Re Living City Waterfront Precinct Conceptual Plans: -

The public open space (including Roundhouse Park) in front of the proposed hotel and across from the Devonport Entertainment & Conference Centre (DECC): -

- Formby Road between Oldaker and Best Streets, having two-way traffic, dissects the area, creating two public open space areas.
- Additional parking has been added to Formby Road.
- There are three axis points to the Mersey River, connecting the Mall to the Mersey (Park Promenade); LIVING CITY Stage 1 to the Mersey (Civic Spine); and the DECC via an elevated walkway adjacent to the hotel, across Formby Road forming a viewing platform to the Mersey River & surrounds
 - The axis points from the Mall and Stage 1 are both dissected by Formby Road
 - As is the rest of the public open space

Over the past 30 years Devonport has looked to open the city to the Mersey River and these conceptual plans certainly approach that want.

However, the plans do not fully reflect the site's true potential of being a place where people can freely and safely meet, relax and enjoy as it is dissected by a busy two-way road with parking bays on both sides of the road.

There has been consistent evidence internationally and nationally that cities are becoming more about people and not that of roads, streets or being dominated by traffic. Public open spaces (POS) are seen to provide freedom of people movement, a continued motion, independent of vehicular traffic. POS also has a positive effect on people, it's a place to be proud of, it defines our city and helps develop a relationship between users and the surrounding environment.

High quality public spaces are inviting; attract people; provides visitors and residents with a natural place for a wide range of informal cultural events; and encourages positive social behaviour.

Consistent vehicle movement dissecting this area will be at the expense of having a high quality multi-functional open space; will segregate the space; be a social barrier; be a menace to pedestrians; and detract from the visitor experience – which Council is trying to achieve.

In Devonport's Strategic Plan 2009 – 2030, building a quality of life is one of the strategies main goals: -

- "The quality of life enjoyed by the community depends largely on its connectedness, access to a range of community services and facilities, and the degree to which people feel safe, secure and included. Provision of education and health services are vital to the well-being of the community, as are recreational and community facilities for sport and individual pursuits, cultural activities which assist people to connect and engage with each other in developing a strong sense of belonging, community spirit and quality of life."

This has drawn me to the conclusion that for the site to reach its full potential and provide the space to attract people:

- Formby Road between Best and Oldaker Streets should
 - Have bollards at both intersections, effectively cutting out vehicle traffic
 - Be paved like the axis points
 - Strong enough to take the weight of food vans and the like
 - Bollards can be removed to allow these types of activities without damaging lawned area
 - Be weather proof
 - would avoid road closure processes
 - support Taste the Harvest, Carols by Candlelight, Motor Show and other public events.
- As the public space is now connected and expanded, seating should be increased, including back to back/flat styles.

- The elevated walkway also has the potential to become a welcoming space and not just a walk way. Look how this might be possibly widened and beautified – greened. Let's not just do a walk way.
- City traffic management certainly is an issue, but, considering the aims of LIVING CITY, the extensive work completed and set to be undertaken, it should be secondary to creating a high quality connected public open space that provide a wow factor.
 - Wow factor will attract funding
- We have one chance to get this right and this space should be about people.

References

- https://www.ted.com/talks/amanda_burden_how_public_spaces_make_cities_work?utm_source=tedcomshare&utm_medium=email&utm_campaign=tedsread
- https://www.ted.com/talks/robert_hammond_building_a_park_in_the_sky

Steve Martin,

Mayor, City of Devonport.

Hi

I like the way the hotel is elevated and 'see through' at the corner of best street and Rooke St. I would like to see this functionality is continued from the concept design as it does give the impression of being open to the water front even if someone is in the Northern end of the existing Mall.

Maybe the Mall could be removed and opened to traffic again with structure similar to Stewart St.

I also think it would be better if the road between the proposed hotel site and the river be removed and that traffic turn left into Best Street then right into Rooke Street to go through to Oldaker St or Victoria Parade. I believe it would be much safer and a more pleasant place to be on the river foreshore if this happened. If this is deemed not practical, very safe traffic rules and pedestrian walk ways are critical to this area being safe as well as beautiful Charlie

Charlie Emmerton
Alderman Devonport City Council



Mr Steve Martin
Mayor, City of Devonport
smartin@devonport.tas.gov.au

10th January 2017

Re: LIVING CITY Waterfront Precinct Conceptual Plan

Good afternoon Steve,

Thank you for your letter and invite to provide feedback on the above plan

This reply is from a professional perspective only and is in no way a personal attack on you or your fellow Alderman

As you are aware my initial contact with you in regards to Living City was a genuine attempt to confidentially assist Council to achieve the best result possible and to avoid the high risk that Living City carries for rate payers

To be honest Alderman (apart from Ms Jarman) have displayed no genuine interest in any form of feedback unless it happened to reinforce their inherent motivations

I believe that those in the community that, in good faith, raised reasonable, substantiated concerns have been subjected to derision and treated with contempt by the Devonport City Council

In respect of the Living City Waterfront Conceptual Plan this follows a familiar pattern which clearly demonstrates that Council and its Advisory team are totally out of their depth and devoid of any proven track record of success in regards to directly comparable projects

More pretty pictures and promises but a total absence of a basic business plan and the relevant feasibilities studies which are a precursor to all successful business investment decisions

By example where in the documentation provided is there reference to the proposed hotel's economic feasibility parameters

These would normally be determined by comparing the estimated total project cost (including land value) with an estimate of the hotel's economic value when it is opened for business, supported by the comprehensive methodology used to achieve the projected outcome

Like the entire Living City process the Devonport City Council's failure to even understand, let alone implement the most basic fundamental business planning principals prior to spending ratepayer funds exposes it to reasonable claims of systemic incompetence, especially given its appalling failure record of managing commercial/tourism related projects in the recent past

There is no evidence to suggest that Living City will be any different

Kind regards,

Ray Chaplin

Brand Focus
Ray Chaplin
55 Wenvoe Street
Devonport 7310
chapray@bigpond.net.au
0419 226211
ABN 19 389 496 737

Comments

As one of the original Aldermen that promoted the Living City Project I support in principle the current concept plans as illustrated in the public brochures.

No doubt the final plans and specifications for the hotel/apartments and riverside park will be fine tuned to ensure the natural ambience of the area including Roundhouse Park is preserved and that some further public consultation/ input will be included.

With respect to the proposed waterfront precinct and marina development I would urge careful consideration for the marina section based on the following:-

*The space for a marina is limited for the number of vessels that can be berthed relative to the capital cost due to the need for substantial dredging and excavation work that then will require either a concrete or sheet piling wall to be constructed adjacent to the railway line.

*Vessels require land based service facilities for loading, maintenance etc. and there is little or no vehicle access/parking allocated for this to take place.

* The comments in the brochure mention both the Mersey Ferry and the Julie Burgess. The Mersey Ferry could utilise the proposed floating pontoon subject to suitable modifications that meet the needs of the operator.

It is not suitable for berthing the Julie Burgess on the inside for a number of reasons which I can elaborate on if needed however, the vessel could on occasions be berthed on the outside of the pontoon for short periods to load or unload passengers or to participate in some organised function.

Graham Kent
165 Winspears Road
East Devonport.
0418130231

23 Watkinson St.,
Devonport,
TAS 7310
24th.January 2017

Douglas Janney
23 Watkinson St Devonport

The following were discussed with Rebecca McKenna around noon on the 23rd January.

OVERVIEW

Traffic

Is the triangular patch at Formby Rd and Best St a road marking or an island raised above the road surface? No answer. I suspect the former.

Why the traffic lights at Rooke and Oldaker to replace the existing roundabout? NO answer.

How do the buses travelling north along Rooke St turn 360 degrees at Oldaker St intersection to travel southwards? If this is not to happen due to a different bus route then what is the bus route?

The angle parking on Formby road is a disaster to flowing traffic which includes heavy vehicles and emergency services vehicles in both directions.

Rebecca indicated that the angle parking would encroach on the existing parkland. I do not accept that encroachment of the parkland.

Angle parking on Formby Rd and Rooke St.-NO WAY. Surely that is what the multistorey car parking is for and then walk to the parkland!!

The Pedestrian Crossing as is not acceptable as is. A central pedestrian island is required. As well the road authority in Hobart is not into zebra crossings. Refer to my letter dated 14th April 2016 - **Budget Considerations**

The Waterfront Precinct December 2016 booklet does not adequately explain the OVERVIEW and its features shown on page4. Furthermore the picture on the RH bottom corner of page 5 is misleading when compared to the picture on page 4. One could ask which is correct!

The exotic tree woodland is existing trees plus more of the same

The amphitheatre and stage sounds good but is a waste of money!

Overall the features in the Concept were not explained.

This item was not discussed with Rebecca McKenna.

Where is the vehicular access to the boat marina for boat maintenance and security people to check out boats?

e-mailed to livingcity@devonport.tas.gov.au

Submission on Living City Maritime Precinct

Buz Green – Jan 2017

I have followed with much interest the development and implementation of the Living City project. I note the request for feedback on the concept plans for the Waterfront Precinct and thus tender the following points:

- The overall concept has a good “look”. The placement of buildings and other features appears to suit the site. No doubt if a proponent is identified to develop the hotel they would design the building to suit their own objectives but I would assume the footprint would be as indicated?
- The revised elevated walkway is a big improvement of the previous model as it appears to more practical, less costly and does provide access to the water over the road and rail which is positive
- The amphitheatre is a good concept which provides focus and lends itself to the creation of events and activities which are likely to provide interest and entertainment.
- To have large areas of open space with trees is also seen as very appropriate
- The removal of the roundabout at the Oldaker St intersection is considered a backward step. The roundabout currently manages traffic efficiently and maintains traffic movement. There are already three sets of traffic lights along Formby Road which are effective in managing traffic but not very efficiently in terms of traffic flow. A fourth set of lights will make it even worse. If the lights are to be considered it should only be on the basis that they are coordinated with the other lights along Formby Road to ensure efficient traffic flow.
- Having given considerable consideration to the “boat harbour” concept I am at a loss to understand the rationale. There is no business case provided but I would be very surprised if one could be developed that would indicate this is economically viable. Devonport is hardly a boating paradise and it is difficult to understand how there would ever be sufficient demand for a facility such as this. I also fail to understand how it would enhance the maritime precinct. In addition, at low tide the water level near the shore is such that considerable excavation work would need to be done. It is likely to be very costly to develop a reasonable harbour. There is no vehicular access for people using the harbour to get provisions to a boat or park a vehicle in close proximity, which I would think is a fundamental requirement. Based on the apparent cost for little tangible benefit of this concept I would suggest it be abandoned!
- I am concerned by the proposed addition of a playground in this precinct. This is not the place for a playground and it will reduce the flexibility of the site causing difficulties for some special events. Close proximity to parking is also an important for a playground and this is not possible at this site.
- The sculpture terraces are also considered features that will impose on the flexibility of use for the site. It would be much more sensible to install sculptures around the area in convenient locations that will not restrict other uses.
- For the same reason the low stage should be included in the amphitheatre or deleted and perhaps provision made for a portable stage to be made available.
- Having a series of access points to the waterfront and pathway is a good idea
- I do not support additional angle parking along Formby Road. To have vehicles backing out of angle parking on what is a major thoroughfare is considered illogical and dangerous. There would appear to be more than sufficient parking being developed around the city and to be adding parking in the middle of our main centre of focus, ie opening up the river to the city, is incongruous.
- It is very pleasing to see a focus on trees in the design concept as we need more trees in Devonport. However, I am particularly disappointed to see a focus on exotic trees. We have a wonderful selection of native and endemic species to choose from and which we should be proud of. There has been far too much use of exotic species in our parks. Prime examples include, Norfolk and other pines. Local native species are clearly better adapted to the environment and visitors are more likely to value exposure to natives.

I hope these comments are received in the constructive light that have been developed and submitted.

Dear Sir

TO WHOM IT MAY CONCERN

Congratulations on updating Devonport. Council is doing a great job, I believe it will be a good improvement and attract more people into the area which has to be a positive for local business. I am all for a new upmarket hotel overlooking the river which again will attract tourists and professional people. The only downside is the **STILL** loud blast from the train going through during the night which might put tourists off once experienced. Residing in Devonport I have to wear ear plugs every night in order to get a good night's sleep and wouldn't be the only one, as my brother even hears the train in Spreyton. It is ridiculous that a train is so loud and going through a 'city' at night!

I wish the show ground in Gunn St could be relocated to the fringe of the city as it is an eyesore and sitting on prime land. The spot would be ideal for residential housing or a retirement village with boom gates, definitely no public housing. I understand integrating public housing is not to create ghettos, but it is a disgrace when loud music is played all hours of the night, drug users coming and going, fighting and they live next door to rate payers in a residential area! I believe all public housing should be allocated a suburb only and that would make life easier – less stress for everyone.

(Also, If you have any spare funding, how about getting rid of those ugly power lines).

Keep up the good work

Kind regards

Valerie Birkbauer

Valerie Birkbauer

Admin Assistant | **Child Health & Parenting Service - North West**
Department of Health and Human Services

23 Steele St | Devonport | TAS | 7310 | Phone: (03) 6478 6105 Facsimile: (03) 6421 7848

CONFIDENTIALITY NOTICE AND DISCLAIMER

The information in this email, and any attachments, may contain material of a confidential nature. If you are not the intended recipient, any use, disclosure or copying of this material is unauthorised. If you have received this email in error, please notify the sender immediately by reply email and delete all copies of this transmission together with any attachments.



Please consider the environment before printing this email.

DEVONPORT CITY COUNCIL LIVING CITY WATERFRONT PRECINCT CONCEPT PLANS
COMMUNITY CONSULTATION

8th February 2017

Page1of4

First Name : Robert Last Name: Vellacott

Street Address: 11 Cocker Place

Suburb: Devonport 7310

Email : vellacottrobert@yahoo.com.au

I have been informed that Councils ' brief to the architects is another " Strictly Commercial in Confidence" document and the business case for developers is also a restricted document not available to ordinary ratepayers only to potential developers. Therefore a proper evaluation cannot be made. Obviously those wishing to make properly considered comments, for want of a better description, have once again been kept in the dark.
One can surely be excused for asking: - What is Council ashamed of or what is council hiding?

In regard to the commercial in confidence brief from Council to architects one can only assume among other things no cost parameters were given and it was a case of open slather, just be as fanciful as you like, ratepayers can pay for another lot of amended plans if what you produce is too expensive; here's \$210, 500 (ex GST) plus (an open cheque book) *for out of pocket expenses* to start with.

Advice given to Council in regard to this is of course also confidential .Ref DCC Agenda 25 July 2016.

I respectfully remind Council of my suggestion- ref DCC Agenda 21 March 2016, was instead of wasting over two hundred thousand dollars on more fancy plans and consultants from the big smoke that all this could have been saved by testing the market by offering the site for sale, with a few conditions of course, on a purchase, design and construct basis. Council's own very capable Town Planning Dept officers I am sure would have been able to provide most satisfactory and more importantly very basic and realistic concept plans as a guide at far less cost that would have been suitable for this.

Further to prove my point regarding the necessity to provide a proper brief for the architects. I note the estimates for the Riverside Park landscaping ranged from **\$10 million to \$20 million**.
An amazing variation if a proper brief had been given!

The questions I now ask Mayor and Alderman:-

Were the following taken into consideration before agreeing to approve consultant reports, concept plans and a business case for potential developers being drawn up at a total cost so far of \$248,320? E.g. Consultant Report and Business Case \$36,000.and a Glossy Propaganda booklet \$1,820. /2

2.

Architects concept plans = \$210, 500 (ex GST) plus out of pocket expenses. Add to that all the other past costs of payments to supernumeraries.

RAILWAY LINE PEDESTRIAN CROSSINGS :-

Has Council sought TasRail's advice re: -

- the number of crossings permitted ?
- will the crossings have to be chicanes as now required to comply with most rail safety standards?

The concept plans show straight crossings; obviously they would look better.

- Will the existing rail line fencing have to be upgraded to comply with modern rail standards?
- Why has there been no concept drawn in regard to a possible railway station?
The eventual return of the Don River Railway trains I consider should have been a priority as it will have every possibility of having a positive impact of encouraging particularly tourists into the city.
- Does Council consider the return of tourism rail not a priority?

HOTEL AND WATERFRONT APARTMENTS

The overall aesthetics of that part of Best Street is compromised by the building not being set back thus giving a canyon like affect to the streetscape.

If you want a good example of siting a building and good landscaping stand at the door of your temporary Council chambers and look across the road to the existing LINC building, yes the one that's over 30 years old and the one that you want to now demolish (with encouragement from the Deputy Premier and the promise of a million dollars to do so) and replace it with a big box major discount department store that will be in direct competition with existing stores in the city.

It is noted how carefully the hotel has been placed to ensure there is no interrupted view from the new council chambers when completed.

There has always been a great spiel by council about opening up the view from the CBD to the river yet the only real beneficiaries it seems will be from the hotel and apartments and of course the upper office floors of the council chambers along with a very limited view from the junction of Best St and Rooke Mall in reality nothing much if anything has been achieved regarding views to the river.

Another glaring example of the lack of good practice and aesthetics is the placement of the food pavilion so as the only view from the supposedly high class restaurants is the **rear view** of the conglomeration of the DEC and other buildings.

Notable in the plans of the hotel is the absence of a designated dining room area this wouldn't be no doubt because of the possible conflict of interest re the Food Pavilion. I can just imagine any potential developer taking a gulp when he studies the Horwath report in regard to this aspect.

/3

3.

What is the situation regarding:-

* (I emphasize, adequate) car parking for the hotel and apartments; there only appears to be provision for approx. 30 spaces within the hotel plan, will ratepayers be providing a subsidized area for more ?

* the accessibility for large service, delivery trucks and garbage removal vehicles?

* Why has council taken upon itself to become a commercial developer in unfair competition to existing hotels and other accommodation providers?

For instance I understand the former service station block on the SE corner of Best and Fenton St next door to and owned by the Gateway Hotel was purchased for possible extensions when the demand arose. In case council is unaware this is very close to the Living City stage one conference centre.

* Did council confer with the owners of The Gateway Hotel, who incidentally have been a major ratepayer for many years before embarking on a mission to provide a subsidized site for another operator with publicly provided landscape surrounds and other amenities?

Due to council actions the possibility of that prime piece of real estate remaining underutilized with the obvious potential loss of increased rates for many years is I believe a real possibility.

In plain English, what council is in fact now doing is using all the rates paid over many years by the major hotels and other accommodation providers to pay for, among other things, consultants and architects to produce fanciful plans, commercial in confidence documents and a restricted business case to facilitate and provide a subsidized site. (Please prove me wrong) for others to engage in direct competition to them > i.e. the existing businesses.

* Will Council extend the same courtesy to already established businesses who wish to expand in the future?

* Has council taken into consideration the possible adverse effect that Airbnb could have on the accommodation industry in the region?

* Will poker machines be permitted in the hotel complex?

I note the multimillion pies in the sky elevated walk way over the river foreshore that was depicted in the original super hype videos and glossy propaganda booklets has been replaced with another version.

i.e. The elevated walkway from the pier to the hotel's mezzanine restaurant bar.

This is again another prime example of wasting ratepayers' funds and paying twice for concept plans etc. Was any consideration given by council as to the overall cost of building this and most importantly the ongoing costs of maintenance?

Who will pay for the cost of this structure: will it be a shared cost between ratepayers and the eventual hotel developer?

Riverside Park :- I agree with No. 4 of FAQ'S that this could be developed over a number of years.

I suggest the cost could be subsidized by a sponsor or may be a politician might use it as another pork barrel election time promise.

Does council still agree as part of the so often spruiked 830 ongoing jobs that will be created that this will provide on the site full time employment for two personnel? Ref: - Hill PDA Report page 29 /4

4.

MARINA

Did Council do any basic home work in regard to: -

- the estimated costs. E.g. Annual maintenance, security, supervision, insurance?

Note the job prediction is for the employment of two (2) at the marina. Ref: - Hill PDA Report Page 29

- Does Council still believe this number of jobs is still achievable and will be cost effective?
any advice what so ever re the viability?

- * Has Council obtained a preliminary Hydrology report in regard to the practicality of constructing a marina?

If so. What was the cost and is it available to ratepayers?

How is the marina to be funded?

What information was given to TasPorts?

What was TasPorts' response? Is the report available to ratepayers?

- * Will the marina have:-

access for service vehicles?

a sewer dump point for sewage disposal from the vessels using the marina ?

storage facilities for fuel?

R.B. Vellacott



R. B. Vellacott (Devonport Ratepayer) 07/02/ 2017

Hey, here's my feedback for the Waterfront Precinct

- Close the section of Formby Road between Best St and Oldaker St to public traffic (maybe erect bollards at either end so it can be opened for event set up etc.)

If we are serious about making a proper dedicated pedestrian to enhance the city and make it family/tourist friendly area then we need to make an actual pedestrian area without a road cutting straight through the middle of it. Look at any major European City and there is always a large civic/pedestrian area that draws people into the city, or look at the impact of pedestrian/public spaces in projects like the New York High Line, which has created a massive economic benefit to the city.

By keeping the road in place, we are effectively only creating one small pedestrian area where the Harris Scarfe building and car park was and then just upgrading the existing roundhouse park.

As it is, we have issues with Roundhouse park as an event venue due to the narrow layout of the park, by removing the road to traffic we will effectively create a large area capable of holding significant events. Also the added safety of allowing children to explore the play areas and the park without having to cross a road is another reason to remove the road.

We have a 500+ space car park less than a block away, there is absolutely no reason to have a road through the park, especially with angled parking.

- Another possible consideration would be glass panels/walls at certain spots along the water's edge to minimise the effect of the wind on pedestrians/people sitting in the park. This could just be in front of the seating nooks, similar to what Pedro's in Ulverstone have on the lawn.
- Public Art – please don't just slap some sculptures in to tick the box of having 'public art' the King Neptune sculpture is a perfect example of what not to do. Integrate the artwork with the play areas, create interactive art that children (and adults) can move, make music with or more. Incorporate art into the structure of the park, i.e. indigenous carvings on the amphitheatre floor/steps or the walkways, bus shelter etc.

