



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 Aberdeen Room, Level 2, paranable centre, 137 Rooke Street, Devonport on Monday 28 August 2023, commencing at 5.30 PM.

The meeting will be open to the public and live streamed from 5.30 pm on Council's [YouTube channel](#).

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.

Matthew Atkins
GENERAL MANAGER

23 08 2023

SEPTEMBER 2023

| Meeting | Date | Commencement Time |
|-----------------|-------------------|-------------------|
| Council Meeting | 25 September 2023 | 5.30 PM |

**AGENDA FOR AN ORDINARY COUNCIL MEETING OF DEVONPORT CITY COUNCIL
HELD ON MONDAY 28 AUGUST 2023, IN THE ABERDEEN ROOM, LEVEL 2, paranaple centre,
137 ROOKE STREET, DEVONPORT AT 5:30 PM**

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ACKNOWLEDGEMENT OF COUNTRY

Devonport City Council acknowledges and pays respect to the palawa-pakana people as the traditional and original owners of lutrawita and continuing custodians of this land on which we gather.

We also acknowledge and pay our respects to the Tasmanian Aboriginal elders past and present.

IN ATTENDANCE

All persons in attendance are advised that it is Council policy to record Council Meetings, in accordance with Council's Digital Recording Policy. The digital recording of this meeting will be made available to the public on Council's website for a minimum period of six months. The meeting will also be live streamed on Council's YouTube channel.

ATTENDEES

| | | Apology |
|-------|-----------------------------|----------------|
| Chair | Cr A Jarman (Mayor) | |
| | Cr S Sheehan (Deputy Mayor) | |
| | Cr G Ennis | ✓ |
| | Cr P Hollister | |
| | Cr S Martin | |
| | Cr A Moore | |
| | Cr L Murphy | |
| | Cr D Viney | |
| | Cr J Wilczynski | |

1 APOLOGIES

An apology for the meeting was received by Councillor Ennis.

2 DECLARATIONS OF INTEREST

3 PROCEDURAL

3.1 CONFIRMATION OF MINUTES

RECOMMENDATION

That the minutes of the Council meeting held on 24 July 2023 as previously circulated be confirmed.

3.2 PUBLIC QUESTION TIME

PUBLIC QUESTION TIME

Members of the public are invited to ask questions in accordance with Council's Public Question Time Policy (Min No 20/90 refers):

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

3.2.1 RESPONSES TO QUESTIONS RAISED AT PRIOR MEETINGS

Author: **Matthew Atkins, General Manager**

RECOMMENDATION

That the response to a question from Mr Doug Janney at the July 2023 Council meeting be noted.

ATTACHMENTS

1. Response to Questions Without Notice - 24 July 2023 - D Janney [**3.2.1.1** - 1 page]

3.2.2 QUESTIONS ON NOTICE FROM THE PUBLIC

Author: **Matthew Atkins, General Manager**

RECOMMENDATION

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

MS SARAH KERSEY

A letter containing questions on notice received from Sarah Kersey on 16 August 2023 is **reproduced as attachment 1**.

Q1 Can the councillors or managers please tell me how much money is being allocated or spent on maintaining, enhancing and protecting native bushland in the council area?

It appears that the expenditure for Public Open Spaces only mentions signage, renewal of playgrounds etc and \$220,000 for irrigation, and no funds allocated for native vegetation. If a much larger proportion of land was planted with native vegetation, which doesn't require watering, do you agree that rate payers funds would be more wisely spent?

Response

The maintenance, enhancing and protection work on Council managed bushland is generally budgeted for under Council's Annual Operating Budget. The projects queried on signage, playgrounds and irrigation are from Council's Annual Capital Budget.

The Capital budget generally involves significant renewal, upgrade or building of new assets, with the maintenance and operation of assets and facilities budgeted under the Operations Budget. The 2023-24 operating budget includes more than \$280k of funding on Council managed bushland.

The Devonport Open Space Strategy 2022-32 was widely consulted with communities and addresses the management and goals for open space areas within the municipality.

Q2 Can the Council please advise what progress has been made in preparing a Planning Scheme Amendment in support of the Open Space Strategy objectives. These objectives are to rezone council owned land parcels in General Residential zoning, to Open space zoning . How's that going ?

Response

Action 6.7 from the adopted Action Plan is identified as a Long-term objective of the Open Space Strategy, therefore no actions have been progressed at this time to consider the specific necessity or benefit of progressing formal Rezoning Applications. As the outright owner (on behalf of the community) of land in this classification, appropriate controls currently exist to manage use and development of these spaces in accordance with the principles of the Public Open Space Strategy, as acknowledged by the status of the action being "Long-term".

Q3 Has the Council introduced, or is it working on, a Public Open Space Contributions and Acquisitions Policy, which is mentioned in the Open Space Policy?

Response

Council 2023/24 Annual Plan includes an action to develop a Public Open Space Policy. The action is yet to commence.

MR.ROBERT (BOB) VELLACOTT, 11 Cocker Place, Devonport, 7310

A letter containing a question on noticed received from Mr Robert (Bob) Vellacott on 18 August 2023 re pedestrian rail crossings at Haines Park **is reproduced as Attachment 2.**

Q1 Please inform in regard to the proposed two additional pedestrian crossings over the railway line at Haines Park as shown on the original drawings but not yet constructed.

- (a) Why they were not constructed during the main construction period of the project?
- (b) What is the estimated cost of construction?
- (c) Was the cost included in the original quote for the parkland development?

And

- (d) When did council originally seek formal approval to construct the crossings?
- (e) Noting recent discussions with TasRail when did council receive formal approval to construct the crossings?

Q2 In regard to the existing pedestrian rail crossing adjacent the Elevated Walkway which was constructed as part of the Haines Park development does this pedestrian crossing comply in its current configuration or does it required modifications such as reduced width of crossing and/or chicane approaches to be installed to enhance pedestrian safety when crossing?

Q3 Can council advise as to how many additional train whistle warnings will be applied by TasRail at the three pedestrian crossings within some 400 m plus the Victoria Parade road crossing?

Response

In principle approval for additional crossings in the Waterfront Park were obtained prior to the commencement of the project and formed part of the approved Development Application. Actual construction of the crossings along with an update to the existing crossing will be undertaken by TasRail contractors once the final configuration and design is resolved. The works will be undertaken at Council's expense and a budget allocation has been made for the works.

Queries regarding the train whistles should be directed to TasRail for clarification.

MR. ROBERT (BOB) VELLACOTT, 11 Cocker Place, Devonport, 7310

A letter containing a question on notice received from Mr Robert (Bob) Vellacott on 18 August 2023 re Devonport Living City Project and Development Management Agreement 2014 (PDMA) and Clarifications to PDMA (2016) **is reproduced as Attachment 3.**

- Q1** Please inform; did council seek legal advice before the 2014 PDMA was signed?
- Q2** Please inform; did council seek legal advice before the 2016 "Clarifications to Project and Development Management Agreement" (clearly amendments to the PDMA) were signed?
- Q3** If legal advice was sought on one or both of the above documents then please advise separately as to the name of the legal firm(s) that undertook the review(s)?
- Q4** Were all aldermen including relevant senior staff (including the Deputy General Manager), at that time, given the opportunity to view both documents before the actual signing on ratepayers' behalf?
- Q5** It is understood that Page Seager provided the legal advice on behalf of council for the Living City Stage 1 contracts – does Page Seager still undertake contract reviews for council?