Think that's all for now!

Cheers,
Justin

Dear Sir / Madam,

I am writing to you to express my concerns with the proposed "living city" development and the effects that this will cause to our retail business Waterfront News and Lotto. With the current plans that are in place to remove the carpark from the bottom end of Best St. and replace it with a hotel I believe that this will cause our business to close resulting in financial bankruptcy for the business owners and the loss of employment for up to 10 employees who also have financial commitments that may not be able to be met.

The concerns that we have are as follows :

Removing the carpark situated at the bottom end of Best st. which is directly opposite our store will greatly reduce foot traffic to both our store and the Mall cbd area resulting in a substantial loss of trade for our business.

Once construction starts there will be major street interruptions and street closures to both vehicle traffic and pedestrian traffic in our store area. Once again resulting in the loss of trade and leading to financial hardship and nobody knows how or when or how long for that this will happen for.

As the situation currently exists parking around the Mall area is already limited and the streets are not inviting for vehicle traffic and this plan will make the situation worse

I believe that building a hotel in the area instead of a retail facility which would encourage local residents to the area will not have any advantages to our retail store located in the area.

We already have numerous privately owned hotels in the area that have high room vacancy rates ? and a hotel will not generate any benefits to existing retail outlets. Tourists do not come to Devonport to shop. We rely on our local customers who support us daily.

The current plans will leave our store situated in an area where consumers are drawn away from through development and inconvenience. Inviting them towards the western side of the mall and up towards the fourways retail district.

Devonport already has numerous empty retail stores in the area and we have high rates expenses. Stores have already clodsed or moved out of the area because of these proposed plans

In conclusion I am expressing my concerns that our business will not survive this development as the proposed plans are not taking into account the needs for our business, it will cause major disruptions and draw customers away from our store leaving us with no chance to survive.

Regards

Jasmine and Joel

Waterfront news and lotto owners
15 Best Street
Devonport

TO WHOM IT MAY CONCERN

Devonport City Council

First of all congratulations to all those involved at the Devonport City Council on the initiative to pursue the Living City project which is going to be fantastic for the future of our City.
The design/architecture of the hotel current is great. I think the way it is designed, links the current CBD with its view/access under the hotel to the riverside park /Mersey river superbly.
I would like to submit a couple of comments for consideration in relation to the water precinct /riverside park and of the hotel/residential complex

FORMBY RD

I would like to suggest that it would be great if the whole area of riverside park could link up to the river without any road access....allowing families safety/ambience etc.
However this may not be possible due to emergency/ambulance situations etc....
A one way street paved going north only could be unobtrusive and particularly if it is relocated further down near the railway line.
My suggestion for consideration is a one way street to the North as I would be surprised if many cars access the road travelling back to the South
Using that road now can I suggest would take people to the Bluff area/Fourways /Oldaker St, and then I would think access back probably the likes of William/Gunn St.

RESIDENTIAL APARTMENTS

Personally I like the way the proposed apartment building east of the hotel is stepped back, giving some definition and feeling separate to the hotel even though connected.
A complete separation would be my preference with a walkway to the hotel, but the current design should work well too.
My suggestion is that that residential section be increased to either say min 10 apartments or preferably 15 apartments (5 floors each with 3/ 3 bed apartments) or maybe the 2 top floors with just 2 penthouse units.
If the road is relocated this would allow the extension of this section to happen
Providing the increased residential section of the building would be more valuable being independent of the hotel even though connected, and would also allow the option of the residential apartments across the 5th floor of the hotel to be further hotel rooms.
Currently I would think the residential apartments on the 5th floor while having nice views wouldn't be as attractive to permanent residents, being they could used in the letting pool!
The interaction with permanent tenants and hotel clients may cause some concern at times, even though there maybe seperate access!

Thank you for your time in reading this and happy to discuss further in more detail if required

Regards
Ken Overton
KENLYN GROUP



ph: 0418141323
[email: kenoverton@kenlyngroup.com.au](mailto:kenoverton@kenlyngroup.com.au)

31/01/2017 D458210

The
Barclay Motor Inn

ABN: 34 800 318 749



112 North Fenton Street
Devonport
TAS 7310

PO Box 19
Devonport
TAS 7310

Phone: (03) 6424 4722

Email: admin@barclaymotorinn.com.auwww.barclaymotorinn.com.au

Mr Paul West
The General Manager
Devonport City Council

Friday 27th January 2017

Ref: Devonport City Council Hotel Development

Dear Mr West,

I understand as part of the Living City Project; Devonport City Council have secured a business case supporting the development of a new 150 to 200 room hotel, and that it will be available to interested persons. It would be appreciated if you would provide me with a copy of that information in its entirety and all other relevant reports / information that is being used by DCC to substantiate the development of the hotel.

As you are no doubt aware I am the owner and manager of the Barclay Motor Inn, a substantial rate payer, past President of the Devonport & Cradle Country Tourism Inc, and have invested a considerable amount of money into Devonport and the tourism industry. I am along with many other industry stakeholders becoming increasingly concerned by Devonport City Council's almost indifferent attitude to the existing businesses in Devonport, in this instance, the accommodation industry.

I am appalled the DCC should rush headlong in to giving their support to this development without adequate consultation with the existing stakeholders or market research, but would rather act on the report by a paid consultant. There is a very tried and tested business model used throughout the world, called "supply and demand". What DCC proposes is the opposite of this, increase supply with no proven demand. This can only lead to an oversupply of inventory leading to an inevitable price war. This is what will happen in Devonport if this proposal goes ahead, totally decimating the existing accommodation provider's financial basis and viability.

I consider it most imperative to be aware of the facts before making comment about the Waterfront precinct. I would also suggest as a matter of urgency after I have read and digested the reports in full, a meeting with the full DCC Aldermen, Senior Council Staff and yourself to discuss this. I am available to meet with Council from February 15th 2017 at your convenience.

I view this proposal as a direct attack on the Devonport Accommodation Industry by un-qualified persons with full authority but no responsibility taken for the end result. I repeat, I am a rate-paying stakeholder and business/property owner and feel that I and other accommodation providers could suffer significant financial losses in annual revenue and business valuations in the event of DCC approving and promoting this development.

Yours Faithfully

A handwritten signature in blue ink, appearing to read 'Graham Jones', written over a horizontal line.

Graham Jones
Owner and Director
Barclay Motor Inn

Dear Living City Committee,

There is a lot of hype about the booming tourist population coming to Tasmania, but the Living City presentation shows nothing about the plan on how to redirect tourist flows into Devonport. Most of tourism boom is currently generated by the influx of Chinese but without new attractions, the novelty of Tasmania will wane. Having lived in china I have some understanding of what the Chinese are interested in. However, the Living City plan puts forward a strong focus on a new hotel without any new tourist attraction to justify the increased number of rooms. There seems to be no real plan to make Devonport the destination rather than the transit port for their Tasmanian visit.

A food market is not enough to redirect tourists away from their current visitation habits.

The hotel design as presented in the footage looks like a recycled plan from the 90's and does not seem to utilise Tasmanian features such as timbers and landscape features. It's not a "Grand Design" that would entice favourable commentary from Kevin Mccloud. The hotel position is also too prominent for the precinct. So I must question if the Living City plan is it about the tourists or the citizens of Tasmania? Who is the priority for this living city? The plans look like a rush to copy the Gold Coast. The hotel needs to take a back seat to real tourist attractions. Not everyone is going to be a 5 star guest either and should not be made to feel like 2nd class guests.

The sculpture park is an excellent idea but include interactive sculptures such as tactile and musical sculptures. There are many excellent and inexpensive examples of these which could also showcase Tasmanian art and culture. (Examples to get you thinking are below)

The walkway itself can be part of this experience but again what is presented is not disabled, elderly (zimmer frame) or family (pram) friendly. Skateboarders are likely to become a menace so a more challenging area to attract skaters attention away from the walkway will be needed.

The plan shows very little showcasing of sustainable technology and has too much focus on cars and car parking. Not enough on alternatives such as the growing bicycle and motorcycle and scooter sectors, or the public transport system. There is no reason why the whole precinct could not be car free and have a "free"? circle bus and alternative transport network throughout the precinct. There are many options such as below;

<https://www.proterra.com/>

[Proterra Ecoliner Electric Bus - Jay Leno's Garage](#) - video from 2012 - and they are still going strong. Local industries such Penguin Composites could benefit by making the bus shells. The technology and benefits to environment will enhance our image as clean and green.

Alternatively [Magnetic-powered Trams in South Korea a World First](#) is another approach that can be used and styled as period trams or train carriages. With the possibility of an

old fashioned horse and carriages used in some areas - all linking up with the ferry. I remember as a child someone had a mini train and carriages that would drive along the bluff walkway. A tourist transport service linking the ferry and the CBD with the Bluff including the lighthouse and the rock art and on to the Coles Beach terminus of the Don River Railway would be of significant benefit to all.



Magnetic-powered Trams in South Korea a World First

For more news visit <http://english.ndtv.com> Follow us on Twitter <http://twitter.com/NTDTelevision> Follow us...



Proterra Ecoliner Electric Bus - Jay Leno's Garage

Proterra Ecoliner Electric Bus. Will this vehicle revolutionize mass transit? It incorporates elements of Formul...

Consolidation of the retail and service sectors is a great idea. But move away from the focus of cars and car parking. Give people an alternative to make Devonport a sustainable living city. Not another mega car park.

None of the proposals to date showed me any consideration to the elderly, disabled, youth or toddlers and infants. Particularly the centre piece walkway. Access via the stairs appears to be only way up and only accessible by able bodied. What has the council planned to overcome this? What about those with walking frames, prams, etc?

The promenade walkway looks great but make it fun as well.

To enhance the attractiveness of the stairs for those who can walk unaided what about incorporating something like

[Piano stairs - TheFunTheory.com - Rolighetsteorin.se](#) and [Speed up your life - take the Volkswagen slide!](#)



Speed up your life - take the Volkswagen slide!

The FAST LANE. Driven by Fun. is dedicated to people who like to speed things up a little. Subscribe here:
<http://...>



Piano stairs - TheFunTheory.com - Rolighetsteorin.se

Follow us on <http://www.facebook.com/thefuntheory> We believe that the easiest way to change people's behavio...

The sculpture park is a great concept which I fully endorse. Include sculptures that allow visitors to be able to become part of the sculpture for photography opportunities eg be able to sit or ride on it.



Or walk through it such as a meditation labyrinth



or a finger labyrinth



Interactive sculptures can include smaller scale versions of this very large xylophone sculpture,
[Xylophone in Forest](#)

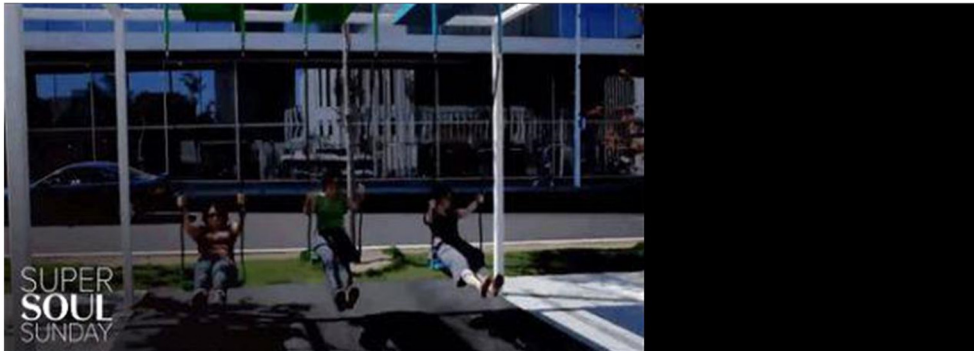


where the tunes can be periodically changed. Short popular movie themes or classical riffs can be used. A number of them could be set up in series to play different parts of a melody. The materials are cheap (scrap timber offcuts) and the local schools can be engaged to compose the next piece and set it up. Other art works utilising tidal movements to make music could also be investigated. East Devonport should also be included in an extension of the sculpture park as well.

The musical lit multicoloured swings a great idea for young and old. These can be placed almost anywhere around the city, but the mall would be an excellent start. In

Montreal - if all 21 swings are in use a secret tune is played. This would encourage tour groups to stop and try it out.

[21 Swings: Why Perfect Strangers Are Making Beautiful Music in Montreal | SuperSoul Sunday | OWN](#)



21 Swings: Why Perfect Strangers Are Making Beautiful Music in Montreal | S...

A new take on a favorite childhood pastime is allowing even complete strangers to make beautiful music together ...

The hotel seems to be too close to the river. A hotel should never usurp the local attractions and the space would be better utilised for the art gallery and cultural centre or even a museum of Tasmania (tourists can find out where is the oldest, tallest, biggest trees in Tas, rock art, famous Tasmanians (I have a list of 300) amazing facts eg longest single span chair lift, endemic plants, rocks and animals, Tasmania indigenous culture, audio room on the modern indigenous Palawa language etc.

The hotel can be part of the complex but moved away from the people's space and interaction with the river and be towards the rear of the complex. Fast food chains such as MacDonald and Subway should be relocated away from the tourist and CBD hub. That space is about promoting all things Tasmanian, not international fast food chains that are littered all over the world. These are not part of a unique Tasmanian experience. Tasmanian produce and fine dining by all means but not US icon fast food chains.

The Living City presentations present a strong emphasis on "produce and people" but seems to overlook the clean environment and scenery. It also doesn't seem to provide any direction as the attractions the city will have to bring the tourists in their droves to Devonport.

For more retail jobs for Devonians other than just construction jobs, (that can often be taken by interstate contract workers), what about creating specialty precincts such as a health and well being sector, and / or pet precinct with specialty fashion shops for pets and aids for older pets (with online retailing as well), a pet creche for those who want to

visit Cradle Mountain or other areas but can't take their dog with them. Cafes in the area would have to be pet friendly. Those who travel with their pets go to extraordinary lengths to find places their pets are welcome at.

Making the CBD area a car free zone with plenty of fun and preferably free public transport and parcel storage and carriage service for all that shopping you want to encourage locals and visitors to do, with interactive art and parklands will make the Devonport a Living City.

The suggestion of placards and billboards on Tarleton street is so 19th Century and frankly an eyesore. In this era we should be moving with the technologies available.

The tanks and silos on the river front lend themselves to the medium of light shows that can be quickly changed to promote various attractions and events, welcome signs for conferences or special guests, and even paid messages of happy birthday's and anniversaries. Brisbane Festival is an example of what could be achieve. Recommend a silent version and it would be turned off after a set time, though Devonport could allow music to be included for special occasions such as New Year etc.

Recommend the Spirit of Tas also have a video promoting Devonport and the North West region on south bound sailings. The tourist hub on board has very little to grab the attention of visitors.

[Light Show On the Treasury Building in Brisbane - Brisbane Festival](#)



Light Show On the Treasury Building in Brisbane - Brisbane Festival

A light projection show on the walls of the Treasury building in Brisbane city

Feel free to contact me on 0401 160 144

Carolynn
Devonport born and educated resident.

6th February 2017

Devonport City Council
17 Fenton Way
DEVONPORT TAS 7310

Malcolm Gardam
4 Beaumont Drive
MIANDETTA TAS 7310
(Mobile No: 0417 355 813)
(mgardam@outlook.com.au)

ATTENTION: MR. PAUL WEST – GENERAL MANAGER (MAYOR & ALDERMEN)

RE: LIVING CITY STAGE 3 – WATERFRONT PRECINCT RATEPAYER SUBMISSION

Dear Sir,

The following is in response to Council's invitation to provide submissions regarding the proposed Living City Stage 3 Waterfront Precinct development concept plans.

PREAMBLE

Firstly, being one of those who frequently ask questions at Council Ordinary Meetings, I may well be labelled as anti-development to justify disregarding what Council has been made aware of or be provided with proper Council responses to questions asked.

Nothing could be further from the truth, moreover what I have is an issue with prudent management (or lack thereof) of Living City in total and the escalation of ratepayer guaranteed borrowings not identified or communicated to the ratepayers until February 2016, just prior to Aldermen approving construction of Stage 1.

I am yet to be convinced that viability of Living City Stage 1 in its own right, as repeatedly stated by Council, is not financially "a house of cards" when it comes to the Food Pavilion providing the tourist drawcard it has been promoted as and the Conference Centre being anywhere near viable. The proposed hotel, another supermarket and major discount department store to pay the loans remain a mirage. To date every aspect relating to creation of new businesses and jobs resulting from demand has not been tested by in-market research which Council has been repeatedly requested to provide evidence of but has not done so electing to simply state "it is comfortable" with its decisions.

To that end, I provide the following comments on the proposed Waterfront Precinct believing that this process has more to do with the softer option of meeting the requirement of the Local Government Act, Section 21(3a) Enterprise Powers, to "invite submissions from the public or conduct an elector poll in relation to the proposed exercise of any power" **Council should have had to demonstrate existence of a positive business plan to make its case and conduct an elector poll prior to approval of Stage 1.**

CONCEPT DRAWINGS IN GENERAL

The concept drawings are very expensive "pretty pictures" and feasible to the extent that they are just that and if developers are prepared to invest millions of dollars into the hotel and marina. I question Council's decision to spend around \$250,000 on concept design and reports, mostly associated with the proposed hotel, and again without prior creditable in-market research supporting that demand exists. Until a developer conducts proper in-market research and thorough

commercial risk evaluation (and a firm commitment to proceed further) the hotel development remains just a nice to have idea. I believe Council also got ahead of itself in believing a hotel would result from its Conference Centre.

The hotel concept is appealing in itself, albeit not necessarily suitable in keeping with the Devonport theme and may detract from what could have been a waterfront experience unique to Devonport. However, the Multi-Purpose Building has set a benchmark for opulence not necessarily keeping with Devonport and certainly costing more than necessary on prime real estate if we are truly trying to have the CBD exposed to the river and vice versa. Apparently nothing is too good or expensive for Council.

HOTEL & WATERFRONT APARTMENTS (HORWATH HTL REPORT)

Council is promoting the Horwarth HTL report **dated April 2016** as proof of demand on Page 10 of its Waterfront Precinct Booklet in that *"Independent advice from Horwarth HTL, a leading international hotel consultancy firm, considers there is adequate market demand for an additional 150-200 hotel rooms within Devonport."*

Having read the report I cannot find the statement that categorically supports "adequate market demand for an additional 150-200 hotel rooms within Devonport." or justify spending about \$250,000 of ratepayer funds (borrowings or otherwise) on concept drawings. What is in the report are the following statements, including serious (significant) qualifications which it must be assumed Council ignored in proceeding to hotel concept drawings.

1. Cover Letter statement *"We draw your attention to the sections Recognition of Risks as well as our Standard Assumptions and Limiting Conditions as set out in the Appendix to this report."*
Good advice if only it was a comprehensive list of the applicable commercial risks.
2. Pg. 6 - Site Analysis and Field Research - *"A site visit was undertaken on 3 March 2016 as part of the market demand research and opportunity assessment component of the assignment."* and *"At this initial stage, no review or investigation was undertaken for the purpose of ascertaining specific demand potential from local businesses and potential users."* Confusing and contradictory statements!!
3. Pg. 7 - Market Demand Assessment - *"Our in-market and desk-based research concluded with a market demand assessment, defining the Project location in terms of site and market opportunity, demand generators and demand characteristics."* and *"Our assessment is supported by an overview of historical hotel market performance and a profile of potential transient tourist accommodation provider competitors."*
And what??.....no definitive conclusions.....left to the reader to take what you want from the report and apparently Council has.
4. Pg. 7 (1.3) - *"Readers of this report should refer to the sections related to identifying risks, major and general assumptions, and limiting conditions for use of the report."*
This is a clear warning to read and understand the limitations of the report.
5. Pg. 8 (1.5.2 Living City Project *"The existing Harris Scarfe store is relocating into the retail precinct, releasing the land for Stage 3."*
Thought that this decision was not yet made by Harris Scarfe?
6. Pg. 9 - **"According to Projects + Infrastructure, significant interest has already been expressed by existing major hotel operators in Tasmania and a selection of nationally operating management companies."** Mayor Martin has also added to this in a Council Press Release stating *"Whilst it is pleasing that we already had interest from hotel **developers** in the project,*

the new report and concept plans, once prepared, will enable interested developers to have a closer look at the project and identify if there is a potential 'fit' with their own business models".

To date there has been too much reliance on supposed verbal expressions of interest from multiple external parties for all of Living City. Ratepayers would have been far more comfortable with some firm cornerstone commitments before Council committed to \$50,000,000 of Living City borrowings.

7. Pg. 9 - *"As existing conference and meetings facilities are currently limited in Devonport, future usage and revenues derived from the Multi-Purpose Building conference and convention centre facilities **are anticipated** to be dramatically higher."*
An un-proven Conference Centre dependent on a new hotel and vice versa??
8. Pg. 10 Food Pavilion *"The Food Pavilion evolved around leveraging tourism activity in Devonport from the quality and range of regional and local produce, at a time of resurgent tourism interest in Tasmania as a food and cultural destination, reported recent investment in new hotels in Hobart and on the east coast and increased domestic (particularly from Melbourne) and international tourism visitation (particularly from China)."*
All this is saying is that growth is happening in the high population centres (Hobart) and East Coast at destination locations like Freycinet. The Food Pavilion is far from proved viable/sustainable yet.
9. Pg. 11 - *"It is anticipated that the Food Pavilion with its planned food programs will be integrated into the Proposed Hotel and Conference and Convention Centre services such as through side trips to growers, visiting name chef pop-up restaurant promotions, and guest chef appearances,*"
Flying kites? Why can this not be equally achieved with current accommodation providers resulting in more competitive pricing. Providore Place managers must be excited this linkage was in the report.
10. Pg. 11 - *"**According to Projects + Infrastructure**, significant interest already exists from global hotel management companies, to operate the Proposed Hotel."*
Again, qualifying that this is verbal advice only from the Living City Development Manager with no firm commitments in place.
11. Pg. 12 Market Area Overview - *"Horwath HTL **desk-based research and limited in-market investigation** concludes the market area characteristics are **broadly strongly supportive of the Project in general, and the Proposed Hotel specifically**. Our conclusions include:"*
What does this mean when there are no definitive conclusions listed? Again statement is based on accepting verbal advice that Living City (the Project) will be supported.
12. Pg. 12 *"**Devonport is considered a growing regional city**, with Tasmania's third largest airport. Although the existing economic and demographic base for Devonport is relatively small, **it is anticipated to robustly grow and expand through the impact of the Living City project.**"*
Again, rhetoric based on no more than Living City spin about being successful. Certainly Devonport's population growth over the last 5 years does not support this statement.