Response

Council practice is to use a variety of legal firms when seeking advice, depending on the matter.

Page Seager were engaged for advice in relation to contracts associated with LIVING CITY Stage 1. This included providing advice on the Project Development Management Agreement (PDMA). The advice and Council's process regarding the PDMA was thoroughly reviewed as part of the 2019-20 Report of the Auditor General into Procurement in Local Government, which is publicly available on the Tasmanian Audit Office website.

ATTACHMENTS

1. Questions on notice for the next council meeting - S Kersey [**3.2.2.1** - 1 page]
2. QsoN RBV 28 Aug 2023 Re Rail pedestrian crossings [**3.2.2.2** - 1 page]
3. QsoN RBV 28 Aug 2023 LC PDMA 2014 2016 Qs to GM 2023 [**3.2.2.3** - 1 page]

3.2.3 QUESTIONS WITHOUT NOTICE FROM THE PUBLIC

3.3 QUESTIONS ON NOTICE FROM COUNCILLORS

Author: **Matthew Atkins, General Manager**

RECOMMENDATION

That Council note the response to questions on notice received from Councillor Steve Martin.

COUNCILLOR STEVE MARTIN, PO BOX 45, DON

Questions on notice received from Councillor Steve Martin dated 17th August 2023 is reproduced as attachment 1.

- Q1** After every monthly meeting of Council, does Council management directly meet to discuss Council decisions from that monthly Council meeting?
- Q2** When did Council management meet after the November 28th Council meeting to discuss decisions made by Council and was Michael Williams present?
- Was the DEFEATED motion 3.4.1 discussed and was any action decided?
 - Was any discussion, direction and or action conveyed to Michael Williams?
- Q3** Who authorised and knew of the commissioning of a report for the inspection of the eastern shore pontoon?
- (AusSpan advised the report was commissioned the first week of December 2022 – seemingly not long after the DEFEATED motion 28th November 2022 and perceived management discussion on decisions.)
 - What was the cost of the report?
- Q4** The inspection was conducted by AusSpan 12th December 2022 with the Report emailed to Michael Williams 16th December 2022; when did and who in Council management become aware of the Report.
- Q5** Why was not the Report made known to Councillors and at Council's meetings/workshops prior to 24th April, especially for the 27th March Council Meeting in response to motion 3.4.2?
- Q6** Even though November's motion 3.4.1 was DEFEATED, why did it take 4 months for the report to be brought forward to Councillor's and community's notice, especially considering huge community interest?
- Q7** Furthermore
- What progress has council made, and when, in regard to decision at its March Workshop and Council meeting 24th April 2023 - *That Council receive and note the report on the condition and refurbishment costs associated with the Eastern Ferry Pontoon and continue to work with key stakeholders to prove up costs for further consideration as part of the 2023/24 budget deliberations, prior to any decision to accept ownership.?*

Response

Resolutions from Council Meetings are captured in Council's agenda software system and assigned to the relevant Executive or Senior Managers to execute. Whilst management meetings are regularly scheduled, the practice at these meetings is not to specifically consider every Council resolution, rather only matters requiring further consideration or discussion.

The two staff who were directly involved in the initial preparation of information regarding the pontoon are no longer with Council, and therefore are unable to answer these specific questions. Regardless, the General Manger is responsible for the information brought to Council and the management of operational actions by staff.

In this instance, Council had been approached regarding interest in ownership of the pontoon, well prior to the lodgement of the November Notice of Motion and staff were discussing, considering and doing preliminary work, knowing advice would be required to enable a formal council decision. As part of this work, Councils technical staff sought some preliminary information from bridge specialist, AusSpan at a cost of \$585. The view of Council's Technical Staff at the time was that this AusSpan report was only preliminary in nature and that a further inspection involving underwater divers may be necessary to gain a comprehensive understanding of the pontoons condition.

With the matter then becoming the topic of Notices of Motion, the subsequent decisions of Council applied and were followed accordingly. This influenced the extent and prioritisation of any further technical work.

A report was tabled to Council at the April meeting which included the initial AusSpan advice, which was considered sufficient for the purposes of the report as presented.

The matter was discussed during Council's budget deliberations and a further report as requested by Council has been prepared and is listed on this agenda for Council consideration.

ATTACHMENTS

1. 170823 Questions on Notice Mersey Ferry [**3.3.1.1** - 3 pages]
2. QON - Mersey Ferry - Cr S Martin [**3.3.1.2** - 2 pages]

3.4 NOTICES OF MOTION

Nil

4 PLANNING AUTHORITY MATTERS

The Mayor will now announce that Council intends to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993* for the consideration of Agenda Items 4.1, 4.2 & 4.3.

Council is required by Regulation 8(3) of the *Local Government (Meeting Procedures) Regulations 2015* to deal with items as a Planning Authority under the LUPAA 1993 in a sequential manner.

The following items are to be dealt with at the meeting of Council in its capacity as a Planning Authority.

4.1 PA2023.0096 - 102 TARLETON STREET EAST DEVONPORT - RESIDENTIAL (COMMUNAL RESIDENCE X 2)

Author: **Emma Pieniak, Planning Officer**
Endorser: **Kylie Lunson, Executive Manager**

RECOMMENDATION

That the Planning Authority, pursuant to the provisions of the *Tasmanian Planning Scheme – Devonport 2020* and section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2023.0096 and grant a Permit to use and develop land identified as 102 Tarleton Street, East Devonport for the following purposes:

- Residential (communal residence x 2)

Subject to the following conditions:

1. The Use and Development is to proceed generally in accordance with the submitted plans referenced as Proposed Communal Residence dated 12/05/23 by n+b, copies of which are attached and endorsed as documents forming part of this Planning Permit.
2. Prior to occupancy of the development a Part 5 Agreement in accordance with section 71 of the *Land Use Planning and Approvals Act 1993* must be registered on the certificate of title. The Part 5 Agreement is to be between Council and the owners, and all costs associated with making the agreement are to be borne by the Owner/Developer. The scope of the agreement is to ensure that tenancy/occupancy of the communal residences does not exceed 8 permanent residents per building.
3. Stormwater discharge from the proposed development is to be hydraulically detailed and designed by a suitably qualified hydraulic engineer, for all storm events up to and including a 20-year Average Recurrence Interval (ARI), and for a suitable range of storm durations to identify peak discharge flows. As part of their design the hydraulic engineer is to limit stormwater discharge from the proposed development, by utilising a combination of pipe sizing and/or on-site detention, to that equivalent to only 50% of the development site being impervious. There is to be no uncontrolled overland flow discharge from the proposed development to any of the adjoining properties, for all the above nominated storm events. All design calculations are to be submitted for approval by the City Engineer prior to lodgement of any subsequent building permit applications.
4. Subject to the above, and as part of any subsequent plumbing permit application, the proposed development is to have a suitably sized stormwater connection generally in accordance with the *Tasmanian Standard Drawings*. The size and location of the proposed stormwater connection is to be designed by a suitably qualified hydraulic engineer.
5. All vehicular parking and manoeuvring areas for Light vehicles are to be sealed with an impervious surface seal, such as a standard concrete pavement or a sealed granular pavement, to the satisfaction of Council.