13. Pg. 13 Hotel Market Supply and Demand Analysis - *"Noteworthy, due to their higher Luxury-ranked rating, properties in the leisure destination regions of Cradle Mountain and Freycinet appear to attract relatively higher prices than other properties within the data set."*
It's easy....if you build an upmarket hotel you can ask more money.....of course nothing to do with Freycinet and Cradle Mountain being destination places which Devonport is not, even with a Food Pavilion, new council chambers, library and conference centre.
14. Pg. 13 - *"Our market research confirmed that there is one new hotel project, the Silos reportedly to be managed by Mantra Group, **located in the North West Region in Launceston** with a total 79 rooms in the Upper-Midscale range and opening in late 2016."*
Well researched.....why only one in the whole of the North but should not pose a problem as my understanding is that one of the developers is the one touted by the media and Council as a leading contender for the new Waterfront Precinct Hotel, well at least up until Council approved Stage 1 construction.
15. Pg. 13 - *"Horwath HTL concludes that the Devonport market currently lacks appropriately positioned or configured accommodation supply to meet the likely demand emanating from the Living City project in the future."*
Excellent.....**based on the Living City, which has a significant risk of being a financial "house of cards"**, there is a perceived need for a new hotel and of course for Living City to pay its debts needs a new hotel. In terms of Living City viability we all await a "real developer" with "real in-market demand research" and "thorough commercial risk assessment" to commit and invest its own money.
16. Pg. 14 - *"Horwath HTL considers the characteristics of the **current Devonport market**, in terms of reported demand for accommodation, **form a reasonably robust basis from which future demand is able to be captured**. Additional demand, expected to be induced by the commercial activities and new facilities associated with the Stage 1 and Stage 3 components of the Living City project, forms an important addition source market."*
Need to cannibalize the existing businesses and have a successful Living City outcome. Also need a developer that swallows the Living City spin as readily at Council which may not be as easy.
17. Pg. 15 Proposed Hotel Opportunity - *"**Importantly, our outlook for a sustainable demand levels is based on the ongoing development of new food, beverage and cultural attractions**, together with the continued marketing efforts of tourism intermediaries to promote tourism to Tasmania, as exemplified by the Living City project."*
So the hotel's viability is dependent on crucial factors outside its control. It is about now if I was a hotel developer I would really be getting nervous!!!
18. Pg. 15 - *"Specific in-house food and beverage facilities and services (such as a breakfast room, bar lounge area, room service), as the adjoining Food Pavilion is anticipated to be able to meet all other guest needs;"*
I am sure the hotelier will be happy to share with the Food Pavilion and that all existing food places roll over and not compete. Who is going to control the additional new eateries in the Waterfront Precinct?
19. Pg. 24 Location (2nd Dot Point) - *"**There are several local restaurants and cafes that are considered outdated**, however, other cafés have recently adopted a Melbourne café culture, creating a neighbourhood focused on design and food a trend that will complement the Living City precinct."*

Assume these outdated establishments will close down but might just reinvent themselves if demand were to increase.

20. Pg. 24 - "*Horwath HTL considers the location of the proposed hotel to be broadly suitable for the establishment of a tourist accommodation property.*"
This brings us back to how do we increase tourist numbers into Devonport.....new council chambers, library, food pavilion and hotel will not achieve this.
21. Pg. 27 - Site Potential - "*Additionally, the site is outside the main commercial area, with **few existing restaurants in the immediate vicinity. Therefore the connection to Living City and the redevelopment of the area as a food and beverage precinct will be essential for the hotel's success.***"
How many restaurants does Council want in the area and success of the Living City food and beverage precinct is "**essential to the hotel's success**". As a developer/hotelier I would be really nervous now.
22. Pg. 33 Events - Would have thought Agfest should have got a mention as an accommodation opportunity being a key puller of intrastate and interstate visitors.
23. Pg. 35 - "*Conversely, the North West Region's relatively low performance of properties is indicative of the relatively low positioning of accommodation properties.*" REALLY.....similar to Living City hypothesis that by just building more retail floor space then retail employment automatically increases!!.....so property prices stagnate if good upmarket hotels are not in the area?
24. Pg. 39 2.4.1 Corporate Demand - "*Corporate demand represents approximately 30% of accommodation market share and has traditionally been dominated by agricultural-related activity, resource sector strength and infrastructure development, particularly for new retail builds including Bunnings, Woolworths, Dan Murphys in the North West Region.*"
I cannot remember any recent infrastructure developments by Woolworths and Dan Murphys in the North West and corporate demand has been influenced by loss of Wesley Vale; Tascot, Australian Weaving Mills, relocation of Cement Australia head office and Clements & Marshall, all in the period 2008 to today. Stated examples would not offset those previous losses.
25. Pg. 42 Inbound Market - China and Hong Kong - "*This market reportedly tends to visit the North West Region for one night, flying into Launceston and **selecting accommodation based on lowest rates, with no demonstrated loyalty to a particular operator***"
Interesting, "*accommodation based on lowest rates*" should auger well for a high end hotel.
26. Pg. 43 MICE Demand 2.4.4 - "*Conference business is primarily for day use, with residential conference business declining in the last year.*"
This does not sound encouraging for the Conference Centre usage and hotel accommodation prospects.
27. Pg. 44 Social Events - "*The size of venue space varies depending on the function or wedding requirements; however, **there has been a decline in recent years in the number of larger functions, due to the reported downturn in retail spending and associated desire to reduce business and personal costs.***" and "*There are benefits for wedding venues that can provide a package of accommodation and catering as guests tend to stay overnight **if the accommodation is affordable and located close to the venue.***"
Also would not think this is not good news for a high end market hotel either.

Risks, General Assumption & Limiting Conditions

28. Pg. 49 – Recognition of Risks – The risks listed are generally operation risks which any developer/hotelier should already be aware of with the glaring omission of perhaps the greatest risk for a developer/hotelier in that demand levels required for viability are not thoroughly assessed and do not exist or eventuate.

General Assumptions and Limiting Conditions

29. Pg. 50 – *“Our report is based on estimates, assumptions and other information developed from research of the market; knowledge of industry and other information provided by tourism and hospitality industry stakeholders. **Specific customer intercept studies on the proposed components of the overall development concept and its potential use have not been conducted.** Therefore, **the report does not draw conclusive evidence about customer sentiment.**”*

Another serious qualification.

30. Pg. 50 – *“The decision as to whether to undertake the development lies solely with our client. **The work and findings shall not in any way constitute a recommendation as to whether you should or should not undertake the development.**”*
- On the findings stated in this report I would qualify this as well.

31. Pg. 50 – *“**If the reader is making a fiduciary or individual investment decision and has any questions concerning the material contained in this report, it is recommended that the reader contact Horwath HTL.**”*

Council may not be making the ultimate decision to build a hotel but it is spending (and continues to spend) hundreds of thousands of ratepayer dollars on this vision so should pay attention to the statement (maybe this is why Council have spent another \$12k on a further report which I assume will be the mandatory commercial-in-confidence?) Pity the cautionary statements within the Hill PDA report commissioned for Living City were not heeded by Council prior to approving Stage 1 construction.

32. Pg. 50 – *“The estimated operating results presented in our report are based on an evaluation of the current overall economy of the area and neither take into account nor make provision for the effect of any sharp rise or decline in local or economic conditions. **We do not warrant that the estimates will be attained,** but they have been prepared based on information obtained during the course of this study and **are intended to reflect the expectations of typical operators.**”*

Accepted that this cannot be **guaranteed.**

33. Pg. 51 – *“All information (including financial operating statements, estimates, and opinions) **obtained from parties not employed by Horwath HTL is assumed true and correct.** No liability resulting from misinformation can be assumed.”*

I would definitely qualify verbal advices from others as well.

34. Pg. 51 – *“While the information contained herein is believed to be correct, it is subject to change. Nothing contained herein is to be construed as a representation or warranty of any kind.”*

I would be qualifying this report as well.

Hotel Summary Comment

In my opinion the report writers have painted as many positives as possible, mainly assuming a successful Living City outcome premised on what they have been told by others, while also including cautionary statements that should be heeded by Council and will definitely be further assessed by a private developer. The report is best summarised by build a hotel if.....

- You believe that the Conference Centre will be successful in drawing overnight requirements (big ask when the findings from Launceston Conference Centre Study stated in relation to Launceston **“Lacks adequate domestic market and leisure tourism to stimulate hotel development needed to support conventions”** and Devonport is not Launceston;
- You believe the Food Pavilion will be successful in increasing tourist numbers; and
- You believe you can cannibalise enough of the current market to be viable.

A prospective developer will see these as big if's.(and I believe they are big IF'S)

In addition, the raised construction to supposedly facilitate uninterrupted views through to the river “under the hotel” (with very limited success) may just add significantly to design and construction costs in what appears to already be a marginal proposition at best to build.

It is staggering that Council has clearly adopted this report as evidence that a new hotel is viable and to justify its spending of hundreds of thousands of ratepayer funds directly relating to what must be (or should be) a private development cost. Who drafted the report and recommendations provided to the Mayor and Aldermen recommending such detailed and costly hotel concepts be included?

I suspect, unlike Council, professional developers will require more than spin and crystal ball gazing to **satisfy their due diligence obligations and real levels of accountability.**

RIVERSIDE PARK

The parks layout appears workable but can be modified or evolve in years to come if necessary unlike building locations, unless of course they are government buildings or over 30 years old.

Repeated statements that Living City is opening the CBD up to the river does not stand scrutiny as the Multi-Purpose Building has blocked the so-called new Northern Retail Precinct and the Southern CBD despite the hotel concept drawings is all but forgotten. As far as I can see the only opening up to the river is the view from the new council chambers, Library to a degree, and the conference centre.

Interestingly, Council states that further works in the Southern CBD will be “based on market demand” which probably comes as no surprise to those retailers. “Market demand” is the driver in the Southern Precinct and “verbal assurances” in the Northern Precinct?

The previously envisaged waterfront precinct was all open space but as Living City morphed North it has been compromised by relinquishing about a half for a hotel and its surrounds.

The parks and associated road/parking works are a cost that Council would contribute to but alarmingly Council has had to raid cash reserves for \$11,000,000 and establish borrowings of around \$50,000,000 already for Stage 1 to proceed.

How does Council intend to fund this stage of Living City bearing in mind the ratepayers heard the following prior to the above costs being made public. *"LIVING CITY is a strategy to grow the Devonport economy and **not a Council-funded project**. With the **majority of development being private investment**, the strategy **will not be reliant on ratepayer funding**."*

Aldermen should be concerned that their credibility on Living City is poor and various supporting statements are met with extreme scepticism by most ratepayers.

MARINA

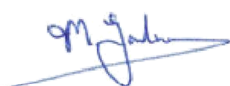
By Council's own admission this is seen as a "point of interest" or in other words "decoration."

From a glance the following appear to be obvious limitations on this site.

1. The number of berthing spaces appears too few to provide a financially viable proposition with expansion limited by the shipping lane requirements;
2. Land access and egress for boat users and vessel maintenance requirements is not identified and perhaps problematic;
3. Access would involve another rail crossing for vehicles and can be problematic (advance dialogue with TasRail as Track Manager would be wise);
4. Initial excavation of the river bed is required with ongoing dredging more than likely (all adds to construction and ongoing operational costs);
5. Security provisions for the berthing spaces will be required;
6. Floating pontoons and walkways will more than likely be problematic and will require careful design consideration and Tasports approval;
7. Wake from the shipping lane movements may present design challenges and potential design creep with increased construction costs, all impinging on cost benefit analysis and viability; and
8. Design and construction costs to avoid one off damage resulting from king tides and ocean swell coupled with wake from shipping lane movements or escaping inland flood waters would have to be a serious risk consideration.

Under no circumstances should Council invest further ratepayer funds, undertake investigative works, design and feasibility studies or in any way contemplate entering into another potentially disastrous non-core business as a Marina developer and operator. Council's role should be one of facilitator if private investors show an interest, provided however that the proposal does not detract from the envisaged existing waterfront precinct expansion.

Yours sincerely,



Malcolm Gardam

(Concerned Ratepayer)

Hi,

Thanks for the opportunity to comment.

My interest is mainly around the bus interchange.

The bus interchange in the heart of the Living City is both a positive and a potential problem. It's excellent that the interchange allows low-cost public transport access right into centre of the CBD. The downside is... The buses – long, fume-belching buses end to end, they can create a physical and visual barrier between the public spaces on either side of Rooke Street.

I feel that the space allocated to buses needs to be minimized and we create a fully integrated, quick-turnover bus interchange.

This can be done using advances in technology to manage and regulate arrival and departure times. I don't think we want to see just a repeat of the past 20 years where bus companies each have "their turf" and the interchange stretches from Best Street to Oldaker Street or that buses sit idle on the interchange (or in Edward Street) taking up valuable road/parking/public space as they currently do. The Waterfront Precinct Plan currently shows 6 bus spaces. Each bus space is 13m long, plus run in and run out. This is a lot of space that could be better allocated. I believe that 6 spaces is excessive for now and even into the future.

Using an electronic public information system similar to the trams in the Melbourne CBD and having bus layover stops outside the CBD would allow buses to arrive and depart the interchange within a tightly regulated time, minimizing the space required and providing a positive experience for commuters and visitors.

The time is now – to minimize the on-street space allocated to buses and to maximize the turnover and usage of public transport.

I'm also concerned at the overall width that Rooke Street will need to be for the on-street angled spaces, two travelling lanes and the bus bays.

10.3m is required for angled parking and the associated maneuvering space + the southbound lane (around 3m) + Bus bay (2.5m) = 15.8m. This would make Rooke Street another 3m wider than it currently is.

I appreciate that the plan is a concept, but I'm concerned that the parking spaces shown on the west side of Rooke Street might over-represent what can be provided when considering the turning maneuvers into Rooke Street and the restrictions for parking near signalized intersections and crossings. The driveway on the north side of the DECC would need to be clear of parking also. I'd be interested to see a comparison between parallel parking and angle parking. I'm wondering if the additional road space that is required along the entire length of Rooke Street for angle parking is justifiable for the few (if any?) spaces that it might gain.

Thanks again for the opportunity to comment.

Randell

Randell Stott

Resident

08/02/2017 D459499

First Name : Don Last Name: Willing Page 1 of 2

Street Address : 171 Winspears Road, Devonport

Suburb : Ambleside

Email :donwilling1@gmail.com

Daytime Phone No:

Comments and Feedback on the Waterfront Precinct Concept plans:

Dear Sir or Madam

I refer to your letter accompanying the brochure for the promotion of stage 3 of Living City. My response includes the relationship to the waterfront precinct proposal to the entire Living City project including Stage 2.

Hotel

The first item which I find intriguing is your statement relating to the demand for a new hotel on the Harris Scarfe (mainly) site. Nowhere in the report is there any critical analysis of present or forecast demand for a hotel. That type of report will take many thousands of precious ratepayer dollars unless by some miracle it is paid for by a serious operator (which is the normal approach). It is stated within the report that its conclusions are mainly based on discussions with those associated with DCC and its consultants. In other words it is a report by the latter and not by Horwath. As the saying goes, never employ a consultant unless you already know the answer or when things don't go according to plan, then you can blame the consultant. This is not meant to be a cynical comment but a reiteration of a well understood notion.

I am at a loss to believe that the gaining of an optimistic four to five hundred attendees at a conference/convention together with some greater influx of tourists to this town (which is unlikely without an iconic tourism feature) will provide sufficient demand for another quality hotel in the area. The current occupancy ratio for local tourist accommodation venues of not much greater than 60% does not bode well for a new operator. However, that is for a prospective entrant to decide. I don't have a problem with DCC doing some marketing in this regard, however the level of expenditure including the engagement of architects to suggest a likely structure, to be totally inappropriate. A low level detail artist's impression should have been all that was required.

Ongoing jobs

Your incorrect summary of the conclusion of this report has all the hallmarks of the job assertions that you have made concerning the jobs which should result from the Living City \$70m expenditure. Your figures have no doubt been extracted from the Hill PDA report (where else could you derive such figures). In fact the Hill PDA report talked about people who would be employed in premises/buildings of xyz square metres as per the

08/02/2017 D459499

pretty pictures and plans shown in the original marketing publication. The report was very careful to say that DCC should do its own analysis, which as far as I know it has never done and probably wouldn't want to do as even the most optimistic forecast could never come up with a fraction of the level consistently espoused by you in various public places and publications. Obviously your fellow aldermen are happy for you to continually make such outlandish assertions. Fortunately, the vast majority of voters don't believe this type of propaganda anyway. The on the job statistics are equally meaningless as they normally represent the maximum number of workers on the job at the point of greatest activity and may only be for a matter of minutes.

Marina

Is this structure meant to fill a demand for such a structure, merely to play-out someone's fancy or to realise an artists impression? As the preparer of financial statements for the Mersey Yacht Club and therefore very familiar with its financial affairs, I understand the difficulty of being able to extract even half an economic rent from yacht owners. If there is such a compelling financial case for this structure, then leave it to a developer and DCC can provide appropriate pathways and adjacent carparking necessary for such a facility (strangely absent from artists interpretation). You are obviously trying to emulate Barangaroo, Darling Harbour or Constitution Dock on the DCC credit card. Nothing wrong with being aspirational but it is unforgivable to be delusional at ratepayers' expense. This development can't proceed for the following reasons:

A floating structure is not suitable given the exposure to wave action of passing vessels needing to pass at speed

Wave swell at higher tides accompanied by wind coming from the offshore would be too damaging to pontoons and vessels moored thereto.

The diminished area suitable for a yacht enclosure at low tide. The accompanying photograph graphically shows this aspect.

The car parking, security and general amenity will never be satisfactory given the restricted area courtesy of the rail line and therefore cannot compete with Mersey Yacht Club in these respects.

A financial case can never be made for the the cost of construction unless the public purse (local/state/federal) is raided yet again without due consideration for an adequate financial return or even social dividend.

A tourist case cannot be made for such expenditure as a small marinadoes not have the requisite iconic (special/unique) qualities so as to justify it.

In conclusion, the inclusion of a marina in this brochure without appropriate preliminary feasibility is inappropriate to the extent of being misleading. One can only speculate as to the reason for doing so. The same can be said for the elevated walkways. The limited volume of traffic along Formby Road makes this expenditure totally unnecessary. Even

08/02/2017 D459499

Hoddle Street in Melbourne, the highest density traffic street in that city, does not have such a structure. Another fanciful artist's impression I guess.

Restaurants and cafes

Yet more restaurants and cafes are suggested in this proposal. The question is, how many more facilities of this type are you encouraging /building to be in direct competition to present ratepayer businesses. DCC should learn from the Bluff fiasco where the business outcome has become the laughing stock in this town. The cost of fit-out and rent incentives provided to fill the building should be a lesson to DCC to not be involved in an activity in which they don't have, and are not expected to have expertise. DCC should not be a developer at ratepayers expense and in competition with ratepayers. They should instead be facilitators to developers and no more.

Retail

We saw the revolution in shopping where the corner store disappeared in the seventies to be replaced by supermarkets. The reduction in Sunday penalty rates (which will inevitably occur just as the sun rises in the morning) may see a further concentration of retail in larger stores but even more so in online shopping. To ignore this phenomenon is at your peril. Your original glossy booklet showing shops splattered all over the plan, exhibits a strategy totally at odds with retail Australia. Go and read the articles about the problems with shopping malls in relation to tenant turnover.

The LC project started out as a means of bolstering the CBD. The elimination of Harris Scarfe at its present location will deliver a crushing blow to the CBD in one strike. To replace it with a hotel to service one or two conventions/conferences per year is bizarre.

Conclusion

Why doesn't DCC buy a Monopoly set so you can have a game before each meeting. That way you can play out your real estate fantasies at much reduced cost to the municipality, even with ruby encrusted hotels. That would, I believe have a lasting impact on future rate levels for this largely Basic Wage/Centrelink city.



Re Living City Waterfront Precinct Conceptual Plans:

After careful review and consideration of the Living City Waterfront Precinct Conceptual plans, it is my conclusion that largely, the plans put forward to the Council have the potential to create an engaging open public space within the Devonport CBD.

There are visual and physical connections to both the CBD and the waterfront from the site, making it enticing and potentially pedestrian friendly. The double height glass foyer is a great addition that creates a more dynamic and easily locatable entrance as well as not eliminating views of the waterfront from the existing surrounding businesses. Due the location of the site and the positioning of the hotel, it is my opinion that some amendments should be made throughout the design process to better reach its maximum potential within the business district.

To further enhance this stage of the Living City Redevelopment it is my opinion that:

- The scale of the hotel building is very large for the current Devonport streetscape, potentially imposing and intimidating to pedestrians directly around the hotel site. Relocating the hotel further back from the footpath and potentially integrating more greenery on the Best Street side may soften the building edge from the street. A building setback on the upper floors may also be considered.
- Although the green areas of the site are extensive, to gain further public use, it is my opinion that more seating is required in this area, which will not only allow for more interactions within the site, but open up the area for a larger variety of programs such as public gatherings, festivals, markets etc.
- Whilst moving from the site into the CBD pedestrian flow is interrupted by a busy intersection with large amounts of traffic travelling along

Formby Road and Best Street. There needs to be more consideration for the impact that the development will have on the traffic conditions, a larger drop off zone to the hotel or exits and entrances to the site may need relocating to avoid traffic blockages and pedestrian safety. There would also be the potential to connect the Rooke Street Mall to the site with pedestrian only access or limited vehicle access through the use of retractable bollards.

- The elevated walkway crossing Formby Road builds a strong connection between the site and the waters edge however; there are many opportunities to make this area much more than just a walkway/viewing platform. The walkway should connect back to the street level on the river side of Formby Rd, and with a widened walkway, there is an opportunity to transition from a walkway to an elevated viewing platforms with some seating.
- Although I understand these are still conceptual plans, moving into the upper floors of the hotel, the corner lounges are quite small and I would suggest that at the current size will become unused/wasted space within the hotel, a larger size lounge area may attract people to sit and use these areas as they will open up to spectacular views.

Kind Regards,

Denika McDonald-Hodges BEnvDes

0477 771 407

denikajade@gmail.com

08/02/2017 D459501

118 River Road,
East Devonport 7310.

8 February, 2017.

General Manager,
Devonport City Council,
17 Fenton Way,
Devonport 7310.

Living City Waterfront Precinct.

The location of the hotel isolates the CBD from the proposed waterfront precinct. I fail to see how this plan achieves Council's stated aims.

Council appears to be acting in opposition to established businesses in the city, having already created subsidised accommodation for restaurants, and now spending money on concept plans for a hotel, (which should be the role of private enterprise) and will once again impact severely on existing business operators in the city.

Why should the ratepayers of Devonport be subsidising new businesses to the detriment of those already existing?

What has happened to Stage 2 of the Living City?

It appears that the interest from private investment has not materialised despite assurances from Council that there were serious investors waiting, and we seem to be moving directly to Stage 3.

The artist's impression of the hotel and surrounds probably bears little resemblance to what is likely to be the final product.

The proposed marina appears to be a very expensive piece of infrastructure which may well be visually appealing, but in reality will most probably be out of reach financially for most boat owners and of little benefit to the public, because most marinas need to be secure and not accessible to the public. Is there a business case to support such a project?



Peter Stegmann.

I love it that Devonport is getting a long over due makeover.
I am hoping the art's centre has a music department or some programs.
Personally I'm finding art's are excluding music locally or the music groups just do not encourage young bands / musicians.
There is a lot of local talent that could do a lot more with the right opportunities.
Thank you to all for the rejuvenation of our beloved city.



DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

PO Box 604 Devonport TAS 7310 – 17 Fenton Way, Devonport

Telephone 03 6424 0511

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

LIVING CITY Waterfront Precinct Concept Plans - Community Consultation

Council is seeking community feedback on the proposed concept plans for the LIVING CITY Waterfront Precinct. The community consultation period is open until 5pm, Wednesday 8 February 2017. Plans can be viewed at Council's Fenton Way offices or at www.speakupdevonport.com.au.

First Name: Rodney Last Name: Russell

Street Address: 225 Steele st

Suburb: Devonport.

Email: _____

Daytime Phone No.: _____

Please provide your comments and feedback on the Waterfront Precinct Concept Plans here:

On page 6 the bus shelters are not shown in the street scape which gives the false impression of openness. Also on page 6 the traffic lights are not shown which gives a false impression of neatness.

The buses should not be stopping in Rooke st but should be moved to Edward st in front of the carpark. Not many 5 star hotels would be happy to have so many buses stopping in front. It would also move the buses from what will be a very scenic area and put them in a more central area to shopping.

There should be no need for all the angle

Please return this form to Devonport City Council, 17 Fenton Way, Devonport by 5pm, 8 February 2017.



The City with Spirit

parking in Rooke st as the multi storey carpark is close by. If Rooke st is going to be the same width curb to curb as it is now then it is not wide enough for angle parking.

Formby Rd is a main traffic road and should not have angle parking as this will effect traffic flow when vehicles need to reverse to leave. The plan on page 4 shows 2 pedestrian crossings on Formby Rd between Oldaker and Best st. This is 4 pedestrian crossings in this section of road which will greatly impede traffic flow especially for emergency vehicles. Formby Rd will also have a 5th Crossing overhead.

The proposed new hotel appears to be designed to be 7 floors high. This will cause a good deal of over shadowing to the south side of Best st. The elevations for the hotel appear to leave very little for carparking at street level or above so the parking will have to be below street level. A hotel of this size and capacity would need approximately 162 parking spaces.

LIVING CITY WATERFRONT PRECINCT COMMUNITY CONSULTATION FACEBOOK POSTS



Total Reach: 26,245
Total Engagement (Post Clicks): 5,330

FACEBOOK POST – 6 FEBRUARY 2017:

Post Details Reported stats may be delayed from what appears on posts X

Devonport City Council added 3 new photos
Published by Karina Moore [?] · February 6 at 8:31am · 🌐

The community consultation period for the LIVING CITY Waterfront Precinct Concept Plans closes at 5pm this Wednesday, 8 February. To view the plans and find out the different ways you can provide feedback please head to www.speakupdevonport.com.au



4,211 People Reached

61 Reactions, Comments & Shares

38 Like	29 On Post	9 On Shares
1 Love	1 On Post	0 On Shares
2 Wow	2 On Post	0 On Shares
12 Comments	7 On Post	5 On Shares
8 Shares	4 On Post	4 On Shares

1,145 Post Clicks

650 Photo Views	39 Link Clicks	456 Other Clicks ⓘ
------------------------	-----------------------	---------------------------

NEGATIVE FEEDBACK

3 Hide Post	3 Hide All Posts
0 Report as Spam	0 Unlike Page

Get More Likes, Comments and Shares
Boost this post for \$50 to reach up to 5,800 people.

4,211 people reached Boost Post

Tania Brookes, Julia Baldock and 30 others · 4 Comments · 3 Shares · 🌐

Like · Comment · Share · Chronological

 **Raquia Mark** This town could boom with some infusion of vision. So much potential its frustrating to see it the way it is at present empty shops drab signs long grass on roundabouts etc just plain plain plain Cmon people step it up!!
Like · Reply · Message ·  2 · February 6 at 8:43am

 **Christine Radford** Well said. Plenty of money has been spent, but nothing much changes.
Like · Reply · Message ·  1 · February 6 at 8:50am

 **Christine Radford** Well said. Plenty of money has been spent, but nothing much changes.
Like · Reply · Message · February 6 at 8:50am

 **Scott Newman** The issue is that the businesses that own most of the CBD want too much for yearly leases. To get new businesses in building owners must be willing to willing to take cuts to their profits. Nothing the council can do about greedy building owners.
Like · Reply · Message ·  5 · February 6 at 11:27am · Edited

 Write a reply...  

 **Raquia Mark** All the money received from the parking meter people that swarm the CBD? Lets inject it back into making our town pretty
Like · Reply · Message ·  1 · February 6 at 8:52am


 **Raquia Mark** Cmon Devonport have your say!! Dont keep scrolling or things will never move forward sure staying in the same place is comfortable. We dont want comfort we need more tourists to stay here instead of heading south we need more services and thriving businesses we need more love and vision thrown around our town!!! Just my opinion 😊 rant over
Like · Reply · Message ·  3 · February 6 at 9:07am · Edited

 **Stefan Redford** Do away with the "boat harbour". Continue the walkway to the rock wall and have an enclosed swimming area, protected by nets under the walkway so no flotsam and detritus get in there. Sandy beach with seating, tables etc. More for the entire town than just the boaties.
Like · Reply · Message ·  2 · February 6 at 4:26pm · Edited

 Write a comment...  

FACEBOOK POST – 5 JANUARY 2017:


Post Details
Reported stats may be delayed from what appears on posts



Devonport City Council
Published by JoHanna Dcc [?], January 5 · 🌐

Don't miss your opportunity to have a say on the LIVING CITY Waterfront Precinct Concept Plans.

You can find more information and leave your feedback at:
www.speakupdevonport.com.au
Council offices at 17 Fenton Way, Devonport ... See More



LIVING CITY Waterfront Precinct Concept Plans
Council is seeking community feedback on the LIVING CITY Waterfront Precinct concept plans up to 5pm, Wednesday 8 February 2017.
YOUTUBE.COM

✔ **Get More Likes, Comments and Shares**
Boost this post for \$50 to reach up to 5,800 people.

4,235 people reached Boost Post

👍❤️😂 23 9 Comments 3 Shares

👍 Like 💬 Comment ➦ Share Chronological

4,235 People Reached

41 Reactions, Comments & Shares

18 👍 Like	18 👍 On Post	0 👍 On Shares
3 ❤️ Love	3 ❤️ On Post	0 ❤️ On Shares
2 😡 Angry	2 😡 On Post	0 😡 On Shares
13 💬 Comments	13 💬 On Post	0 💬 On Shares
5 ➦ Shares	3 ➦ On Post	2 ➦ On Shares

442 Post Clicks

0 📷 Photo Views	142 🔗 Link Clicks	300 👤 Other Clicks
---------------------------	-----------------------------	------------------------------

NEGATIVE FEEDBACK

3 🙋 Hide Post	0 🙋 Hide All Posts
0 🚫 Report as Spam	0 🙋 Unlike Page

 **Louise Gale** Looks awesome...
Like · Reply · [Message](#) · January 5 at 4:13pm

 **Amanda Kunta** Kate Bolton
Like · Reply · [Message](#) · January 5 at 4:41pm

 **Yvonne Smith** I think before this is even started the Council should do something about Formby Road - The entrance to Devonport is an absolute disgrace. It is some travellers first stop after disembarking from the Spirit and there is no colour or welcoming tidiness.
Like · Reply · [Message](#) ·  5 · January 5 at 4:46pm

 **Brenda Kirkup** I Like the way Devonport is it has the Beautiful country style Leave it as it is..
Like · Reply · [Message](#) ·  1 · January 5 at 5:02pm

 **David Green** devonport needs this, too long nothing has happened around here. this is what we need.
Like · Reply · [Message](#) ·  3 · January 5 at 5:12pm

 **Warwick Packer** Totally agree David
Like · Reply · [Message](#) · January 5 at 6:29pm

 **Jason Watts** Spot on David. Steve Martin and the current sitting councillors are finally moving things forward
Like · Reply · [Message](#) ·  2 · January 5 at 6:54pm

 **Ineke Davis** It will also create jobs
Like · Reply · [Message](#) · January 5 at 9:57pm

 Write a reply...  

 **Sue Grier** This city needs this. I think it is great and all for it.
Like · Reply · [Message](#) ·  3 · January 5 at 6:14pm

 **Jason Watts** Looking forward to it can't wait for the positive changes to be here.
Like · Reply · [Message](#) · January 5 at 6:53pm

 **Michael Duniam** Looks great, bring it on 👍 Devonport needs a new, modern hotel. There is very little choice for actual nice hotel rooms in Devonport.
Like · Reply · [Message](#) ·  1 · January 5 at 7:04pm

 **Samantha Gear** Bring it on! 😊 it's going to create more jobs and boost tourism in the North West. 😊
Like · Reply · [Message](#) · January 5 at 7:15pm

 **Monica Klima** Not sure about that space age design Hotel. Looks very 70s.
Like · Reply · [Message](#) ·  1 · January 5 at 9:16pm

 Write a comment...  

FACEBOOK POST – 13 DECMEBER 2016:


Post Details Reported stats may be delayed from what appears on posts X

Devonport City Council
Published by Karina Moore [?] · December 13, 2016 ·

If you'd like to find out more about the LIVING CITY Waterfront Precinct Concept Plans, please feel free to come along to a Community Drop-in Information Session:

- 3pm to 6pm, Wed, 14 December - Council offices, 17 Fenton Way
- 12noon to 1.30pm, Thurs 15 December - Rooke Street Mall
- 12.30pm to 2pm, Wed, 21 December – Rooke Street Mall

Feedback on the concept plans is welcomed up until 5pm, Wednesday 7 February 2017 via www.speakupdevonport.com.au.



5,538 People Reached

108 Reactions, Comments & Shares

74 Like	54 On Post	20 On Shares
4 Love	4 On Post	0 On Shares
18 Comments	14 On Post	4 On Shares
12 Shares	12 On Post	0 On Shares

971 Post Clicks

632 Photo Views	11 Link Clicks	328 Other Clicks #
------------------------	-----------------------	---------------------------

NEGATIVE FEEDBACK

2 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Get More Likes, Comments and Shares
Boost this post for \$50 to reach up to 5,800 people.

5,538 people reached [Boost Post](#)

58 10 Comments 12 Shares

Like Comment Share

FACEBOOK POST – 8 DECEMBER 2016:

Post Details ×

Video
Post

Devonport City Council: LIVING CITY Waterfront Precinct Concept Plans

Concept plans for the LIVING CITY Waterfront Precinct have been released for public feedback this morning. The plans feature a proposed 150+ room hotel & 12 apartments building, riverside park and small marina. The plans reflect the community desire of...

1:32 · Uploaded on 12/09/2016 · [View Permalink](#)

Video Performance In This Post ?

🕒 Minutes Viewed	2,871	>
👤 Unique Viewers	3,555	>
📺 Video Views	4,147	>
📺 10-Second Views	2,419	>
📺 Video Average Watch Time	0:19	>
👤 Audience and Engagement		>

These metrics may not be updated yet with the most recent data that appears on posts

Create Post With Video
Edit Post
Boost Post

Devonport City Council

Published by Karina Moore (P) · December 8, 2016 · 🌐

Concept plans for the LIVING CITY Waterfront Precinct have been released for public feedback this morning. The plans feature a proposed 150+ room hotel & 12 apartments building, riverside park and small marina. The plans reflect the community desire of opening the City Centre up to the Mersey River. A community consultation period is open until 5pm, Wednesday 8 February 2017, with the full plans and feedback able to be provided through Council's offices and www.speakupdevonport.com.au. Community drop-in information sessions will be held over the next few weeks in both Council's offices and the Rooke Street Mall (see [Speak Up Devonport](#) for full event details).

LIVING CITY Waterfront Precinct Concept Plans

01:33

12,261 People Reached

4,147 Video Views

264 Reactions, Comments & Shares

189 Like	137 On Post	52 On Shares
9 Love	6 On Post	3 On Shares
39 Comments	34 On Post	5 On Shares
27 Shares	27 On Post	0 On Shares

2,772 Post Clicks

544 Clicks to Play ?	29 Link Clicks	2,199 Other Clicks ?
--	-----------------------	--

NEGATIVE FEEDBACK

7 Hide Post	1 Hide All Posts
0 Report as Spam	0 Unlike Page

Get More Likes, Comments and Shares
Boost this post for \$50 to reach up to 5,800 people.

12,261 people reached Boost Post

👍 143
💬 28 Comments
📤 27 Shares
⋮

👍 Like
💬 Comment
📤 Share



Joe Navatu Zoe Reynolds

Like · Reply · Message · December 8, 2016 at 12:22pm



Brenda Kirkup Oh No I like the Old Devonport.

Like · Reply · Message · 1 · December 8, 2016 at 1:06pm



Raeleen Bound Wow to up market for most Devonport people. Big changes happening hope its not going to make Devonport a ghost town

Like · Reply · Message · December 8, 2016 at 1:23pm



Tiffany Moss Wow. Looks good. Although I am a bit confused about the bar overlooking a public park. Doesnt sound the safest, i Don't think I'd allow my kids to play around there. Be exciting to see how this plays out, most important thing I can see coming out of all this is a lot more job opportunities and that's always a good thing.

Like · Reply · Message · 1 · December 8, 2016 at 3:59pm



Alissa Travers To cater to the evergrowing tourist population.. Yeah nothing to cater for the actual people who live here.. Priorities 🙄

Like · Reply · Message · 9 · December 8, 2016 at 4:40pm



Gary Vidler Great progress and something that is much needed for the region - it will lift Devonports profile

Like · Reply · Message · 3 · December 8, 2016 at 5:24pm



Ian Hill What a wonderful concept, this will provide much needed accommodation for visitors and employment for locals. Stage one of Living City is a boost for the region, bring on Stage 2.

Like · Reply · Message · 5 · December 8, 2016 at 6:12pm



Nick Kuys Yes we need progress and development however it has to be he right development for this area. Adding a 150 room building in devonport where we have less than 60% occupancy rate, and that was with a 6% increase, isn't going to give the needed revenue. ... [See More](#)

Like · Reply · Message · 3 · December 8, 2016 at 6:42pm · Edited



Devonport City Council Hi Nick, thanks for the feedback. Subject to securing a hotel developer and government funding towards the riverside park development, construction on the Waterfront Precinct could commence in 2019. Council will move into the civic building once its ... [See More](#)





LIVING CITY Devonport

Find out about the LIVING CITY project

LIVINGCITYDEVONPORT.COM.AU

Like · Reply · Remove Preview · 1 · Commented on by Karina Moore [?] · December 9, 2016 at 8:54am

 **Nick Kuys** Devonport City Council So it sounds like you haven't used the evidenced based info of past occupancy rates.
And now you've just shared the waterfront may start in 2019? In took you two years to do the surf club which is poor project management. High ... [See More](#)
Like · Reply · Message ·  5 · December 9, 2016 at 3:06pm



Write a reply...



 **Kate Wylie** Yay!! Fantastic. I for one am very excited about these changes. A positive step towards growing our region 🍌🍌🍌
Like · Reply · Message ·  2 · December 8, 2016 at 6:45pm

 **Kathleen Priestly** Looks great. I am so excited by these developments and can't wait to see them achieved. If we are to attract events such as the Masters games and Skyfields we need additional quality accommodation.
Like · Reply · Message ·  2 · December 8, 2016 at 8:12pm


 **Rhiannon Jones** Cheryl Jones
Like · Reply · Message ·  1 · December 8, 2016 at 8:21pm

 **Cheryl Jones** That's a huge project
Like · Reply · Message ·  1 · December 8, 2016 at 8:27pm



Write a reply...





 **Krystal Trotter** Sounds brilliant!
Like · Reply · Message ·  1 · December 8, 2016 at 8:50pm

 **Adam Wighton** Will there be somewhere for the whingers to hang out?
Unlike · Reply · Message ·  7 · December 8, 2016 at 9:28pm

 **Cameron Crowden** Caitlin Jayne Singleton
Like · Reply · Message · December 8, 2016 at 9:31pm

 **Della Hatto** So exciting!!
Like · Reply · Message ·  1 · December 8, 2016 at 11:30pm

 **Tina Johns** The only way they will truly breath life into Devonport is to get rid of paid parking. You only have to go to places like Ulverstone and Latrobe to see how busy they are, and why?, because you don't have to pay for parking.
Like · Reply · Message ·  9 · December 9, 2016 at 7:49am

 **Gilly Reynolds** Looks great 😊
Like · Reply · Message · December 9, 2016 at 1:33pm

 **Jennifer Emmerton** Very exciting times ahead. Great innovation
Like · Reply · Message · December 9, 2016 at 4:44pm

 **Judy Starr** Very radical for devoport
Like · Reply · Message · December 9, 2016 at 8:53pm


 **Kayla Christie** Melinda Jowett Ngawaka
Like · Reply · Message · December 10, 2016 at 7:50am

 **Tayla Prouting** Nathan Slann the reason for that pain in the ass 'passionate' lady that came into work 😂😂
Like · Reply · Message · December 10, 2016 at 5:00pm


 **Kim Williamson** The picture.. Is going to be exactly where? When trying to visualise
Like · Reply · Message · December 11, 2016 at 2:01pm

 **Devonport City Council** Hi Kim the precinct will be bounded by Rooke Street, Best Street, Mussel Rock and the river, with Formby Rd running through through it.
Like · Reply · Commented on by Karina Moore [?] · December 11, 2016 at 3:38pm


 **Luke Kelly** Great idea! Then hire Leigh Jordan to move it!
Like · Reply · Message · December 11, 2016 at 4:49pm

 **Leigh Jordan** Thanks Luke I would have a crack!! 😎😄🏠
Like · Reply · Message · 1 · December 11, 2016 at 6:33pm


 **Luke Kelly** I have no doubt you would get it done mate 👍
Like · Reply · Message · December 11, 2016 at 6:37pm


 

 **Murray Laycock** Why don't they demolish the old hospital in devonport and build this new version of a hotel or whatever save millions the ground work is done
Like · Reply · Message · December 11, 2016 at 8:19pm

 **Helen Anderson** Probably because "they" don't own it!
Like · Reply · Message · December 12, 2016 at 8:21am

 **Roger Gillies** Anything would look better than that crap sculpture round in the park
Like · Reply · Message · December 11, 2016 at 8:50pm

 **Johnnie Wicks** One bankrupt city eh! The out skirts near Robert's are a bloody disgrace! Typical of Steve Martin though!
Like · Reply · Message · December 11, 2016 at 8:55pm

 **Dean Bramich** Yeah let's spend money on something that won't be a benefit let's fix up the hospital and make the infrastructure we have better that would be soo much better
Like · Reply · Message · December 11, 2016 at 9:28pm

**LIVING CITY WATERFRONT PRECINCT CONCEPT PLANS -
COMMUNITY CONSULTATION VERBAL FEEDBACK RECEIVED**

DATE	FIRST NAME	LAST NAME	ORGANISATION	COMMENTS
12/12/2016	Steph		Subway	Generally happy with the concept plans. Suggest public toilets be included near childrens play area and that provision is made to incorporate public BBQ and picnic tables within the precinct.

LIVING CITY Waterfront Precinct Concept Plans Feedback

Received via phone from Mr Mac Russell, Chairman, Devonport Motor Show

On Tuesday 7th February 2017:

- Plans look good overall.
- Wants to ensure the park area will be able to be utilised for all manner of events and that provision be made for key services, including power and water for outdoor events, as well as ability for vehicles to be able to mount the kerbs easily.
- Enquired if the sculpture terraces, low stage and amphitheatre are able to be utilised for the events for vehicles, etc?
- Believes vehicular traffic flow should be maintained along Formby Road, as an important CBD feeder road. If traffic were blocked off and diverted along other roads, believes this would have a negative impact on them.
- Ensure enough 'imagination' goes into the planning of the outdoor spaces – please think 20 years out and about potential future events, technologies, etc that should be incorporated into the spaces to 'future proof' it.