6. The developer is to ensure that building, driveway, and car parking areas are set at suitable levels to ensure that stormwater site drainage can be piped at suitable gradients to the required service connection point.
7. There is to be no uncontrolled overland flow of stormwater from the proposed development to any of the adjoining properties.
8. The developer is to comply with the conditions specified in the Submission to Planning Authority Notice which TasWater has required to be included in the planning permit pursuant to section 56P(1) of the *Water and Sewerage Industry Act 2008*. A copy of this notice is attached.

Note: The following is provided for information purposes.

The development is to comply with the requirements of the current National Construction Code. The developer is to obtain the necessary building and plumbing approvals and provide the required notifications in accordance with the *Building Act 2016* prior to commencing building or plumbing work.

The surface water from the driveway and/or any paved areas is to be collected and drained to the private stormwater drainage system.

Permitted hours of demolition/construction work are Monday to Friday from 7am - 6pm, Saturday from 9am - 6pm and Sunday and statutory holidays from 10am - 6pm.

The amenity of the area must not be detrimentally affected by the use or development through the:

- a. Transport of materials, goods or commodities to or from the land; or the
- b. Emission of noise, dust, odour, artificial light, vibration, fumes, smoke, vapour, steam, soot, ash, wastewater or any waste products.

No burning of any waste materials (including cleared vegetation) is to be undertaken on site. Any waste material is to be removed and disposed of at a licensed refuse waste disposal facility.

The sewer & stormwater drainage is to be designed by a suitably accredited Engineer due the soil classification being class "P".

The developer is to ensure that all stormwater run-off is managed in accordance with the Environment Protection Authority's "Soil & Water Management on Large (greater than 250m² of ground disturbance) Standard (less than 250m² of ground disturbance) Building & Construction Sites" recommendations.

If any food products are supplied, prepared and/or cooked for residents, the business operator must contact the Council prior to the opening of the business to confirm their requirements under the *Food Act 2003*.

In regard to condition 8 the applicant/developer should contact TasWater – Ph 136992 with any enquiries.

In regard to conditions 3-7 the applicant should contact Council's Infrastructure & Works Department – Ph 6424 0511 with any enquiries.

Enquiries regarding other conditions can be directed to Council's Development Services Department – Ph 6424 0511.

RELEVANCE TO COUNCIL’S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 2.1.1 Apply and review the Planning Scheme as required, to ensure it delivers local community character and appropriate land use
- Strategy 2.1.2 Provide consistent and responsive development assessment and compliance processes

SUMMARY

The purpose of this report is to enable Council, acting as a Planning Authority, to make a decision regarding planning application PA2023.0096.

BACKGROUND

| | |
|----------------------|---|
| Planning Instrument: | Tasmanian Planning Scheme – Devonport 2020 |
| Address: | 102 Tarleton Street, East Devonport |
| Applicant: | Second Oak Tree Pty Ltd |
| Owner: | Second Oak Tree Pty Ltd |
| Proposal: | Residential (communal residence x 2) |
| Existing Use: | Vacant |
| Zoning: | General Residential |
| Decision Due: | 17/08/2023, extension granted to 28/08/2023 |

SITE DESCRIPTION

The vacant 837m² subject site is situated to the west of Tarleton Street within an established residential area. Properties adjoining and within proximity comprise existing residential development of various densities. The subject site and surrounding developments are illustrated in Figure 1.

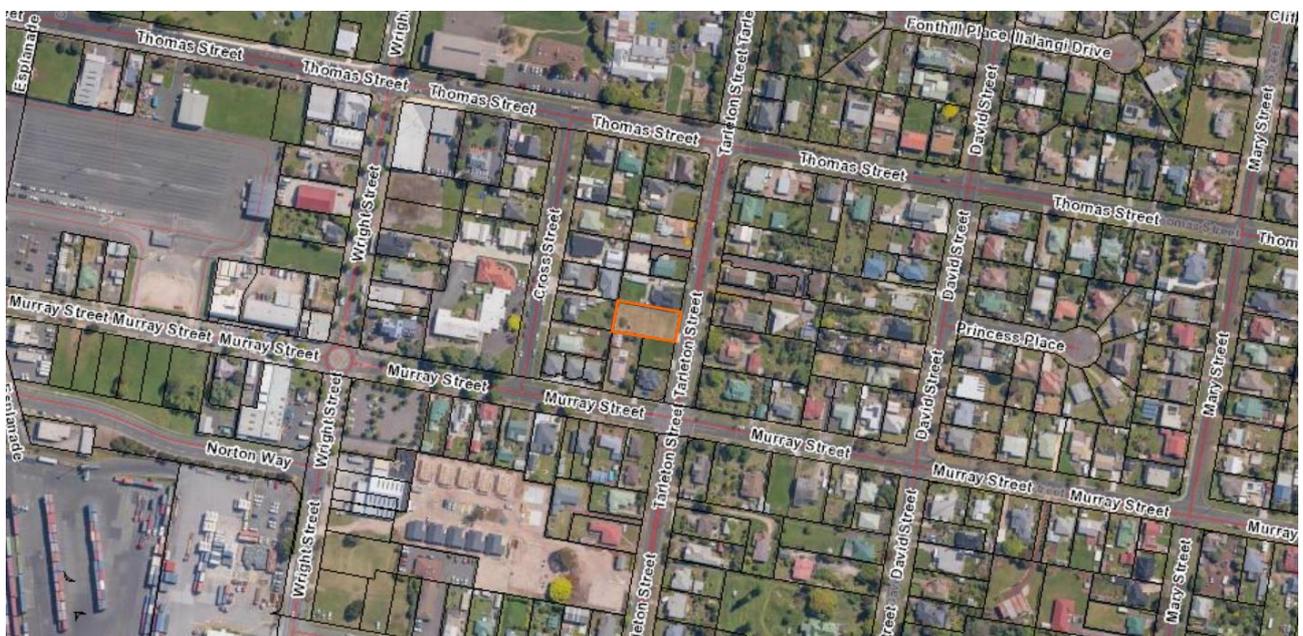


Figure 1 – Aerial View (LISTmap)

APPLICATION DETAILS

The applicant is seeking approval for two 5-room communal residences with shared access and parking area. The conjoined single storey buildings each have five rooms with private courtyard, ensuite and kitchenette, connected to a central common area with full kitchen, dining and laundry. The proposed development is illustrated in Figures 2 – 5. The

communal residences have been designed with the intent of an affordable and socialable rental option for older single women that are otherwise unable to afford suitable accommodation. Several other examples of this model of housing have been established within the Latrobe and Launceston City Council areas. While it may not be possible to ensure this is the cohort that eventually reside in the buildings this market is the applicant's preference. A copy of the full application is **appended to this report as an Attachment**.

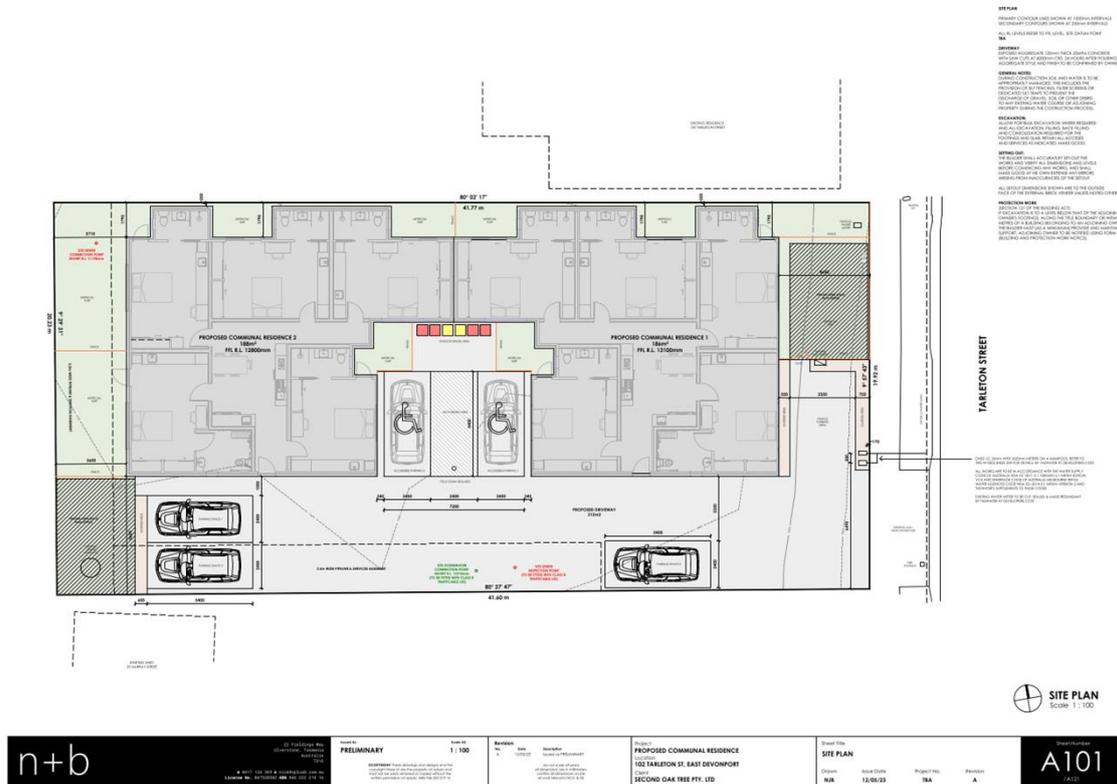


Figure 2 – Site plan



Figure 3 – Shadow diagrams



Figure 4 - Elevations

| | |
|--|---|
| <p>Objective: The siting and scale of dwellings: (a) provides reasonably consistent separation between dwellings and their frontage within a street; (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings; (c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and (d) provides reasonable access to sunlight for existing solar energy installations.</p> | |
| <p>Acceptable Solutions</p> <p>A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: i. a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and ii. projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling: i. does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or ii. does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</p> | <p>Performance Criteria</p> <p>P3 The siting and scale of a dwelling must: (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to: i. reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; ii. overshadowing the private open space of a dwelling on an adjoining property; iii. overshadowing of an adjoining vacant property; or iv. visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; (b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and (c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on: i. an adjoining property; or ii. another dwelling on the same site.</p> |

P3 – The proposed communal residences have sections of wall totalling 18.58m with a 200mm setback from the northern side boundary. The sections of wall are broken up into 3.18m and 6.11m portions with the remaining building setback 1.6m from the boundary.

The orientation of the lot and location of the vehicle access ensures overshadowing impacts will not be detrimental to neighbouring properties. The maximum height and bulk of the proposed single storey building is typical of residential development. The separation between the buildings is consistent with existing patterns in the area. There are no existing solar installations that will be impacted by the proposed development.

The proposal satisfies the performance criteria.

The proposed development does not provide the required rate of parking spaces in accordance with the Table C2.1 of the Parking and Sustainable Transport Code.

The relevant standard is provided below with comment on how the proposal achieves the performance criteria.

C2.5.1 Car parking numbers

| | |
|--|---|
| <p>Objectives:</p> <p>That an appropriate level of car parking spaces are provided to meet the needs of the use.</p> | |
| <p>Acceptable Solutions</p> | <p>Performance Criteria</p> |
| <p>A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> i. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or ii. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: $N = A + (C - B)$ N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces | <p>P1.1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> i. variations in car parking demand over time; or ii. efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. <p>P1.2</p> |

| | |
|---|---|
| <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p> | <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area. |
|---|---|

P1.1 – the proposed communal residences require five parking spaces for each building, or a total of ten for the site. The design for the proposed development allows five vehicles to park on site for each dwelling with sufficient room to manoeuvre.

There is sufficient on street parking along Tarleton Street for 4-5 cars directly adjacent the subject site. The Wright Street local shopping strip and bus stops are within 170-300m walking distance as shown in Figure 6.

Council's infrastructure and engineering assessment of the proposal were satisfied that a traffic impact assessment was not warranted for the proposal.