Karina Moore
Media & Communication Officer

FirstName	LastName	Posted	Text
Pat	Meyers	08 Dec 2016 09:49 AM	Devonport is becoming the regional hub, and in order to attract business and therefore jobs it is essential to upgrade the current fragmented central infrastructure, not currently vibrant. I believe the council have had the backbone to implement a bold new strategy, which will transform the current 50's/60's look. Congratulations - power on council. Forget the naysayers they always have to whinge about something!
Chas	Smith	08 Dec 2016 11:32 AM	<p>It is an exciting time for Devonport & Greater North-West as development of infrastructure and culture within the heart of the city takes place.</p> <p>The overall strategy will reap rewards and give great financial return to businesses within the region, as well as a home owners living within the city.</p> <p>My feelings related to the release of the MerseySide Apartment building is one of excitement as the building fits well right in the heart of the CBD. My only question would be, "Why not go taller with the Merseyside building, or go longer as first drafted at the initial stage of drawings?" I'm sure there are many relevant reasons why not to (the architects are the professionals after all).</p> <p>My viewpoint would be If we are going to build something new, let's really back ourselves to make it something huge that will stand the test of time. Lets have 10 stories!</p>
Rod	Taylor	09 Dec 2016 09:29 AM	<p>I love the plans, animations and renderings showing how all this will come together. To make it truly 'living' however can I suggest that the new hotel could be stepped back somewhat from the Best Street frontage to create a 'breathing space' between the road and the structure itself. Crowding the area by constructing right to the limits inevitably takes away the ability to better appreciate the architecture and feel more comfortable in that space.</p> <p>Love the hotel design, fits in very well with the overall concept.</p> <p>Only one other observation. It would be great to have at least part of Rooke Street between Best and Oldaker Streets closed off to traffic (not necessarily completely nor all day, every day) to allow for an even greater feeling of livable, usable space. Having to cross a road used by vehicles seems a little at odds with the overall aspirations of the project. Facilitating unimpeded pedestrian access between the parts of the precinct can only result in better integration at a 'people' level, making traffic throughput a secondary consideration.</p> <p>Well done on everything to date. It's exciting for me to see this moving ahead after 25 years living in Hobart. It's time Devonport realised it's true, but long dormant, potential.</p>
kat	smyth	13 Dec 2016 12:51 PM	<p>I love the concept of the Waterfront Precinct and the fact that the hotel layout has now changed so that the hotel doesn't block the view along the river frontage.</p> <p>I think this is a fabulous stage that will really enhance everything behind it - buildings facing river etc. I am however a little bit concerned still that nothing seems to be happening to entice travellers from the boat to the city and beautify the strip of road they travel when getting off the boat. What about the installation of some big picture boards along Tarleton street in East. Some really good signage directing people to providre place etc.</p> <p>without this one side of the city will loook smart and one really poor.</p>
alan	burk	31 Dec 2016 03:38 PM	fantastic. hope to be around to see end product.what about harris scarfe. cannot lose such a great store.
alan	burk	31 Dec 2016 03:40 PM	will lift devonport 100 percent
Andrew	Bishop	05 Jan 2017 05:34 PM	This is a fantastic concept and it is great to see it being realised. The waterfront location of the city has always been a real gem and now this development will build on that positioning. This work directly addresses the need for city relevance and really value adds for residents and visitors alike. Looking forward to seeing this come to life as projects are completed.

FirstName	LastName	Posted	Text
Justin	Brown	04 Feb 2017 07:26 PM	The concept plans look good and will provide some great spaces. I would suggest a couple off adjustments/ considerations. these are made on the presumption that this space will continue to hold the carols and significant events in the future. the children's play ground is in the middle of the largest piece of green space there is where the carols and concerts have been held. i realise there is amphitheatre it looks a little small to fit such large events in. i would suggest at least two children's play spaces.1 on the river side of the road and one closer to the pavilion in the centre. you want this to be family friendly the play ground probably couldn't get further from the amenities and the food outlets. please reconsider the layout with the requirements of families with young children. so that they don't have to cross two roads to get to them. it may be beneficial to consider public toilets as part of the hotel building.
Vere	Cooper	06 Feb 2017 05:44 PM	I am pleased to see that Formby Road is to retain its connection to Oldaker Street. Opening up the Mall to the river will create a need to provide similar wind protection to that provided in the Hobart Elizabeth Street Mall. Any refurbishment of the Mall should be limited to the northern end so that there is a suitable transition to the new development. Upgrading the rest of the Mall to make it look different, is not something that DCC should be spending funds on, given that it is not that long ago that it was last upgraded and its layout changed..
Danita	Needleman	07 Feb 2017 10:17 AM	Looks like a great uplift for the City. Whilst this will no doubt increase tourist (and more local) dollars, it's imperative that something be done to attract visitors to the City from the East Devonport side starting ASAP so people are aware this is more than an industrial/port area. Better welcoming and general signage, perhaps including something like featured venues/activities each month would be good. Lighting or painting artwork like murals on the the silos and other industrial sites could be another option to give the City and its valued and valuable port some character. At present the only really stand out feature from the ferry is McDonald's yet there is so much more to Devonport than that! As the City is already developing into a local food hub with greater choices, this would be great to feature making Devonport a more vital part of the Cradle to Coast Tasting Trail. There is very little even on the ferry trip to entice visitors to here so it simply ends up being a place to disembark and leave. There is a great sign on the East side which is now rather well hidden which offered creative insight into living here - more of that would be great, even before the Living City is complete. That would be of value to the local economy both in East Devonport and in the City itself.
Greg	James	08 Feb 2017 11:48 AM	I wholeheartedly approve of the Living City Concept. I hope funding for the public open space element will be actively sought so that at least the section between river and Formby Rd can be progressed prior to hotel construction. With the hotel, I also hope and assume Council is actively and assertively working on the formal expression of interest process. It is imperative that N.W. coasters can be inspired by seeing the all important elements of turning the CBD to face the river sooner rather than later. If the Living City process stalls, it will be very hard to kick start it again, and people will say Council has failed, and squandered much money for nothing. I approve of the changed conceptuals for boardwalks and elevated public walkways etc. I agree with others who suggest Devonport is becoming the regional hub of the central north. This is evidenced by the populations from outlying and separate municipalities who already benefit, and will increasingly benefit from the services and facilities offered in Devonport. We the ratepayers of Devonport fund the facilities enjoyed by a much larger co-hort of the greater north central region. Bring on sensible and logical amalgamations, I say !
Jeanette	Jackson	08 Feb 2017 12:39 PM	Many years ago I supported Mr David Richmond in securing the future of the lovely grass and garden area on the southern side of the Oldaket St/Formby Rd roundabout. It was to have been removed for the road development at the time, My concern is that I can not identify that existing area in the plans for Living City development. I trust this pretty area, with established and unvandalised trees and garden will be retained and protected in the future development. I consider it an important and historical asset to our town. We have already lost so many of the old trees and green areas in Devonport.

FirstName	LastName	Posted	Text
mark	gooley	08 Feb 2017 04:30 PM	I think it is well overdue for replanting street trees particularly in the areas adjacent to the new developments. it would also be good to encourage more people to walk and cycle in this urban space.

5.4 HARBOURMASTER'S CAFE - ERECTION OF COMMERCIAL UMBRELLAS

File: 26939 D460798

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

To provide Council with information to assist in determining a request by Murphy Investments (Tasmania) Pty Ltd for approval to erect two fixed architectural/commercial umbrellas at the Harbourmaster Café site. The 'umbrellas' are the structures currently located at the front of the Devonport Entertainment and Convention Centre which were advertised for sale as they are now surplus to Council requirements.

BACKGROUND

At its meeting held on 23 November 2015, Council approved the entering into of a licence over land leased by it from Crown Lands Services to the Murphy Investments (Tas) Pty Ltd ("Murphy Investments") - Min no 233/15 refers:

"That Council receive the report of the Development and Health Services Manager and:

- a) authorise a twelve month licence agreement for the extended operation of the Harbourmaster's Café in the area outlined in green on attachment 2 to this report;*
- b) require the licence agreement to contain clauses that ensure;*
 - continued access for the public to the parklands and pathway encompassed in the licensed area;*
 - Murphy Investments (Tas) Pty Ltd to indemnify Council against any damage caused to Council infrastructure by the operation of the Café;*
 - appropriate restrictions on vehicle access to the Café;*
 - an initial annual licence fee of \$1,000, paid in advance;*
 - provisions for the annual review of the licence conditions and the annual licence fee;*
 - provisions for the amendment or cancellation of the licence by Council at any time should it be considered necessary to do so because of such matters as public complaint or repetitive damage to Council infrastructure or breach of licence conditions relating to vehicular access;*
- c) require as a pre-requisite to the execution of the licence agreement that Mr Murphy provides information acceptable to Council about professional indemnity insurance, permanent infrastructure intended to be installed in the licensed area, details of intended trading hours in the licensed area and approval from Tas Rail for the erection of a fence at height no greater than the current rail line."*

The land is to the north of the Harbourmaster Café. The licence was entered into on 30 November 2016 for a twelve month period (see attached).

Report to Council meeting on 27 February 2017

Council recently sought tenders for the sale of three fixed architectural/commercial umbrellas currently installed at the former Thai Imperial restaurant at the Devonport Entertainment and Convention Centre.



Murphy Investments submitted a tender for the umbrellas and was successful **subject** to receiving approval from Council in accordance with the Licence to erect the umbrellas.

STATUTORY REQUIREMENTS

Requirements of the Devonport Interim Planning Scheme 2013 and the *Building Act 2016* will need to be complied with.

DISCUSSION

By email dated 16 February, 2017, Leigh Murphy (on behalf of Murphy Investments) wrote as follows:

“As you are aware I have expressed interest in the Commercial gazebos located in front of the Courthouse building. I have had confirmed that my tender application was successful on the condition that I would be able to gain approval from Council to erect two (2) of the gazebos on the licensed area to the north of my Café business and current lease with the Crown. Clause g) below is relatively clear with regard to potentially obtaining permission to erect the gazebos on the Licensed area.

- g) The Licensee shall be permitted to construct Café infrastructure on the Licensed area, subject to Council approval of such infrastructure, it being acknowledged that the Licensee shall be responsible for all costs incurred with its construction and maintenance and shall be responsible for making good any damage should the Licence be cancelled and they are to be removed.*

Murphy Investments wishes to propose to construct a 4m x 4.2m (approximately 16.8sqm) drop in deck structure adjoining the current deck structure on the Café. This would be constructed out of treated pine sub strate and spotted gum decking and secured with a mega anchors or something similar. A majority of this work will be completed off-site and the use of the anchors reduces the requirement for concrete

footings being installed. I would also seek permission to have two (2) engineered footings for the gazebos which would be located in the deck structure.

All of the above will be the financial responsibility of Murphy Investments and as per the agreement I would be also responsible for remediation of the area if anything was to occur."

Site and elevation plans have been provided and are attached for information.

As the area the umbrellas are proposed to be erected on is leased by Council from the Crown, Crown approval will firstly be required for their installation. As Council is the lessee of the area licenced to Murphy Investments, a request for approval will need to be made on behalf of Council. Advice from the Heritage Commission will also be required given the heritage listing of the Harbourmasters Café.

Based on the concept plans provided, building approval will be required as well as a Planning application. The existing food licence will cover the additional area if it is only used as a dining area and no cooking is undertaken in it.

COMMUNITY ENGAGEMENT

No community engagement has been undertaken in respect to this request.

FINANCIAL IMPLICATIONS

The offer from Murphy Investments for the three structures is \$3,500.00.

RISK IMPLICATIONS

Having structures erected on what was previously public accessible land may be questioned by some members of the community. Equally, were Council to refuse the request, this would likely result in negative views of Council being expressed.

CONCLUSION

Murphy Investments application for the erection of two commercial umbrellas will need a number of approvals, including Crown Lands Services, possible Heritage Commission and planning and building approval.

If these are received, the conditions of the Licence, particularly clause g), provides that Murphy Investments is responsible for all costs involved in the erection and the remediation of the area once removed.

ATTACHMENTS

1. Licence Agreement - DCC & Murphy Investments (Tas) Pty Ltd
2. HarbourMaster Cafe Site Plan and elevations

RECOMMENDATION

That Council sell the commercial fixed umbrellas to Murphy Investments Pty Ltd and agree to two of them being relocated to the sub-licenced area adjacent to the Harbourmasters Café provided that:

- a) Crown Lands Services approval be received as well as advice from the Heritage Commission;

Report to Council meeting on 27 February 2017

- b) planning approval in accordance with the Devonport Interim Planning Scheme 2013;
- c) building approval in accordance with the *Building Act 2016*; and
- d) the conditions contained in Clause (g) of the Licence dated 30 November 2016 being applied.

Author:	Karen Hampton	Endorsed By:	Paul West
Position:	Governance Coordinator	Position:	General Manager

DATED 30th November 2016

DEVONPORT CITY COUNCIL

TO

MURPHY INVESTMENTS (TAS) PTY LTD

LICENCE

02/12/2016 LD1079

THIS LICENCE made the 30th day of November, 2016
BETWEEN THE **DEVONPORT CITY COUNCIL** (ABN 47 611 446 016) (hereinafter
referred to as "the Licensor") of the one part and **MURPHY INVESTMENTS (TAS)
PTY LTD** (ABN 884 124 972 18) (hereinafter referred to as "the Licensee") of the
other part.

IT IS AGREED AS FOLLOWS:

1. THE LICENSOR grants to the Licensee who takes on Licence the portions of land, as detailed in green on the attached map, situate at and forming part of Council's Public Open Space to the North of the existing Harbourmaster Café at 1 Devonport Road, Devonport in the State of Tasmania, and described in the Schedule hereto (hereinafter referred to as the "said land") TO HAVE use of the permitted area from 30th day of November, 2016 for the purposes of the operations of "Harbourmaster Café" ("Café").
2. THE LICENSEE hereby covenants with the Council as follows:
 - a) **Commencement Date**

This Licence agreement will commence on 30th November 2016 for a period of one year. Following this period, the Licensor will consider extending the Licence for a further period, should it be deemed acceptable and subject to all terms and conditions having been satisfactorily met.
 - b) **Area**
 1. The area covered by this Licence is in accordance with the Plan attached (Attachment 1). Should the Licensee wish to use the public space beyond the licenced area, separate application is to be made to Council for approval in accordance with its Reserves Parks and Gardens By-law.

2. The area covered by this Licence, shall remain accessible to the general public at all times and the Licensee must ensure that pathways are not obstructed at any time.

c) Fee

A Licence fee of \$1,000 per annum shall be payable upon commencement of the Licence.

d) Annual Review

The Licence conditions shall be reviewed on an annual basis with the annual fee also being reviewed at the same time, subject to Clause (e).

e) Right to amend or cancel

The Licensor has to right to amend or cancel the Licence at any time should it be considered necessary to do so because of public complaint, repetitive damage to Council infrastructure or non-compliance with the terms of the Licence.

f) Vehicular Access

1. Vehicular access to the Harbourmaster Café (the Café), using parkland and the shared pathway, under the terms of this licence is restricted to essential business vehicles associated with the café or for undertaking maintenance and repairs to the premises. This permission does not extend to access across the park by private vehicles and parking of same on site for extended periods during the day – any access is limited to bone-fide business activities associated with the Café only.
2. All vehicles accessing the Café over the Council parkland must be of a type and size classified as either "car" or "light rigid" for the purposes of the National Hierarchy of Licence Classes as set out in the table of licence classes published by the Tasmanian Department of State Growth.

3. In accordance with Clause 38 (1)(a) of the Reserves, Parks and Gardens By-law No. 1 of 2007, signs are to be erected at the Licensee's expense at locations to be agreed. The wording for the signs is to be approved by the General Manager.
4. Any authorised vehicle or vehicles accessing the Café must be parked in such a way whilst on the site so that they do not cause damage to any Council infrastructure or in any way impede or create a hazard for users of the parkland or the shared pathway.
5. The proprietor of the Café is responsible for the cost of repairs for any damage caused to Council infrastructure by any vehicle, whether authorised under this licence or not, that has accessed the Café for any business purpose.
6. Murphy Investments (Tas) Pty Ltd is to notify Council by email of the need for vehicles to access the Café across the parkland and include the purpose of their access. Where practical to do so this notification is to be provided at least 24 hours before access is proposed.
7. A register of access is to be kept by Murphy Investments (Tas) Pty Ltd which clearly states:
 - (a) the date and time when a vehicle/s authorised by Clauses 1 and 2 accessed the Café;
 - (b) the inwards and outward routes of the authorised vehicle/s; and
 - (c) the length of time the authorised vehicle/s was on site.The register is to be provided to Council for inspection upon request.
8. Any authorised vehicle accessing or exiting the Café by way of parkland or the shared pathway is to proceed at a speed of

no more than 10 kph and is to activate the vehicle's hazard warning lights.

9. Authorised vehicles accessing or leaving the Harbourmaster Café are at all times to give right of way to members of the public using the parklands or the shared pathway.
10. Where vehicle access is required for a class of vehicle higher than 'light rigid' as set out in the National Hierarchy of Licence Classes as published by the Tasmanian Department of State Growth, the Café proprietors will be required to submit a traffic management plan with a defined access path for the approval of Council before access occurs.

g) Infrastructure

The Licensee shall be permitted to construct Café infrastructure on the Licensed area, subject to Council approval of such infrastructure, it being acknowledged that the Licensee shall be responsible for all costs incurred with its construction and maintenance and shall be responsible for making good any damage should the Licence be cancelled and they are to be removed.

h) Insurance

1. Licensee to hold at least \$20 million public liability insurance and provide the Licensor with a copy.
 2. Licensee to notify Licensor within 7 days if the policy is cancelled or not renewed.
3. THE LICENSOR hereby covenants with the Licensee:
- The Licensee shall be responsible for any damage whatsoever and whosoever and to whomsoever caused and for all claims, costs, actions and demands in respect of injury to or the death of any person or loss of or damage to any property arising out of or in connection with the use of the said land by the Licensee during the term of the licence or any

extension thereof and shall indemnify and keep indemnified the Council against all such damages, claims, costs, actions and demands aforesaid

PROVIDED ALWAYS and it is hereby agreed by and between the parties that notwithstanding anything herein contained, the Licensor may terminate this agreement upon one months' notice in writing.

THE FIRST SCHEDULE

ALL THAT portion of land located to the North of the existing Harbourmaster Café along Devonport Road, Devonport as indicated in green and identified in Attachment 1.

IN WITNESS the parties have this day set their hands and seals.