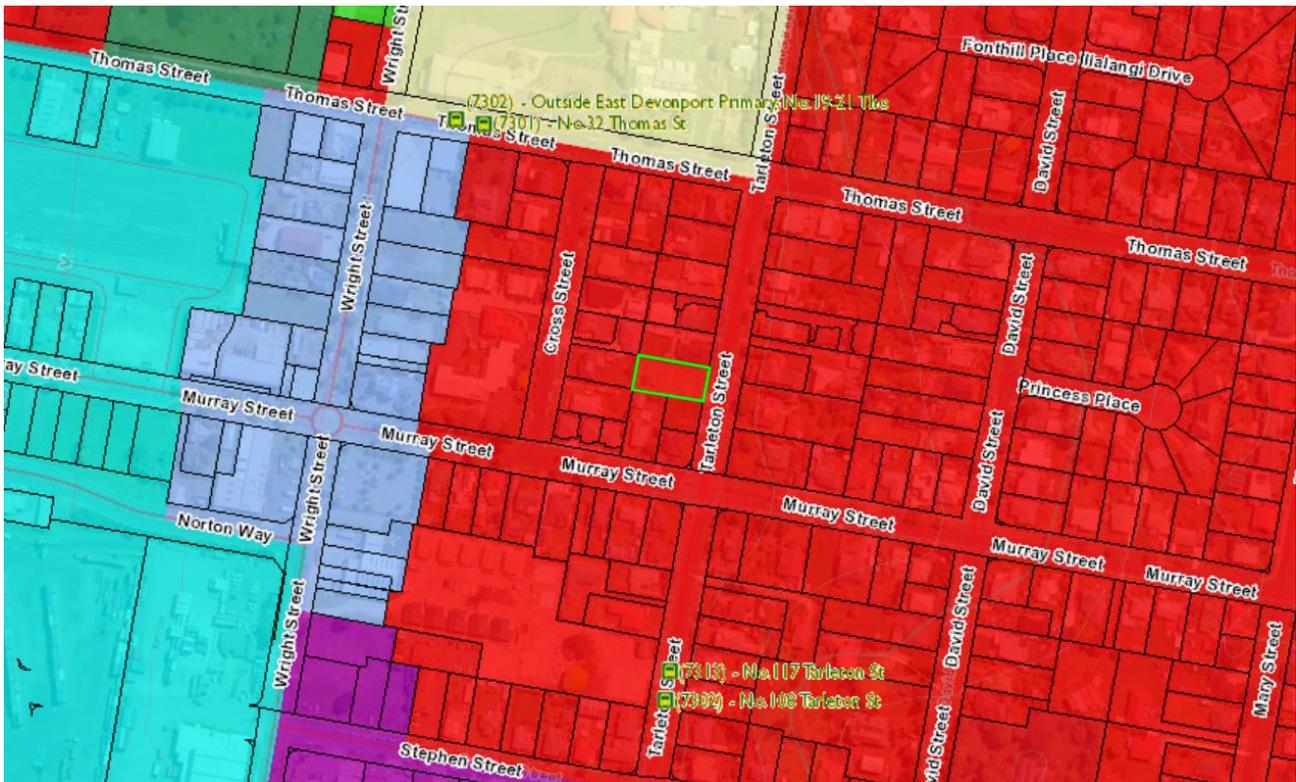


Figure 6 – Bus stop proximity to subject site (LISTmap)

COMMUNITY ENGAGEMENT

On 06/07/2023, Council received an application for the above development. Under section 57(3) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority must give notice of an application for a permit. As prescribed at section 9(1) of the *Land Use Planning and Approvals Regulations 2014*, the Planning Authority fulfilled this notification requirement by:

- (a) Advertising the application in *The Advocate* newspaper on 19/07/2023;
- (b) Making a copy of the proposal available in Council Offices from the 19/07/2023;

- (c) Notifying adjoining property owners by mail on 18/07/2023; and
- (d) Erecting a Site Notice for display from the 18/07/2023.

The period for representations to be received by Council closed on 01/08/2023.

REPRESENTATIONS

Three representations were received within the prescribed 14 day public scrutiny period required by the *Land Use Planning and Approvals Act 1993*. The representations received are concerned with the use of the development for crisis accommodation, noise pollution, traffic safety and occupancy rates. Issues raised are stated below, followed by comments. The representations are **appended to this report as an Attachment**.

- Concerns regarding the communal residences being used for crisis accommodation, and perceived anti-social behaviour, and noise pollution.

Comment: The owner/developer of the proposed communal residences seeks to provide a long term affordable and sociable living option for older single women that are otherwise unable to afford suitable accommodation. Several other examples of this model of housing have been established within the Latrobe and Launceston City Council areas.

The type of occupant of a residential property cannot be controlled by Council. A communal residence use within the applicable General Residential zone is a permitted use class.

- The proposal will rely upon on-street parking to accommodate residents with impact to safety of road users including proximity to school crossings.

Comment: Regarding residents use of on-street parking and the safety to other road users, Council's infrastructure and traffic engineers have reviewed the proposal and have not identified any concern with the proposed arrangement.

One of the key factors in selection of the subject site for the property owner/developer was proximity to public transport, and walkability to local services such as those provided in the Wright Street shopping strip.

- The potential for the residences being occupied at higher rates, e.g. 20 persons.

Comment: The individual rooms within the communal residences equate to 24-27m² floor area and provide basic living amenities and full amenities located within the 29m² communal areas. As previously stated the development has been designed with the intent of providing accommodation for older single women. To ensure the occupancy of the communal residences aligns as closely as possible with that intent should the owner/developer change, a part five agreement will be entered into and remain on the title limiting the number of occupants to 8 people per building.

DISCUSSION

When determining an application for a planning permit the permit authority must consider the matters outlined in clause 6.10.1 of the Tasmanian Planning Scheme, including any representations, but only insofar as each matter is relevant to the particular discretion being sought. The discretion sought in this instance relates to the length of a wall within 1.5m of a side boundary and a reduced number of car parking spaces. An assessment of the performance criteria against the discretionary matter discusses how the variation to the acceptable solution will have minimal detriment to nearby properties.

The proposal has been reviewed by internal departments and external authorities, who have provided standard conditions to be included in the planning permit. TasWater's Submission to Planning Authority Notice is **appended to this report as an Attachment**.

FINANCIAL IMPLICATIONS

No financial implications are predicted, unless an appeal is made against the Council's decision to the Tasmanian Civil and Administrative Tribunal. In such instance, legal counsel will likely be required to represent Council. The opportunity for such an appeal exists as a result of the Council determining to either approve or refuse the permit application.

RISK IMPLICATIONS

In its capacity as a planning authority under the *Land Use Planning and Approvals Act 1993* (LUPAA), Council is required to make a determination on this application for a discretionary planning permit. Due diligence has been exercised in the preparation of this report and there are no predicted risks associated with a determination of this application.

CONCLUSION

The proposed development for two communal residences seeks to vary the acceptable solutions for wall longer than 9m within 1.5m of a side boundary and reduce the required number of car parking spaces. The representations concerns have been addressed and a condition has been placed on the permit to help alleviate some of these concerns. A planning permit can be issued subject to standard conditions.