THE COMMON SEAL of the DEVONPORT CITY)
COUNCIL was affixed on 30th)
November 2016)
In the presence of:

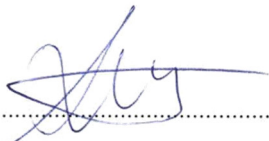


Mayor



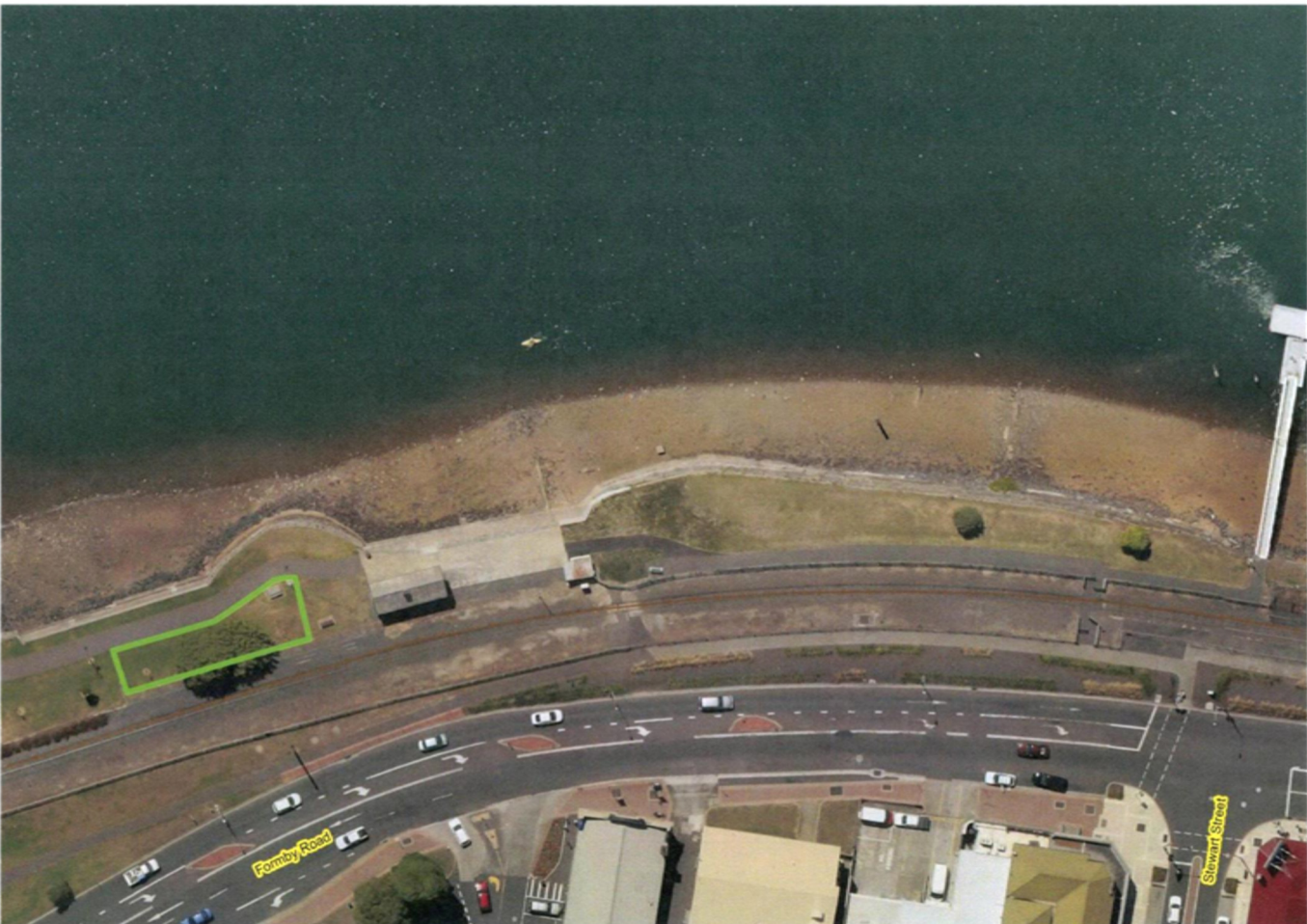
General Manager

Executed by MURPHY INVESTMENTS (TAS) PTY LTD
in accordance with Section 126 of
the Corporations Act 2001:



02/12/2016 LD1079

ATTACHMENT 1





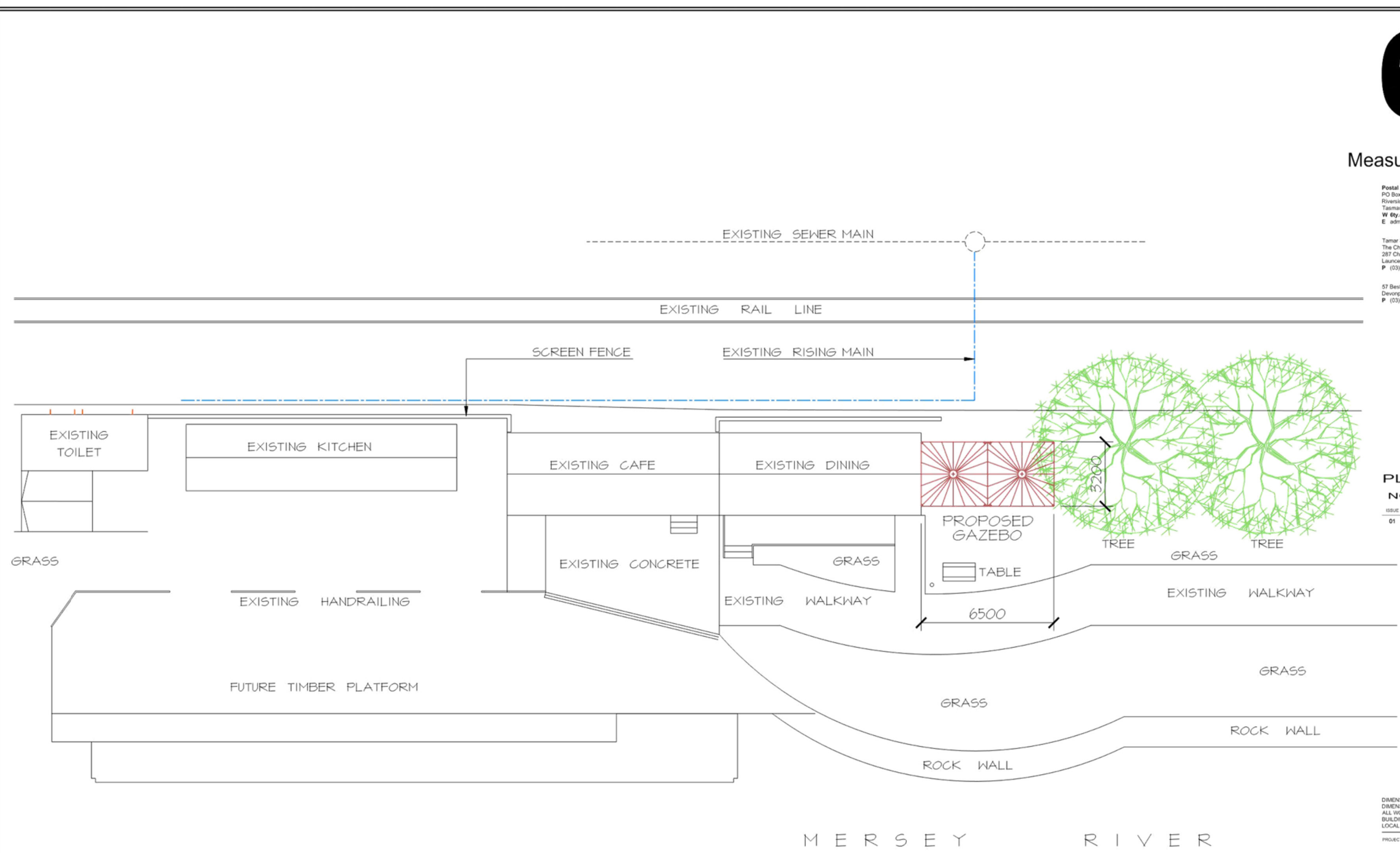
Measured form and function

Postal Address
 PO Box 63
 Riverside
 Tasmania 7250
 W 6ty.com.au
 E admin@6ty.com.au

6ty Pty Ltd
 ABN 27 014 609 900
 Architectural
 ABP No. CC4874f
 Structural / Civil
 ABP No. CC1633f

Tamar Suite 103
 The Charles
 287 Charles Street
 Launceston Tasmania
 P (03) 6332 3300

57 Best Street
 Devonport Tasmania
 P (03) 6424 7161

PLANNING APPROVAL
 NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV
01	17.02.17	FOR APPROVAL	01

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

PROJECT: HARBOURMASTER KITCHEN
 PROPOSED GAZEBO
 ADDRESS: FORMBY ROAD
 ADDRESS: DEVONPORT
 FOR: MR. L. MURPHY

DRAWING: SITE PLAN

DESIGNED: C.B. DRAWN: C.B. CHECKED:
 SCALES: N.T.S. AT A3 SIZE DRAWING SHEET

PROJECT NO: GTD17 DRAWING NO: 001 REV 1

SITE PLAN
 SCALE 1 : 200



Measured form and function

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

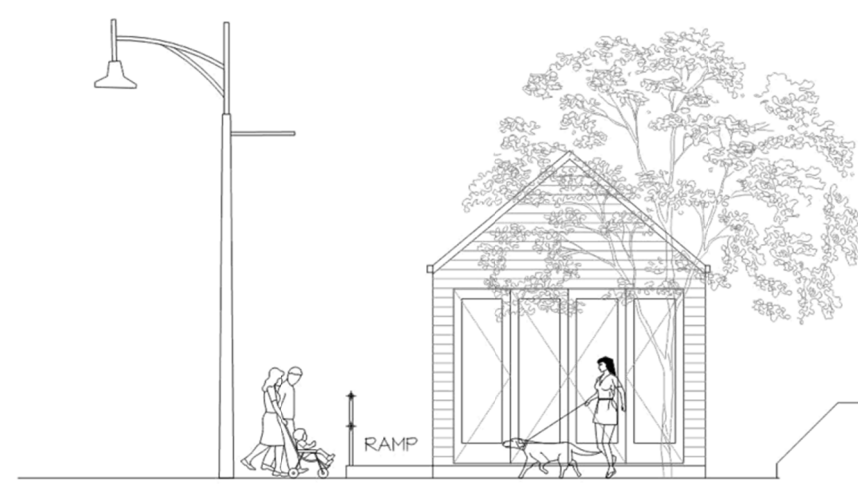
6ty Pty Ltd
ABN 27 014 669 900

Architectural
ABP No. CC48741
Structural / Civil
ABP No. CC16331

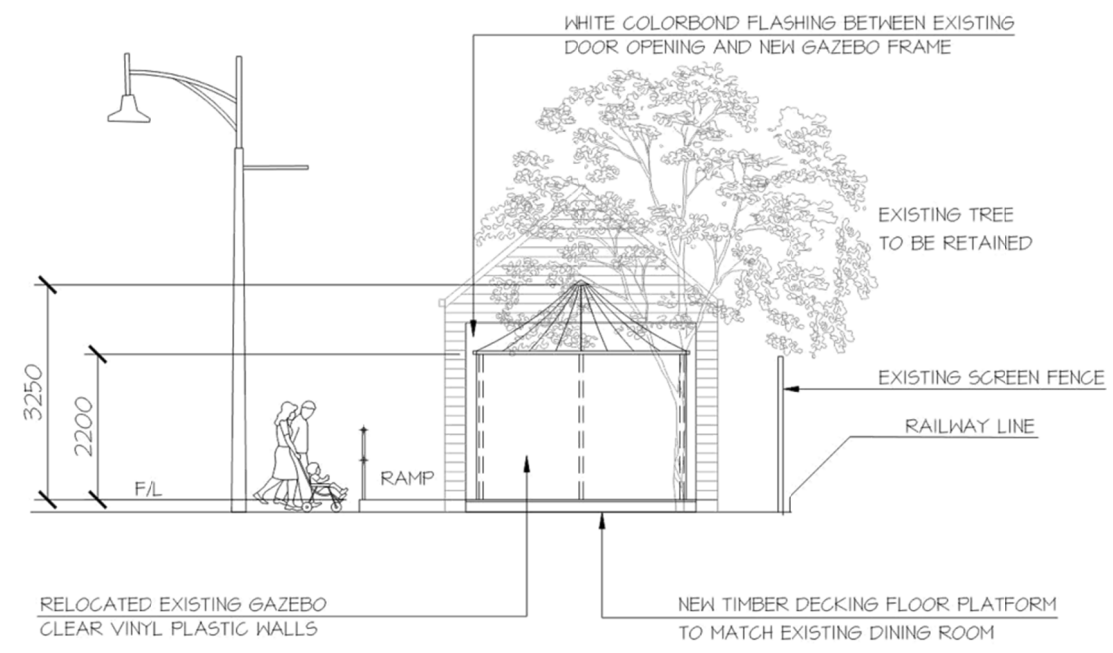
Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

ISO 9001
Approved Company



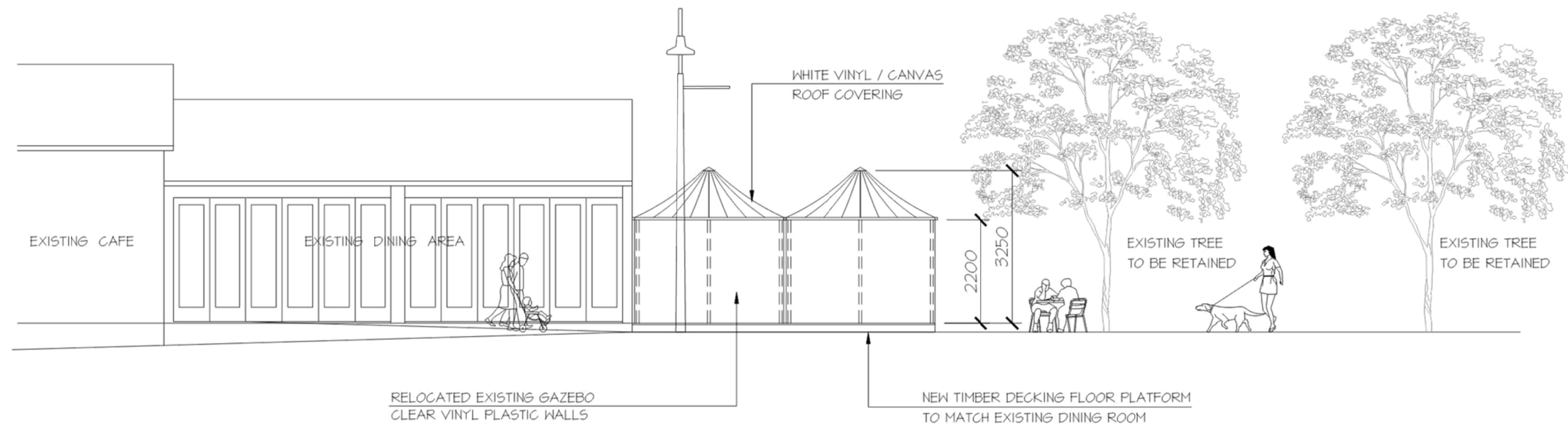
EXISTING NORTH ELEVATION
SCALE 1 : 100



PROPOSED NORTH ELEVATION
SCALE 1 : 100

PLANNING APPROVAL
NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV
01	17.02.17	FOR APPROVAL	01



PROPOSED EAST ELEVATION
SCALE 1 : 100



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

PROJECT: HARBOURMASTER KITCHEN
PROPOSED GAZEBO
ADDRESS: FORMBY ROAD
ADDRESS: DEVONPORT
FOR: MR. L. MURPHY
DRAWING: ELEVATIONS

DESIGNED: C.B. DRAWN: C.B. CHECKED:
SCALE: N.T.S. AT A3 SIZE DRAWING SHEET

PROJECT NO: GTD17 DRAWING NO: 001 REV: 1

5.5 TENDER REPORT CONTRACT CT0169 FORMBY & BEST STREET INTERSECTION IMPROVEMENTS

File: 32655 D457349

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 CT0169 Formby & Best Street Intersection Improvements to Kentish Construction & Engineering Company Pty Ltd (trading as Treloar Transport).

This report was originally placed on the Infrastructure, Works and Development Committee agenda for the meeting held on 13 February 2017. Prior to the meeting, and in accordance with Council's Section 23 Policy Procedures, Mayor Martin requested that it be deferred and directed to the next Ordinary Meeting for decision.

BACKGROUND

This report considers tenders received for "Formby & Best Street Intersection Improvements" listed within the 2016/17 capital expenditure budget.

The project involves the construction of a left turn slip lane allowing improved access for buses and other vehicles onto Formby Road from Best Street which will provide better access to the Best Street PAYL car park and more flexibility for the Rooke Street bus interchange. The design of the slip lane considers the future layout of the waterfront precinct to be developed as part of the LIVING CITY Project.



The following road safety improvements are included in the project, partially funded by the black spot program:

- Marking of pedestrian walkways, similar to those at Best Street and Rooke Street,
- Changes to traffic signal phasing, and
- Reseal of the intersection with high grip asphalt

STATUTORY REQUIREMENTS

Council is required to comply with Section 333 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 three companies. Only one tender received was fully conforming and supplied all the requested information. All tenders are summarised in table 1.

TABLE 1

No.	Tender	Status	Tender Price (ex GST)
1	Kentish Construction and Engineering Company Pty Ltd (trading as Treloar Transport)	Conforming	\$172,005
2	Hardings Hotmix Pty Ltd	Non-Conforming	\$173,534
3	Civilscape Contracting Tasmania Pty Ltd	Non-Conforming	\$185,470

Tenders received from Hardings Hotmix Pty Ltd and Civilscape Contracting Tasmania Pty Ltd were deemed non-conforming as both failed to provide the mandatory information requested, such as works program, methodology and day rates.

As highlighted in the above table, the Kentish Construction and Engineering Company Pty Ltd (trading as Treloar Transport) tender of \$172,005 is the lowest price. The Tender Planning and Evaluation Committee considered the conforming tender against each of the selection criteria, these being:

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

The evaluation by the committee indicates that Kentish Construction and Engineering Company Pty Ltd (trading as Treloar Transport) offers Council the best value for money.

The Tender Planning and Evaluation Committee minutes were prepared and confidential copies can be made available upon request by Aldermen.

COMMUNITY ENGAGEMENT

A public advertisement calling for tenders was placed in the Advocate Newspaper on 17 December 2016 and tenders were also advertised on Council's website.

FINANCIAL IMPLICATIONS

The 2016/17 capital expenditure budget includes an allocation for the "Formby & Best Street Intersection Improvements" project of \$275,000. The tender received from Kentish Construction and Engineering Company Pty Ltd (trading as Treloar Transport) is \$172,005.

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

TABLE 2

No.	Tender	Price (ex GST)
1	Contract CT0169	\$172,005
2	Project management/administration	\$17,000
3	Construction contingency	\$25,800
4	Relocation works for existing infrastructure by others (estimated)	\$40,000
	TOTAL	\$254,805

The contingency allowance for this project is 15% of the contract price. The risk of unforeseen variations is moderate as the work involves traffic signal and underground service relocation. The design also relies on much of the underlying pavement being sound.

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 333 of the *Local Government Act 1993*.

CONCLUSION

Taking into account the selection criteria assessment, the Tender Planning and Evaluation Committee has determined that Kentish Construction and Engineering Company Pty Ltd (trading as Treloar Transport) meet Council's requirements and is therefore most likely to offer "best value" in relation to Contract CT0169 Formby & Best Street Intersection Improvements.

Updated Comment

The proposed development of the waterfront precinct was recently the subject of public consultation. As a result of this consultation there has been some views expressed regarding the future of the section of Formby Road (Best Street to Oldaker Street). Should an eventual decision be made to close or significantly modify Formby Road there is the possibility that some or all of the works proposed under this tender could be wasted.

Council may therefore prefer to defer any upgrading of this intersection until such time as the future waterfront precinct plans are finalised.

Both options have therefore been provided for Council consideration.

ATTACHMENTS

Nil

RECOMMENDATION

OPTION 1

That in relation to Contract CT0169 Formby & Best Street Intersection Improvements Council:

- a) award the contract to Kentish Construction and Engineering Company Pty Ltd (trading as Treloar Transport) for the tendered sum of \$172,005 (ex GST);

Report to Council meeting on 27 February 2017

- b) note that design, project management and administration for the project are estimated to cost \$17,000(ex GST);
- c) note that a construction contingency of \$25,800 (ex GST) is included in the budget; and
- d) note that relocation works for existing infrastructure is estimated to cost \$40,000 (ex GST).

OPTION 2

That in relation to Contract CT0169 Formby & Best Street Intersection Improvements and based on the feedback received as part of its consultation on the waterfront precinct, Council:

- (a) determine not to award a contract for this project at this time:
- (b) reconsider the provision of project funding in the future once the waterfront plans have been finalised.

Author:	Michael Mouat	Endorsed By:	Paul West
Position:	Technical Support Supervisor	Position:	General Manager

6.0 INFORMATION

6.1 WORKSHOPS AND BRIEFING SESSIONS HELD SINCE THE LAST COUNCIL MEETING

Council is required by Regulation 8(2)(c) of the *Local Government (Meeting Procedures) Regulations 2015* to include in the Agenda the date and purpose of any Council Workshop held since the last meeting.

Date	Description	Purpose
6/02/2017	Meercroft Aged Care Facility	An opportunity provided to allow Board members to brief Council on proposed further capital investment/improvements at Meercroft.
	SeaWalk Feasibility Study	Representatives of the Rotary Club of Devonport North presented Council with a briefing on the consultant's report relating to the development of a SeaWalk at the Mersey Bluff.
	Committee Structure	An outline provided to Aldermen of potential changes to the Special Committee and Special Interest Groups.
	Budget Process 2017/18	A draft budget timetable presented to Aldermen for feedback. It is proposed that the format for the development of the 2018 budget will be like that used in 2017 and will include a Community Information Session prior to the formal adoption of the budget in June 2017.
	LGAT – General Meeting	The agenda for the General Meeting of the Local Government Association of Tasmania to be held on 17 February was discussed to allow Aldermen to provide comments to Council's voting delegate, Mayor Martin.
	Art Gallery Plans	An update provided on plans for the redevelopment/integration of the Devonport Regional Gallery into the DECC.
	LIVING CITY – Waterfront Precinct	Advice that a local accommodation provider was seeking an opportunity to meet with Aldermen in relation to the proposed development of a hotel in the Waterfront Precinct.
20/02/2017	LIVING CITY – Waterfront Precinct	Local accommodation provider, Mr Graham Jones addressed Aldermen regarding his view about the proposed hotel as part of the Waterfront plans.
	Mount Roland Fire Light	Mr Des Brown provided a presentation on the Mount Roland Fire Light.

RECOMMENDATION

That the report advising of Workshop/Briefing Sessions held since the last Council meeting be received and the information noted.

Author:	Robyn Woolsey	Endorsed By:	Paul West
Position:	Administration Officer	Position:	General Manager

6.2 MAYOR'S MONTHLY REPORT

File: 22947 D454199

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.2 Provide appropriate support to elected members to enable them to discharge their functions

SUMMARY

This report details meetings and functions attended by the Mayor.

BACKGROUND

This report is provided by the Mayor to provide a list of meetings and functions attended by him for the month of January 2017.

STATUTORY REQUIREMENTS

There are no statutory requirements which relate to this report.