ATTACHMENTS

1. Planning Application - PA2023.0096 - 102 Tarleton Street [**4.1.1** - 47 pages]
2. Representation Ryan Hagen PA2023.0096 - 102 Tarleton Street [**4.1.2** - 1 page]
3. Representation Susanne Dobro PA2023.0096 - 102 Tarleton Street [**4.1.3** - 2 pages]
4. Representation Phillip Reid PA2023.0096 - 102 Tarleton Street [**4.1.4** - 1 page]
5. TasWater Submission to Planning Authority Notice PA2023.0096 - 102 Tarleton Street [**4.1.5** - 2 pages]

4.2 AM2022.05 & PA2022.0134 - SECTIONS 40K AND 42 REPORT - 171 STEELE STREET & 2-8 DON ROAD, DEVONPORT - REZONE GENERAL RESIDENTIAL ZONE TO COMMERCIAL ZONE AND ASSOCIATED APPLICATION FOR VEHICLE FUEL SALES AND SERVICE

Author: **Carolyn Milnes, Senior Town Planner**

Endorser: **Kylie Lunson, Executive Manager**

RECOMMENDATION

That the Planning Authority resolve that:

- no modifications are required as a result of the representation received;
- the Tasmanian Planning Commission be advised that the Planning Authority is satisfied that the draft amendment meets the Local Provisions Schedule criteria in accordance with section 34(2) of the *Land Use Planning and Approvals Act 1993*;
- a copy of this report be forwarded to the Tasmanian Planning Commission, including a copy of the representation; and
- certification of the draft amendment, as per Resolution 23/98, remains supported.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 2.1.1 Apply and review the Planning Scheme as required, to ensure it delivers local community character and appropriate land use

Strategy 2.1.2 Provide consistent and responsive development assessment and compliance processes

SUMMARY

The purpose of this report is to enable Council, acting as a Planning Authority, to determine whether changes are required in regard to draft amendment AM2022.05 and concurrent planning application PA2022.0134, as a result of the representation received in regard to the proposal to amend the *Tasmanian Planning Scheme – Devonport* and the Local Provisions Schedule in accordance with section 40T of the *Land Use Planning and Approvals Act 1993* in regard to the following matters:

- Rezone 171 Steele Street, Devonport from General Residential to Commercial; and
- Approve planning permit for Vehicle Fuel Sales and Service.

BACKGROUND

Council resolved, at its meeting of the 22nd of May 2023, to certify draft amendment AM2022.05 and concurrent planning application PA2022.0134. The original report and attachments are **appended to this report as Attachments**. As part of the assessment process, Council was required to advertise the draft amendment and concurrent planning permit and refer the proposal to a number of state agencies. Interested parties had a period of 28 days in which to submit a representation if desired.

COMMUNITY ENGAGEMENT

The draft amendment was placed on public exhibition for a period of 28 days in accordance with section 40G of the Act. During this time, people had the opportunity to comment via representation made to Council.

In accordance with sections 40K & 42 of the Act, a report must be provided to the Tasmanian Planning Commission regarding the merit of any representations and including any recommendations the Planning Authority sees fit.

REPRESENTATIONS

One representation was received, from the applicant which relates to the draft planning permit, rather than the draft amendment. The representation is **appended to this report as an Attachment**. The applicant has requested that the following draft conditions be reconsidered:

2. Hours of operation must be between 7.00am to 9.00pm Monday to Saturday and 8.00am to 9.00pm Sunday and public holidays.
10. Signage is to be amended to remove references to 24 hour operation.

In support of these proposed changes the applicant has made a number of points which are listed in the table below, along with comments.

| Point made by applicant | Comment |
|---|--|
| Application included sound justification to demonstrate that the proposed 24/7 operation will not cause an unreasonable loss of amenity to adjoining residential properties | The justification provided in regard to noise impacts also demonstrated that three of the nearby properties may be subject to noise levels outside the acceptable parameters. As stated in the initial report to Council, the measures suggested as being appropriate to mitigate noise levels, eg that customers leave quietly, is not deemed to be an appropriate method of managing noise. |
| 24/7 operation is central to the business strategy and nature of the service provided by OTR with the vast majority of these sites operating on a 24/7 basis | The applicant states that it is part of the business case of the proponent that they operate 24 hours per day, 7 days per week. They also state that the vast majority of their approximately 180 stores operate 24 hours per day. Conversely this implies that not all of their stores operate 24/7, however they remain viable. It is also stated that the convenience of the stores is highly valued by nearby customers who access the site on foot, by bicycle and other means, not necessarily requiring a motor vehicle. Given the predominant use of the site is for a service station and car wash for motor vehicles it is felt the number of customers utilising the business by other means after 9pm would be limited. |

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| <p>The applicant has a record of working with neighbours and authorities to develop sites that respect and enhance their environs</p> | <p>The applicant states that even where serious concerns about potential impacts are raised once a site is operating complaints are rare and readily resolved.</p> <p>Given it is unknown what circumstances may apply to these sites this is difficult to assess.</p> |
| <p>The interface with surrounding residential uses is a common characteristic of commercial zones and not an abnormality of the site</p> | <p>Residential zones and commercial zones do frequently abut each other, however, 24 hour operation in such zones is limited due to the conflicts that occur.</p> <p>The acceptable solutions contained within the planning scheme limit commercial uses to the hours of 7.00am to 9.00pm Monday to Saturday; and 8.00am to 9.00pm Sunday and public holidays in order to minimise such conflict. While it is possible to extend these hours in order to do so it must be proven that there will be no unreasonable loss of amenity.</p> <p>The applicant's report shows that 3 neighbouring properties may experience noise levels in excess of those recommended and it has not been demonstrated that there will be no unreasonable loss of amenity.</p> |
| <p>As the planning scheme does not provide specific criteria relating to noise the use of the <i>Tasmanian Environmental Protection Policy (Noise) 2009</i> and the <i>Environmental Management and Pollution Control (Noise) Regulations 2016</i> have been widely accepted by TASCAT (Tasmanian Civil and Administrative Tribunal) to guide desirable noise levels</p> | <p>The report provided as part of the application demonstrates that the desirable noise levels cannot be met for overnight operation.</p> |
| <p>A detailed 3-dimensional acoustic model of the site and surrounding environment has been conducted, accounting for typical <u>worst-case</u> day and night operation scenarios and atmospheric conditions conducive to noise propagation</p> | <p>It is acknowledged that the worst-case scenario demonstrates that noise will be an issue, however, given the worst-case scenario is possible it is deemed prudent that this scenario be avoided.</p> |
| <p>Based on the mitigation measures recommended, the cumulative predicted noise level for the night period is between 40 to 44 dB L_{Aeq}.</p> <p>The maximum noise levels from night-time activities are estimated for worst case car</p> | <p>This is not disputed, however, it remains that the sleep disturbance levels exceed those recommended.</p> |

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| <p>activity and still meet the design sleep disturbance level (60 dB Lamax), except for a minor (<2 dB) exceedance for receptors 1-3 on the northern side of Steele Street.</p> | |
| <p>Existing vehicular traffic on Steele Street is likely to generate similar or greater maximum noise levels than for activity associated with the proposed development.</p> | <p>While existing vehicular traffic on Steele Street may generate similar noise levels it is the activities that are associated with the business that are of concern. For example, entry and exit from the site, on-site vehicle manoeuvring, vehicle doors closing, revving of engines.</p> |
| <p>The suggested controls, including signage requesting patrons consider residential amenity when leaving the premises are standard measures.</p> | <p>While such controls may be standard measures they are not deemed appropriate measures of control to ensure noise levels are minimal. Noise may occur upon people entering the site, prior to having been made aware of any requests to limit disturbance. Additionally unruly patrons are unlikely to follow such recommendations, while a lone staff member may find it difficult to ensure a group of unruly patrons limit the noise they make.</p> |
| <p>Other examples of 24 hour operations within 50m of a residential property – specifically Shell Petrol Station at 150 Tarleton Street (Light Industrial Zone adjacent to General Residential Zone) and Ampol at 118 William Street (Urban Mixed Use Zone adjacent to General Residential Zone)</p> | <p>The Shell Petrol Station at 150 Tarleton Street is an unmanned business. It provides only fuel and there are no interactions between people as a result. The noise generated by the existing operation is limited.</p> <p>The Ampol Service Station at 118 William Street is located in an Urban Mixed Use Zone. A total of 7 residential properties are located within 50m of premises. The development supplies fuel and convenience goods however does not have an associated drive through facility.</p> <p>The fact that this development is in existence does not mean that it is appropriate that 24 hour operation be permitted in Don Road. The Don Road proposal is within 50m of 12 residential properties and therefore has the potential to create greater impact.</p> <p>In addition, the William Street service station has been in operation for many years, having been constructed in 1955, with the majority of dwellings having been built around it. Those living nearby would</p> |