DISCUSSION

In his capacity as Mayor, Alderman Steve Martin attended the following meetings and functions during the month January 2017:

- Advocate interviews
- 2017 State Bowls Championship Gala
- Devonport LINC Jilly Cole & DCC Brooke De Jong – “Reading Salon”
- Resident meetings
- Devonport Cup
- East Devonport Beach Party
- Summer Program – Sports Day Meercroft Park
- Ben Singline, Nexventure Business Consultant & GM Paul West
- Radio ABC interview – Don River Walking & Cycling Trail
- Deputy Mayor Annette Rockliff
- Ben Targett – Old Woolstore, Hobart
- John De Paoli – Acting CEO, TAS Symphony Orchestra, Hobart
- Greg Astell, Deputy General Manager THA, Hobart
- Mike Palmer, CEO Football Federation TAS, Hobart
- Craig Farrell MLC, Shadow Minister Infrastructure, Hobart
- Mayor Kristy Johnstone, Glenorchy Council, Hobart
- Helen Langenburg, Dept Sport & Rec, Hobart
- Mercury Newspaper – interview
- Becky Shelly, Peter Underwood Centre, Hobart
- David Johnston, Cricket Tasmania, Hobart
- Vanessa Goodwin, Minister for Arts/Attorney-General, Hobart
- Cassy O'Connor, Leader Greens, Hobart
- Rene Hidding, Minister for Infrastructure
- Dame Enid Lyons Trust Fund event – LION
- Raqui Mark, Pay It Forward North & NW Coast Community Support Group
- Sister Cities, Joan Andrews
- Know your Odds Scoot, Skate & BMX Competition
- Tidal Festival Annalise Rees – artist in residence - Bluff
- Chris McCoy, CEO Basketball TAS

Report to Council meeting on 27 February 2017

- Council Ordinary Meeting
- Lucy Byrne, Healthy Tasmania
- Justine Keay MP, Stephen Jones MP Shadow Minister for Regional Communications; Regional Services, Territories and Local Government
- Pop Up Reading Room, Bluff
- Launch "Reading Salons", Impression Hair Salon with Soroptimist International Devonport; ABC Drive Radio; ANC Radio; 7AD Radio & Advocate
- Friends of Lilloco Penguins CARE Group (Conservation Area Reserve)
- Australia Day Celebrations; Citizenship Ceremony; Australia Day Awards
- Debrief Australia Day Celebrations
- Deputy Premier Jeremy Rockliff with GM Paul West
- Buz Green & John Lee Archer – Seawalk Project Steering Committee
- Official Opening Southern Wild Distillery
- 70th Anniversary Tasmanian War Widow's Guild Luncheon
- "Last Hurrah" Tidal Festival
- Mr Bob Vellacott
- Tom Cowlard - Devonport Golf Club
- Pop Up Reading Room, Pioneer Park, East Devonport
- Debbie Grice – Gateway
- Charity Gala

ATTACHMENTS

Nil

RECOMMENDATION

That the Mayor's monthly report be received and noted.

6.3 GENERAL MANAGER'S REPORT - FEBRUARY 2017

File: 29092 D453440

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 5.8.2 Ensure access to Council information that meets user demands, is easy to understand, whilst complying with legislative requirements

SUMMARY

This report provides a summary of the activities undertaken by the General Manager, 16 January to 22 February 2017. It also provides information on matters that may be of interest to Aldermen and the community.

BACKGROUND

The report is provided on a regular monthly basis and addresses several management and strategic issues currently being undertaken by Council. The report also provides regular updates in relation to National, Regional and State based local government matters as well as State and Federal Government programs.

STATUTORY REQUIREMENTS

Council is required to comply with the provisions of the *Local Government Act 1993* and other legislation. The General Manager is appointed by the Council in accordance with the provisions of the Act.

DISCUSSION

1. COUNCIL MANAGEMENT

- 1.1. Attended and participated in several internal staff and management meetings.
- 1.2. Attended Workshops, Section 23 Committee and Council Meetings as required.
- 1.3. Met with the General Manager of Central Coast Council to discuss the development of the Audit Panel's Work Program for 2017. The Audit Panel at its last meeting requested that the General Managers work together to develop the Work Program and for this to be presented to their next meeting in March 2017. A draft Work Program has been developed and will be provided to the Audit Panel for consideration.
- 1.4. The Chairman of Council's Audit Panel, Ms Sue Smith advised of her resignation from the role. Ms Smith was recently appointed to the role of Commissioner for the Glenorchy City Council in Southern Tasmania. The Ministerial Orders associated with Audit Panels precludes her ability to continue in the role. As the Audit Panel is shared with Central Coast Council advertising for a replacement Panel Member has occurred.
- 1.5. A review of the Council's current vacant land holdings is currently being undertaken. In 2009 a similar review was undertaken and several actions were determined. In some cases, this led to the disposal of land and in other instances it was determined that a further review be undertaken in the future. It is proposed that this issue will be listed on an upcoming Workshop agenda for discussion purposes.

2. LIVING CITY

- 2.1. Participated in a LIVING CITY Working Group meeting. This is a regular meeting where Council officers and representatives of P+i Group discuss progress and activities associated with the project.
- 2.2. With the Mayor and Deputy Premier visited the Stage 1 construction site. This was an opportunity for the Deputy Premier to observe the works being undertaken on the site.

3. COMMUNITY ENGAGEMENT (RESIDENTS & COMMUNITY GROUPS)

- 3.1. Met with representatives of the Rotary Club Devonport North to discuss Council's expectations in relation to the community consultation phase of the work being undertaken by consultants engaged by the Club for the purposes of developing the feasibility study for the Mersey Bluff Seawalk proposal.
- 3.2. Met with representatives of Surf Life Saving Tasmania to discuss a program to update the Aquatic Risk and Safety Report specifically relating to Mersey Bluff. This activity is in response to recent concerns expressed regarding the provision of life saving services on the beach during the summer period. At present the Devonport Surf Club patrols the Mersey Bluff area on weekends and public holidays over the summer period.
- 3.3. Attended the 2017 Australia Day Awards and Citizenship Ceremony at the Devonport Entertainment and Convention Centre on the evening of Wednesday 25 January.
- 3.4. With the Mayor met with a local resident to discuss the activities associated with the Men's Shed attached to the Devonport Community House.
- 3.5. Attended the official opening of the Work & Training Offices in Devonport.
- 3.6. Met with the President of the Devonport Chamber of Commerce and Industry to further discuss retail promotional activity in Devonport.

4. NATIONAL, REGIONAL AND STATE BASED LOCAL GOVERNMENT

- 4.1. Attended a LGAT Regional Breakfast Meeting. This meeting was an opportunity for local government to be briefed on the Tasmanian Road Safety Strategy 2017-2026.
- 4.2. Attended an LGAT Workshop in relation to the introduction of a new accounting standard operative from 1 July 2016. The Disclosure of Related Parties Transaction standard will require additional information to be included in the Council's annual financial statement.
- 4.3. Attended a meeting of the Steering Group appointed by the Cradle Coast Authority in relation to Shared Services. The purpose of the meeting was to provide comment and feedback on the draft report prepared by consultants Third Horizon.
- 4.4. With the Mayor attended a General Meeting of the Local Government Association of Tasmania. Items on the agenda included:

For Decision:

- Elected Members access to Electoral Rolls
- Extending the Term of General Management Committee members (Southern Representatives only)

For Noting:

- State Budget Submission
- Code of Conduct
- Review of the Local Government Act
- ALGA Strategic Planning
- TasWater
- LGAT Communications and Marketing
- Waste
- Planning Reform
- Feasibility Studies
- Building Act 2016
- Training
- Emergency Management
- Energy
- Annual Plan
- Policy Update

The agenda and supporting documentation for this agenda can be found at <http://www.lgat.tas.gov.au/page.aspx?u=782#e1092>

5. STATE AND FEDERAL GOVERNMENT PROGRAMS

- 5.1. With the Mayor met with Hon Rene Hidding MP, Minister for Infrastructure who provided an outline of the process the State Government was following in relation to their general access (transport) contract. The contract expires in two years' time and the Government is soon to commence a 12-month consultation period during which all stakeholders will have opportunity for input and comment. A copy of correspondence from the Minister relating to the review is attached for information.

- 5.2. The Auditor General has advised all councils that it is his intention to undertake a probity examination of the use of credit cards by general managers and elected members as part of his annual work plan for 2016/17 financial year.

The Auditor General advised that the objective of this examination is to assess how effectively councils manage and control the use of credit cards to ensure both probity and propriety. All 29 local government councils will be subject to the examination, which will cover the period of 12 months from January to December 2016. Only transactions for credit cards issued to general managers and elected members (mayors and councillors or aldermen) will be examined.

In Devonport's case this audit will involve only the credit cards issued to the Mayor and General Manager. The required information has been collated and will be provided to the Auditor-General when required.

- 5.3. The Director of Local Government has advised that following changes to the Meeting Procedures Regulations, which took effect on 29 June 2015, he has determined to undertake an audit of compliance in respect of closed council meeting provisions. In accordance with Section 338 of the *Local Government Act 1993* Council was requested to provide copies of minutes of:

- all Closed Council meetings between June and December 2016; and
- details of any workshops held by Council between June and December 2016.

The requested information has been provided.

Report to Council meeting on 27 February 2017

- 5.4. With the Mayor attended a catch-up meeting with the Deputy Premier, Hon Jeremy Rockliff.
- 5.5. With the Mayor attended a meeting with Senator Jonathon Duniam. The purpose of the meeting was to formally welcome the Senator to his Devonport office and to appraise him of local matters including a briefing on LIVING CITY.
- 5.6. The Premier, Hon Will Hodgman has written to Council responding to a request for the State Government to consider the relocation of the Ambulance and Fire Services from their Victoria Parade location. A copy of the Premier's response is provided as an attachment.

COMMUNITY ENGAGEMENT

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

FINANCIAL IMPLICATIONS

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

There is not expected to be any impact on the Councils' operating budget as a result of this recommendation.

RISK IMPLICATIONS

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

CONCLUSION

This report is provided for information purposes only and to allow Council to be updated on matters of interest.

ATTACHMENTS

1. Minister for Infrastructure - 6 February 2017
2. Premier of Tasmania - Ambulance and Fire Services - 17 February 2017
3. Action Report on Council Resolutions - February 2017
4. CONFIDENTIAL - Action Report on Council Resolutions - February 2017 Confidential

RECOMMENDATION

That the report of the General Manager be received and noted.

Author:	Paul West
Position:	General Manager

09/02/2017 D459575

Minister for Infrastructure
Minister for Police, Fire and Emergency Management

Level 1, Franklin Square Office HOBART TAS 7000
Ph: (03) 6165 7686

6 FEB 2017

Mayor Steve Martin
Devonport City Council
PO Box 604
DEVONPORT TAS 7310

Dear Mayor 

Thank you for meeting recently with me and the Project Director of Project 2018, John Dawson, to discuss the process we will be going through over the next two years to review and improve general access bus services around the State.

As I outlined at the meeting, we will be engaging with the wider Tasmanian community over the next twelve months seeking their input into what the new bus network should look like.

I wish to highlight that consultants Philip Boyle and Associates will be undertaking a detailed community consultation process to review urban services in Burnie and Devonport. The review will consider all services on a consistent basis. The consultants together with the Department of State Growth's officers will fully involve the Council in the review.

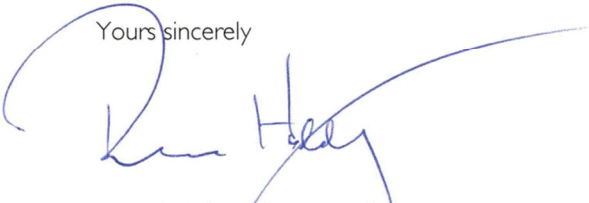
It is important that local communities are involved in the process, understand the possible changes, have been consulted and had every opportunity to provide input. This process will require the Department of State Growth to work with Councils through this period. When final recommendations come to me I want to be sure that these incorporate all input from local communities.

I would really appreciate you briefing your local Council members about our discussions at the next available opportunity so that they are aware of the Project, its timeframes and purpose, and to allow your Council to identify opportunities, issues and local groups in your community that the Project Team should be talking to. Please find enclosed information to assist those discussions.

The Department of State Growth will be directly engaging with stakeholders – particularly potentially disaffected users, but if you have forums, or key groups that you would like briefed I would encourage you to contact John and talk to him about opportunities to work together to get the right outcome for your areas.

John can be contacted on 03 6166 3488 or at john.dawson@stategrowth.tas.gov.au.

Yours sincerely



Hon M.T. (Rene) Hidding MP
Minister for Infrastructure

Project 2018 – working towards a new public transport network

INFORMATION SHEET

What is Project 2018?

Project 2018 is a review of public transport services in Tasmania, and the related contracting of services. This work is being undertaken by the Department of State Growth.

The Department is responsible for contracting public transport services under the *Passenger Transport Services Act 2011*. These services include “general access” services provided by businesses such as Metro Tasmania, Merseylink, Redline and Tassielink that are accessible to all members of the public, as well as rural and urban school bus services which can only be used by school students. General access bus services and school bus services are being reviewed through separate processes.

This review will ensure that the contracting of new services will meet the community’s current and future needs in an efficient manner. Current contracts begin to expire in 2018, with network changes most likely to start being rolled out at the end of 2018 and into 2019.

Review of General Access Services

The Tasmanian Government currently spends \$49.3 million (2015) per year on contracted general access bus services. Ensuring this funding delivers the most efficient and cost effective network of bus services is a key objective of the review.

The Department has reviewed the current public transport networks across Tasmania using a demand assessment model aimed at providing equitable services between communities. This modelling will be the basis for discussions with the community and stakeholders.

The model outputs have been discussed with bus operators who currently service routes. This has enabled the Department to gain a better understanding of the demand and constraints for the services and possible improvements. We are now entering the next phase of consultation which will focus on getting community and stakeholder input.

It is important that we hear your views as what might work in one community, may not work in another.

There may be a need to make trade-offs around the service each community wants. Input on these trade-offs will be particularly valuable. For example we would like your view on whether your community values services operating on Sunday or is it better to have additional weekday or Saturday services.

Existing customers will be surveyed over the coming months with the resulting data contributing to development and consultation processes. It is important feedback is also captured from non-users will be impacted by this process. The Department and the Minister will continue conversations and targeted consultations with the community and interested groups, with the majority of community consultations taking place over the next 12 months. Work will also continue on analysing customer data and developing route maps prior to a network considered by the Government.

09/02/2017 D459575

Councils will be advised when information to support the consultation process is available.

To view the current information available go to www.transport.tas.gov.au/passenger/project_2018

For further information about the review of general access services contact:

Sarah Poortenaar, Principal Planning Analyst
Passenger Transport, Department of State Growth
10 Murray Street TAS 7000 | GPO Box 536, Hobart TAS 7001
Email: project2018@stategrowth.tas.gov.au
Phone: 6166 4473

After the new network has been finalised in late 2017, we will inform the community well before any changes occur.

Review of School Bus Services

The review of student only bus services has commenced in preparation for the expiry of current contracts (beginning in 2018). This process will set in place contracts for the next ten years, so it is an important opportunity to review the student only bus network.

The Department has undertaken an initial review of rural student bus services to identify services it will need to recontract (although there may be some modification to routes, contracts etc.), and those services where it expects to undertake a more detailed review before providing final advice.

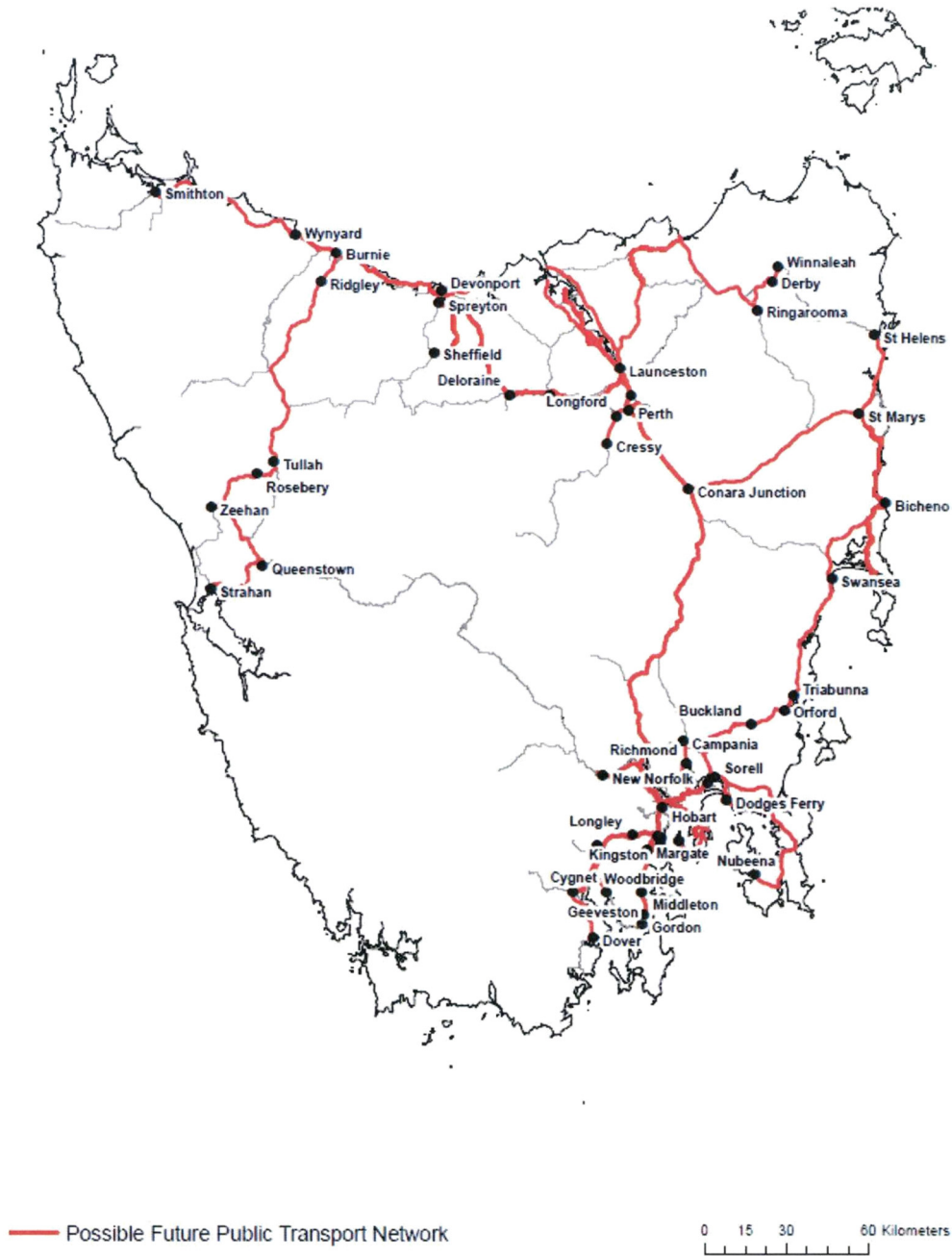
A similar analysis of all other student bus services (Urban Fringe, Urban, Town) is underway. It is expected these review processes will be completed by the end of February 2017. Consultation with the student community will be undertaken on possible changes, many of which will not be implemented until 2018 (and beyond).

For further information about the review of student bus services contact:

Andrew Mullen, Principal Policy Officer (Project 2018)
Passenger Transport, Department of State Growth
10 Murray Street TAS 7000 | GPO Box 536, Hobart TAS 7001
Email: Andrew.Mullen@stategrowth.tas.gov.au
Phone: 6166 4470

09/02/2017 D459575

Possible new public transport network



21/02/2017 D461253



PREMIER OF TASMANIA

17 FEB 2017

Ald Steve Martin
Mayor
Devonport City Council
PO Box 604
DEVONPORT TAS 7310

Dear Mayor

Thank you for your letter regarding the possible relocation of the Ambulance Tasmania (AT) and Tasmania Fire Service (TFS) stations in Devonport.

I am familiar with the location of both services in Devonport and understand the concerns raised by Council. I am also aware that as the Council's *Living City* project progresses it may impact on the emergency response times of both AT and the TFS.

I do understand the Council's position and I have asked the Minister for Police, Fire and Emergency Management, Rene Hidding MP and the Minister for Health, Michael Ferguson MP to review your proposal and provide me with any additional advice.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Will Hodgman'.