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| | <p>have been aware of the service station upon choosing to reside in the area. Such knowledge is not afforded to those in the vicinity of the current proposal. Given the acceptable solutions contained within the planning scheme sets appropriate operating hours for development within 50m of the General Residential Zone it is judged that limited hours of operation are appropriate to limit detriment to those residences. These hours still allow the business to operate between 7am to 9pm Monday to Saturday and 8am to 9pm Sunday and public holidays.</p> |
| <p>Patron Management Plan could be conditioned on the permit to deal with any issues raised by adjoining and surrounding residential properties.</p> | <p>A Patron Management Plan could be a condition of the permit, however it remains that signage suggesting people be mindful of neighbouring residential properties is unlikely to be respected by those expected to make excessive noise.</p> |
| <p>A similar permit was approved for 10 & 11 Formby Road earlier this year. The Environmental Noise Assessment demonstrated a similar level of compliance with relevant noise regulations as those in the current matter.</p> | <p>The situation at 10 & 11 Formby Road differs in that only one dwelling is directly adjacent to the site. Residential properties on the opposite side of Elizabeth Street are zoned Commercial. The permit was conditioned to limit the hours of operation of the associated carwash. The fully enclosed carwash is located adjacent to the residential property and will provide a buffer between the service station/drive during use overnight.</p> |

No representations were received from the surrounding residential properties. This is likely due to the fact that the proposal was advertised with operating hours of 7am to 9pm Monday to Saturday and 8am to 9pm Sunday and public holidays which is the acceptable solution contained within the planning scheme for the commercial zone.

While 24 hour operation of the business is not deemed appropriate at this time, it may be that an application to amend the permit be made after the business has been in operation for a sufficient amount of time to provide proof of the noise levels generated. This would also allow for actual noise measurements (although not overnight) to be taken, rather than making an assessment based on modelled data.

STATUTORY REQUIREMENTS

Section 40k of LUPAA requires that the Planning Authority must be satisfied that the draft amendment meets the Local Provisions Schedule (LPS) criteria as listed in section 34. No alterations to the draft amendment or concurrent planning permit have been suggested that result in changes to the initial assessment of the LPS criteria as previously endorsed as part of the report considered by the Planning Authority on the 22nd of May 2023. The proposal continues to meet the LPS criteria.

FINANCIAL IMPLICATIONS

There are no financial implications anticipated as a result of this proposal.

CONCLUSION

The proposed changes to the Devonport Local Provisions Schedule mapping will allow for the development of a service station and associated car wash and drive-through takeaway across three sites. In regard to the draft permit, limiting the operating hours to those permitted in the Tasmanian Planning Scheme will ensure the existing residential amenity is not negatively impacted by the proposal. No representations were received in regard to the draft amendment and the representation received in regard to the draft permit is not deemed to have raised any issues that warrant changes.

ATTACHMENTS

1. Council report 22 May 2023 - AM2022.05 & PA2022.0134 - 171 Steele Street & 2-8 Don Road [**4.2.1** - 44 pages]
2. Attachments Council Meeting 22 May 2023 - AM2022.05 & PA2022.0134 - 171 Steele Street & 2-8 Don Road [**4.2.2** - 567 pages]
3. Applicant Representation AM2022.05 & PA2022.0134 - 171 Steele Street & 2-8 Don Road [**4.2.3** - 4 pages]

4.3 PA2023.0076 - 2 TOORAK PLACE DEVONPORT - 2 LOT SUBDIVISION

Author: **Carolyn Milnes, Senior Town Planner**

Endorser: **Kylie Lunson, Executive Manager**

RECOMMENDATION

That the Planning Authority, pursuant to the provisions of the *Tasmanian Planning Scheme – Devonport 2020* and section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2023.0076 and grant a Permit to develop land identified as 2 Toorak Place, Devonport for the following purposes:

- 2 Lot Subdivision

Subject to the following conditions:

1. The Development is to proceed generally in accordance with the submitted plan referenced as Proposed Subdivision Plan, Drawing: 9295-002, Issue: P2, dated 05-07-23 by Tasmanian Consulting Service, a copy of which is attached and endorsed as a document forming part of this Planning Permit.
2. The new driveway is to be constructed generally in accordance with the Tasmanian Standard Drawing TSD-R09-v3.
3. The developer is to comply with the conditions specified in the Submission to Planning Authority Notice which TasWater has required to be included in the planning permit pursuant to section 56P(1) of the *Water and Sewerage Industry Act 2008*. A copy of this notice is attached. A copy of TasWater's SPAN is **appended to this report as an attachment**.

Note: The following is provided for information purposes.

The development is to comply with the requirements of the current National Construction Code. The developer is to obtain the necessary building and plumbing approvals and provide the required notifications in accordance with the *Building Act 2016* prior to commencing building or plumbing work.

Hours of Construction shall be: Monday to Friday Between 7am - 6pm, Saturday between 9am -6pm and Sunday and statutory holidays 10am - 6pm.

A permit to work within the road reserve must be sought and granted prior to any works being undertaken within the road reserve.

During the construction or use of these facilities all measures are to be taken to prevent nuisance. Air, noise and water pollution matters are subject to provisions of the *Building Regulations 2016* or the *Environmental Management and Pollution Control Act 1994*.

No burning of any waste materials (including cleared vegetation) is to be undertaken on site. Any waste material is to be removed and disposed of at a licensed refuse waste disposal facility.

Addressing:

- Proposed Lot 1 will retain the existing street address of 2 Toorak Place.
- Proposed Lot 2 will become 3A Toorak Place.

This complies with AS/NZS 4819.2011 Rural and urban addressing.

In regard to condition 3 the applicant/developer should contact TasWater – Ph 136992 with any enquiries.

In regard to condition 2 the applicant should contact Council's Infrastructure & Works Department – Ph 6424 0511 with any enquiries.

Enquiries regarding condition 1 and notes can be directed to Council's Development Services Department – Ph 6424 0511.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 2.1.1 Apply and review the Planning Scheme as required, to ensure it delivers local community character and appropriate land use
- Strategy 2.1.2 Provide consistent and responsive development assessment and compliance processes

SUMMARY

The purpose of this report is to enable Council, acting as a Planning Authority to make a decision regarding planning application PA2023.0076.