Will Hodgman MP
Premier

Copy: Michael Ferguson MP, Minister for Health
Rene Hidding MP, Minister for Police, Fire and Emergency Management

DEVONPORT CITY COUNCIL

ACTION REPORT ON COUNCIL RESOLUTIONS – FEBRUARY 2017

OPEN SESSION

MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
January 2017	04/17	Provision of Ambulant Toilets in Public Amenities in Devonport – Ald T M Milne – NOM	Undertake investigation of providing ambulant toilet facilities in each location where the Devonport City Council has responsibility for public toilets proceeding with costing adding this to future works program. These toilets will be additional to already in situ disabled toilets	Completed	Noted for 2017/18 budget deliberations.	GM
	05/17	Possible Relocation of Ambulance & Fire Brigade Services in Devonport Ald A J Jarman - NOM	Write to State Government asking consideration of relocating the current emergency services of both Ambulance and Fire Brigade in Devonport to a more appropriate location nearer to the highway.	Completed	Response received from the Premier (copy attached to General Manager's report).	GM
	06/17	Mersey Community Hospital – Future Funding – Ald S L Martin - NOM	Authorise Mayor if required to travel to Canberra to meet with and lobby new Federal Minister for Health re future funding for Mersey Community Hospital.	Completed	Mayor visited Canberra on 15 & 16 February 2017.	GM
	07/17	Reserves, Parks & Gardens By-Law	Authorise affixing of Common Seal and subsequent certification by General Manager and legal practitioner.	Completed	Seal affixed, by-law certified by Solicitor, gazetted on 8 February 2017.	GM
	08/17	Community Immunisation Program	Discontinue program immediately and issue Media Release advising community of decision.	Completed	Noted in Council Update January 2017 edition.	DGM
December 2016	226/16	PA2016.0171 – 6-8 Thomas Street, East Devonport	That, pursuant to provisions of <i>Devonport Interim Planning Scheme 2013</i> & Section 57 of the <i>Land Use Planning and Approvals Act 1993</i> , approve application PA2016.0171 and conditionally grant Permit to use and develop land identified as 6-8 Thomas Street, East Devonport for the following purposes: <ul style="list-style-type: none"> Manufacturing and processing (alterations and additions) – discretion to allow a change to an existing non-conforming use 	Completed	Permit issued	DGM

Previous Council Resolutions - still being actioned						
MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
December 2016	227/16	Tender Report contract – CT0177 Sawdust Bridge Replacement	Subject to receiving Crown Land approval, award contract to AJR Construct Pty Ltd for sum of \$252,548), noting that design, project management and administration for project are estimated to cost \$5,000 and a construction contingency of \$25,250 is included in the budget – all ex GST.	In progress	There is a delay in awarding contract due to Crown Land approval processes.	DGM
	228/16	Permit Authority Requirements under the Building Act 2016	Council: (a) apply to licence Permit Authority as a building services provider; and (b) pursuant to provisions of section 37C of <i>Occupational Licensing Act 2016</i> apply to licence persons as "licensed persons" of Permit Authority holding a building services licence. (c) delegate all powers and functions of <i>Building Act 2016</i> ; and (d) in accordance with section 205 of <i>Local Government Act 1993</i> adopt proposed fees and charges set out in report.	Completed	All items actioned.	DGM
	229/16	Cradle Coast Authority – Membership	That in relation to the offer by Cradle Coast Authority to extend its 'notice of withdrawal' period by a further 12 months to 30 June 2018 advise Authority that it accepts offer and looks forward to finalisation of governance review process and Rules review which will assist Council in determining its longer-term membership	Completed	Letter forwarded to Cradle Coast Authority 21 December 2016	GM
	230/16	LIVING CITY Quarterly Report – December 2016	Risk register be adopted.	Completed		DGM

MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
December 2016	236/16	Infrastructure Works and Development Committee – 5 December 2016	<p>Signage Strategy 2017 – 2022 Received, noted and endorsed release for public consultation.</p> <p>Pedestrian Strategy 2016-2021 Adopted with immediate effect.</p> <p>Mersey Bluff Precinct - Future Needs Investigate options for development of a precinct plan and funding for such be considered as part of 2017/18 budget deliberations.</p>	<p>Completed</p> <p>Completed</p>	Reported to February IW&D Committee Meeting.	DGM
	238/16	Community Services Committee Meeting – 12 December 2016	<p>Minutes of the Community Development Strategic Special Committee Meeting</p> <ol style="list-style-type: none"> 1. Agree to review Pioneer park Master Plan in 2017/18; and 2. Investigate options to provide LIVING CITY storyboards throughout City to educate and update community on progress. <p>Minutes of the Arts Culture and Tourism Strategic Special Committee Meeting - 24 November 2016</p> <ol style="list-style-type: none"> 1. Reservation of an area between the demolished toilet block and Bowls Club in Pioneer Park for a future memorial garden be considered as part of Pioneer Park Master Plan review, to acknowledge pioneers and early settlers including William Holyman; 2. Feasibility study be conducted on development of mobile phone application advertising local events and visitor information. <p>Torquay Ferry - Proposed partnership Agreement with Council Enter into three year partnership with Merseylink for operation of Torquay Ferry for \$25,000 per annum.</p> <p>Beach Volleyball Courts</p> <ol style="list-style-type: none"> 1. Encourage Devonport Volleyball Association to relocate to Coles Beach or Bluff Precinct. 	<p>In progress</p> <p>Completed</p> <p>In progress</p> <p>In progress</p> <p>Completed</p>	<p>The Pioneer Park Master Plan review will commence 2017-2018.</p> <p>Report on current agenda.</p> <p>The Pioneer Park Master Plan review will commence 2017-2018.</p> <p>Information being collated to present at future committee meeting.</p> <p>Forwarded to Merseylink for signing 21 December 2016.</p>	EM(CC&B)

MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
December 2016	238/16 (cont.)	Community Services Committee Meeting – 12 December 2016	<p>2. Remove existing courts at EDR&FC and replace with grass; fencing and sand to be recycled and used at other Council facilities; and</p> <p>3. Allocate funds in 2017/28 budget to assist relocation, establishment, marketing and promotion of new Beach Volleyball league.</p>	In progress	Letter sent to DVA 22/12/16 – meeting with the DVA to be organised to further discuss their response to proposed relocation.	EM(CC&B)
October 2016	197/16	Community Services Committee Meeting – 17 October 2016	<p>Minutes of the Sport and Recreation Strategic Special Committee Meeting – September 2016</p> <p>Authorise an investigation in relation to staging of a Tasmanian Masters Games, which may be hosted in Devonport.</p> <p>Reinstate Baseball Ground at Maidstone Park</p> <p>A partial upgrade of Maidstone Park Baseball Field to be adequate for Australian Masters Games requiring approximately \$23,000 and AMG be informed Council's commitment is limited to providing one Baseball ground.</p>	<p>In Progress</p> <p>Completed</p>	<p>Preliminary investigation and actions commenced,</p> <p>Works have commenced on preparing the playing surface.</p>	EM(CC&B)
September 2016	170/16	Funding & Assistance – Home Hill – NOM – Ald Laycock	Seek to develop stronger relationship with the Australian Councils of National Trusts (ACNT)/National Trusts of Australia to explore opportunities for funding and assistance available to complete actions within the Home Hill strategic plan	In progress	Discussions have commenced with National Trust of Australia.	EM(CC&B)
	181/16	Governance & Finance Committee Meeting – 19 September 2016	<p>Pay by Phone Parking Technology - Review</p> <p>Undertake an expression of interest process for pay by phone technology to be maintained in Council car parks.</p>	In progress	Documentation prepared for release at appropriate time.	EM(CC&B)
August 2016	159/16	Infrastructure Works & Development Committee Meeting - 8 August 2016	<p>Master Builders Tasmania Park Seat Request</p> <p>Offer of donation and installation of seat and plaque along Victoria Parade marking 125th year celebrations be accepted.</p>	In progress	Seat to be installed in March 2017.	DGM

MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
August 2016	161/16	Community Services Committee Meeting - 15 August 2016	<p>Minutes of the Community Development Strategic Special Committee Meeting</p> <p>Council endorse the Living + Learning Brand Logo and Associated Brand Book and approve an interpretation panel being designed and installed near the avenue of Cherry Blossoms planted on Formby Road commemorating 20th Anniversary of Sister City relationship with Minamata.</p>	In progress	Plaque design completed. To be installed by 17 March 2017.	EM(CC&B)
June 2016	123/16	Community Services Committee Meeting - 20 June 2016	<p>Minutes of the Arts Culture and Tourism Strategic Special Committee Meeting - 26 March 2016</p> <p>Support Devonport Maritime and Heritage Special Interest Group submitting an Expression of Interest in being host location for Australia Maritime Museums Council bi-annual conference, either pre or post Australian Wooden Boat Festival 2019.</p> <p>Devonport Food Connection Project Status</p> <p>Recommend revised Devonport Food Security Network be established to address food security challenges.</p>	<p>Completed</p> <p>In progress</p>	<p>Letter received and acknowledged by Australian Maritime Museum. AMMC Board discussed proposal February Board meeting and have advised verbally that Council can host the conference in October 2019.</p> <p>North West Coalition to be formed. First network meeting yet to be organised.</p>	EM(CC&B)

7.0 SECTION 23 COMMITTEES

7.1 PLANNING AUTHORITY COMMITTEE MEETING - 13 FEBRUARY 2017

File: 29133 D460247

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.2 Provide appropriate support to elected members to enable them to discharge their functions

SUMMARY

The purpose of this report is to receive the minutes and note the recommendations provided to Council by the Planning Authority Committee meeting held on Monday, 13 February 2017.

ATTACHMENTS

1. Minutes - Planning Authority Committee - 13 February 2017

RECOMMENDATION

That the minutes of the Planning Authority Committee meeting held on Monday, 13 February 2017 be received and the recommendations contained therein be noted.

PAC 01/17 Planning Applications approved under Delegated Authority - 30 November 2016 - 6 February 2017

PAC 02/17 PA2016.0162 Utilities - Telecommunications Facility (Monopole and Associated Infrastructure) - 23 Hillcrest Road Devonport

Author:	Robyn Woolsey	Endorsed By:	Paul West
Position:	Administration Officer	Position:	General Manager

**MINUTES OF A PLANNING AUTHORITY COMMITTEE MEETING OF THE DEVONPORT CITY
COUNCIL HELD IN THE COUNCIL CHAMBERS
ON MONDAY, 13 FEBRUARY 2017 COMMENCING AT 5:15PM**

PRESENT: Ald S L Martin (Mayor) in the Chair
Ald C D Emmerton
Ald J F Matthews
Ald L M Perry

ABSENT: Ald G F Goodwin

Council Officers:

General Manager, P West
Deputy General Manager, M Atkins
Manager Development and Health Services, B May
Planning Officer, M McIver
Cadet Planner, A Mountney

Audio Recording:

All persons in attendance were 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.

1.0 APOLOGIES

There were no apologies received.

2.0 DECLARATIONS OF INTEREST

There were no Declarations of Interest.

3.0 DELEGATED APPROVALS

3.1 PLANNING APPLICATIONS APPROVED UNDER DELEGATED AUTHORITY - 30 NOVEMBER 2016 - 6 FEBRUARY 2017 (D457528)

PAC 01/17 RESOLUTION

MOVED: Ald Matthews
SECONDED: Ald Perry

That the list of delegated approvals be received.

	For	Against		For	Against
Ald Martin	✓		Ald Matthews	✓	
Ald Emmerton	✓		Ald Perry	✓	

CARRIED UNANIMOUSLY

4.0 DEVELOPMENT REPORTS

4.1 PA2016.0162 UTILITIES - TELECOMMUNICATIONS FACILITY (MONOPOLE AND ASSOCIATED INFRASTRUCTURE) - 23 HILLCREST ROAD DEVONPORT (D457530)

PAC 02/17 RESOLUTION

MOVED: Ald Perry
 SECONDED: Ald Matthews

That the Planning Authority, pursuant to the provisions of the *Devonport Interim Planning Scheme 2013* and Section 57 of the *Land Use Planning and Approvals Act 1993* in relation to the planning application PA2016.0162 for a telecommunications facility (monopole and associated infrastructure on land located at 23 Hillcrest Road, Devonport refuse the application due to its non-compliance with Performance Standards E8.6.2 P3 (b), E8.6.2 P1 and E8.6.1 P2 Telecommunication Code E8 of the *Devonport Interim Planning Scheme 2013*.

	For	Against		For	Against
Ald Martin	✓		Ald Matthews	✓	
Ald Emmerton	✓		Ald Perry	✓	

CARRIED UNANIMOUSLY

5.0 CLOSURE

With no further business on the agenda the Chairman declared the meeting closed at 5:18pm.

Confirmed

Chairman

7.2 INFRASTRUCTURE WORKS AND DEVELOPMENT COMMITTEE MEETING - 13 FEBRUARY 2017

File: 29528 D460250

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.2 Provide appropriate support to elected members to enable them to discharge their functions

SUMMARY

The purpose of this report is to receive the minutes and endorse the recommendations provided to Council by the Infrastructure Works and Development Committee meeting held on Monday, 13 February 2017.

ATTACHMENTS

1. Minutes - Infrastructure Works and Development Committee - 13 February 2017

RECOMMENDATION

That the minutes of the Infrastructure Works and Development Committee meeting held on Monday, 13 February 2017 be received and the recommendations contained therein be adopted.

- IWC 01/17 Tender Report - Contract CP0132 Pioneer Park Road Safety Bike Park
- IWC 02/17 Signage Strategy 2017-2022
- IWC 03/17 Project CB0079 - Waste Transfer Station
- IWC 04/17 Don River Rail Trail - Public Consultation
- IWC 05/17 Bike Riding Strategy 2015-2020 - Year 1 Status Update
- IWC 06/17 Infrastructure and Works Report
- IWC 07/17 Development and Health Services Report

Author:	Robyn Woolsey	Endorsed By:	Paul West
Position:	Administration Officer	Position:	General Manager

**MINUTES OF AN INFRASTRUCTURE WORKS AND DEVELOPMENT COMMITTEE MEETING OF THE
DEVONPORT CITY COUNCIL HELD IN THE COUNCIL CHAMBERS
ON MONDAY, 13 FEBRUARY 2017 COMMENCING AT 5:30PM**

PRESENT: Ald L M Perry (Chairman)
Ald C D Emmerton
Ald G F Goodwin
Ald J F Matthews

Aldermen in Attendance:

Ald S L Martin
Ald T M Milne
Ald A L Rockliff

Council Officers:

General Manager, P West
Deputy General Manager, M Atkins
Manager Development, B May
Infrastructure and Works Manager, K Lunson

Audio Recording:

All persons in attendance were 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.

1.0 APOLOGIES

The following apologies were received for the meeting.

Ald Jarman	Apology
Ald Laycock	Apology

2.0 DECLARATIONS OF INTEREST

The following Declarations of Interest were advised:

Deputy General Manager – Matthew Atkins	5.3	Don River Rail Trail – Public Consultation
--	-----	--

3.0 PROCEDURAL

3.1 PUBLIC QUESTION TIME

3.2 QUESTIONS FROM ALDERMEN

Nil

3.3 NOTICES OF MOTION

Nil

4.0 TENDERS**4.1 TENDER REPORT CONTRACT CT0169 FORMBY & BEST STREET INTERSECTION IMPROVEMENTS (D457349)**

This item was referred to the next Ordinary Meeting of the full Council at the request of Ald Martin. The request was made in accordance with the Council Section 23 Policy Procedures.

4.2 TENDER REPORT - CONTRACT CP0132 PIONEER PARK ROAD SAFETY BIKE PARK (D458722)**IWC 01/17 RESOLUTION**

MOVED: Ald Goodwin
SECONDED: Ald Emmerton

That the Infrastructure, Works and Development Committee recommend to Council, in relation to Contract CP0132 - Pioneer Park Road Safety Bike Park that Council:

- a) award the contract to Kentish Construction and Engineering Company Pty Ltd for the tendered sum of \$101,654 (ex GST);
- b) note design, project management and administration for the project are estimated to cost \$7,000 (ex GST); and
- c) note that a construction contingency of \$5,000 (ex GST) is included in the budget.

	For	Against		For	Against
Ald Perry	✓		Ald Goodwin	✓	
Ald Emmerton	✓		Ald Matthews	✓	

CARRIED UNANIMOUSLY

5.0 INFRASTRUCTURE AND WORKS REPORTS**5.1 SIGNAGE STRATEGY 2017-2022 (D454102)****IWC 02/17 RESOLUTION**

MOVED: Ald Matthews
SECONDED: Ald Goodwin

That it be recommended to Council that the report of the Infrastructure and Works Manager be noted and that the Signage Strategy 2017-2022 be adopted with immediate effect.

	For	Against		For	Against
Ald Perry	✓		Ald Goodwin	✓	
Ald Emmerton	✓		Ald Matthews	✓	

CARRIED UNANIMOUSLY

5.2 PROJECT CB0079 - WASTE TRANSFER STATION (D456036)**IWC 03/17 RESOLUTION**

MOVED: Ald Goodwin

SECONDED: Ald Matthews

That it be recommended to Council:

1. that the capital expenditure budget for CB0079 Waste Transfer Station – Push Pit Roof be utilised to construct a fence on the east side of the Spreyton Waste Transfer Station pit; and
2. that the capital expenditure budget for project CB0079 Waste Transfer Station – Push Pit Roof be adjusted to \$30,000.

	For	Against		For	Against
Ald Perry	✓		Ald Goodwin	✓	
Ald Emmerton	✓		Ald Matthews	✓	

CARRIED UNANIMOUSLY

Deputy General Manager, Matthew Atkins left the meeting at 5:38pm.

5.3 DON RIVER RAIL TRAIL - PUBLIC CONSULTATION (D456836)**IWC 04/17 RESOLUTION**

MOVED: Ald Matthews

SECONDED: Ald Goodwin

That it be recommended to Council that the report of the City Engineer be received and noted and that Council:

- (a) note the comments provided by the community as part of consultation;
- (b) determine to proceed with the development of the Don River Rail Trail from Don to Tugrah; and
- (c) refer the future extension of the Rail Trail for consideration in the Forward Works Program.

	For	Against		For	Against
Ald Perry	✓		Ald Goodwin	✓	
Ald Emmerton	✓		Ald Matthews	✓	

CARRIED UNANIMOUSLY

Deputy General Manager, Matthew Atkins returned to the meeting at 5:40pm.

5.4 BIKE RIDING STRATEGY 2015-2020 - YEAR 1 STATUS UPDATE (D457911)**IWC 05/17 RESOLUTION**

MOVED: Ald Goodwin

SECONDED: Ald Emmerton

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 Bike Riding Strategy 2015-2020.

	For	Against		For	Against
Ald Perry	✓		Ald Goodwin	✓	
Ald Emmerton	✓		Ald Matthews	✓	

CARRIED UNANIMOUSLY

6.0 INFRASTRUCTURE AND WORKS MONTHLY UPDATE

6.1 INFRASTRUCTURE AND WORKS REPORT (D452634)

IWC 06/17 RESOLUTION

MOVED: Ald Matthews

SECONDED: Ald Emmerton

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

	For	Against		For	Against
Ald Perry	✓		Ald Goodwin	✓	
Ald Emmerton	✓		Ald Matthews	✓	

CARRIED UNANIMOUSLY

6.2 DEVELOPMENT AND HEALTH SERVICES REPORT (D457221)

IWC 07/17 RESOLUTION

MOVED: Ald Emmerton

SECONDED: Ald Goodwin

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

	For	Against		For	Against
Ald Perry	✓		Ald Goodwin	✓	
Ald Emmerton	✓		Ald Matthews	✓	

CARRIED UNANIMOUSLY

7.0 CLOSURE

There being no further business on the agenda the Chairman declared the meeting closed at 5:47pm.

Confirmed

Chairman

7.3 COMMUNITY SERVICES COMMITTEE MEETING - 20 FEBRUARY 2017

File: 29530 D461261

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.2 Provide appropriate support to elected members to enable them to discharge their functions

SUMMARY

The purpose of this report is to receive the minutes and endorse the recommendations provided to Council by the Community Services Committee meeting held on Monday, 20 February 2017.

ATTACHMENTS

1. Minutes - Community Services Committee - 2017/02/20

RECOMMENDATION

That the minutes of the Community Services Committee meeting held on Monday, 20 February 2017 be received and the recommendations contained therein be adopted.

- CSC 01/17 Minutes of the Sport and Recreation Strategic Special Committee Meeting - February 2017
- CSC 02/17 Devonport-Cradle Country Marketing Group Update
- CSC 03/17 Christmas and New Years Eve 2016 Events Review
- CSC 04/17 Community Services Report - February 2017

Author:	Robyn Woolsey	Endorsed By:	Paul West
Position:	Administration Officer	Position:	General Manager

**MINUTES OF A COMMUNITY SERVICES COMMITTEE MEETING OF THE DEVONPORT CITY
COUNCIL HELD IN THE COUNCIL CHAMBERS ON MONDAY, 20 FEBRUARY 2017
COMMENCING AT 5:30PM**

PRESENT: Ald A L Rockliff (Chairman)
Ald G F Goodwin
Ald A J Jarman
Ald S L Martin
Ald T M Milne

Aldermen in Attendance:

Ald C D Emmerton
Ald J F Matthews
Ald L M Perry

Council Officers:

General Manager, P West
Executive Manager Corporate, Community & Business, S Crawford
Community and Cultural Development Manager, B de Jong

Audio Recording:

All persons in attendance were 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.

1.0 APOLOGIES

The following apology was received for the meeting.

Ald Laycock	Apology
-------------	---------

2.0 DECLARATIONS OF INTEREST

There were no Declarations of Interest.

3.0 PROCEDURAL

3.1 PUBLIC QUESTION TIME

3.2 QUESTIONS FROM ALDERMEN

Nil

3.3 NOTICES OF MOTION

Nil

4.0 COMMUNITY SERVICES REPORTS

4.1 MINUTES OF THE SPORT AND RECREATION STRATEGIC SPECIAL COMMITTEE MEETING - FEBRUARY 2017 (D457718)

CSC 01/17 RESOLUTION

MOVED: Ald Goodwin

SECONDED: Ald Martin

That it be recommended to Council that the minutes of the Sport and Recreation Strategic Special Committee meeting held on Wednesday 1 February 2017 be received and noted.

	For	Against		For	Against
Ald Rockliff	✓		Ald Martin	✓	
Ald Goodwin	✓		Ald Milne	✓	
Ald Jarman	✓				

CARRIED UNANIMOUSLY

4.2 DEVONPORT-CRADLE COUNTRY MARKETING GROUP UPDATE (D453073)

CSC 02/17 RESOLUTION

MOVED: Ald Martin

SECONDED: Ald Milne

That it be recommended to Council that the report relating to the Devonport-Cradle Country Marketing Group be received and noted.

	For	Against		For	Against
Ald Rockliff	✓		Ald Martin	✓	
Ald Goodwin	✓		Ald Milne	✓	
Ald Jarman	✓				

CARRIED UNANIMOUSLY

4.3 CHRISTMAS AND NEW YEARS EVE 2016 EVENTS REVIEW (D455115)

CSC 03/17 RESOLUTION

MOVED: Ald Jarman

SECONDED: Ald Milne

That it be recommended to Council that the report relating to Christmas events and New Year's Eve be received and noted.

	For	Against		For	Against
Ald Rockliff	✓		Ald Martin	✓	
Ald Goodwin	✓		Ald Milne	✓	
Ald Jarman	✓				

CARRIED UNANIMOUSLY

4.4 COMMUNITY SERVICES REPORT - FEBRUARY 2017 (D457151)

CSC 04/17 RESOLUTION

MOVED: Ald Goodwin

SECONDED: Ald Martin

That it be recommended to Council that the Community Services report be received and noted.

	For	Against		For	Against
Ald Rockliff	✓		Ald Martin	✓	
Ald Goodwin	✓		Ald Milne	✓	
Ald Jarman	✓				

CARRIED UNANIMOUSLY

5.0 CLOSURE

There being no further business on the agenda the Chairman declared the meeting closed at 5:56pm.

8.0 CLOSED SESSION

RECOMMENDATION

That in accordance with Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*, the following be dealt with in Closed Session.

Item No	Matter	Local Government (Meeting Procedures) Regulations 2015 Reference
8.1	Application for Leave of Absence	15(2)(i)
8.2	Oak Possability - Memorandum of Understanding	15(2)(f)

OUT OF CLOSED SESSION

RECOMMENDATION

That Council:

- (a) having met and dealt with its business formally move out of Closed Session; and
- (b) resolves to report that it has determined the following:

Item No	Matter	Outcome
8.1	Application for Leave of Absence	
8.2	Oak Possability - Memorandum of Understanding	

9.0 CLOSURE

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