BACKGROUND

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|----------------------|---|
| Planning Instrument: | Tasmanian Planning Scheme – Devonport 2020 |
| Address: | 2 Toorak Place, Devonport |
| Applicant: | Tasmanian Consulting Service |
| Owner: | Mr BS Tuit |
| Proposal: | 2 Lot Subdivision |
| Existing Use: | Residential |
| Zoning: | General Residential |
| Decision Due: | 08/08/2023 (extension granted until 30/08/2023) |

SITE DESCRIPTION

The L shaped lot is located to the south of the Toorak Place cul-de-sac and also fronts Toorak Place to the west. The site contains an established house and garage and has an area of 943m², falling approximately 2m from east to west. The property is surrounded by established residential lots. Figure 1 shows the existing title plan and Figure 2 shows an aerial view of the subject site and surrounding area.



Figure 1 - Current title plan showing CT56857/1 (Source: ListMap)



Figure 2 - Aerial view of subject site and surrounding area (Source: DCC)

APPLICATION DETAILS

The applicant is seeking approval for a 2 lot subdivision. Lot 1 will contain the existing house and have an area of 513.3m² with a 19.5m frontage. Lot 2 will contain the existing garage and have an area of 430m² and a 6.93m frontage. Figure 3 shows the proposed subdivision layout. A copy of the full application is **appended to this report as an attachment.**



Figure 3 - Proposed subdivision plan (Source: Tasmanian Consulting Service)

PLANNING ISSUES

The land is zoned General Residential under the *Tasmanian Planning Scheme – Devonport, 2020*. The intent of the zone is:

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

Subdivision does not require categorisation into a use class, in accordance with clause 6.2.6 of the planning scheme. It must, however, be assessed against the subdivision standards contained within the zone.

The relevant clauses of the planning scheme are reproduced below, followed by assessment.

8.6.1 Lot design

| <p>Objective:</p> <p>That each lot:</p> <ul style="list-style-type: none"> (a) has an area and dimensions appropriate for use and development in the zone; (b) is provided with appropriate access to a road; (c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and (d) is orientated to provide solar access for future dwellings. | |
|---|--|
| Acceptable Solutions | Performance Criteria |
| <p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) have an area of not less than 450m² and: <ul style="list-style-type: none"> (i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone. | <p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; and (f) the pattern of development existing on established properties in the area. |

Assessment – Lot 1 complies with the acceptable solutions as it has an area of 513.3m² and contains an existing house, the setbacks of which meet the requirements.

Lot 2 does not meet the requirement of 450m² and therefore must be assessed against the performance criteria.

The proposed lot is 20m² less than required and is of sufficient size to contain a 10m x 15m building envelope clear of setbacks. It is of sufficient area and dimensions to contain a dwelling and the proposed lots are in keeping with the pattern of development in the surrounding area.

The performance criteria is satisfied.

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| <p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.</p> | <p>P2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the width of frontage proposed, if any; (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (c) the topography of the site; (d) the functionality and useability of the frontage; (e) the ability to manoeuvre vehicles on the site; and (f) the pattern of development existing on established properties in the area, and is not less than 3.6m wide. |
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Assessment – The frontage for Lot 1 is 19.5m and meets the acceptable solution.

Lot 2 has a 6.93m wide frontage and must be assessed against the performance criteria.

The lot will have a frontage to a road that is sufficient for the intended use, having been utilised as the sole access to the property in its current configuration. There is sufficient room to manoeuvre vehicles on the site.

The performance criteria is satisfied.

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| <p>A3</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.</p> | <p>P3</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic; (d) the anticipated nature of vehicles likely to access the site; and |
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| | (e) the ability for emergency services to access the site. |
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Assessment – Each lot will have vehicular access from the boundary of the lot to the road. The acceptable solution is met.

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| <p>A4</p> <p>Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.</p> | <p>P4</p> <p>Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</p> <ul style="list-style-type: none"> (a) the size, shape and orientation of the lots; (b) the topography of the site; (c) the extent of overshadowing from adjoining properties; (d) any development on the site; (e) the location of roads and access to lots; and (f) the existing pattern of subdivision in the area. |
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Not applicable – no new roads are proposed.

8.6.2 Roads

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

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| | <p>common boundaries with adjoining land, to facilitate future subdivision potential;</p> <p>(d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;</p> <p>(e) minimising the travel distance between key destinations such as shops and services and public transport routes;</p> <p>(f) access to public transport;</p> <p>(g) the efficient and safe movement of pedestrians, cyclists and public transport;</p> <p>(h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;</p> <p>(i) the topography of the site; and</p> <p>(j) the future subdivision potential of any balance lots on adjoining or adjacent land.</p> |
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Not applicable – no new roads are proposed.

8.6.3 Services

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| <p>Objective:</p> <p>That the subdivision of land provides services for the future use and development of the land.</p> | |
| Acceptable Solutions | Performance Criteria |
| <p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.</p> | <p>P1</p> <p>A lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a limited water supply service, having regard to:</p> <p>(a) flow rates;</p> <p>(b) the quality of potable water;</p> <p>(c) any existing or proposed infrastructure to provide the water service and its location;</p> <p>(d) the topography of the site; and</p> <p>(e) any advice from a regulated entity.</p> |

Assessment – Each lot will have a connection to a full water supply.

The acceptable solution is met.

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| <p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</p> | <p>P2</p> <p>No Performance Criterion.</p> |
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Assessment – Each lot will have a connection to a reticulated sewerage system.

The acceptable solution is met.

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| <p>A3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.</p> | <p>P3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to:</p> <ul style="list-style-type: none"> (a) the size of the lot; (b) topography of the site; (c) soil conditions; (d) any existing buildings on the site; (e) any area of the site covered by impervious surfaces; and (f) any watercourse on the land. |
|--|--|

Assessment – Each lot will have a connection to the public stormwater system.

The acceptable solution is met.

No overlays or Specific Area Plans apply to the site.

COMMUNITY ENGAGEMENT

On 29/05/2023, Council received an application for the above development. Under section 57(3) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority must give notice of an application for a permit. As prescribed at section 9(1) of the *Land Use Planning and Approvals Regulations 2014*, the Planning Authority fulfilled this notification requirement by:

- (a) Advertising the application in *The Advocate* newspaper on 19/07/2023;
- (b) Making a copy of the proposal available in Council Offices from the 19/07/2023;
- (c) Notifying adjoining property owners by mail on 18/07/2023; and
- (d) Erecting a Site Notice for display from the 18/07/2023.

The period for representations to be received by Council closed on 01/08/2023.

REPRESENTATIONS

One representation was received within the prescribed 14 day public scrutiny period required by the *Land Use Planning and Approvals Act 1993*.

The representation was received from the neighbour to the west of the site who has raised the following matters:

Details of representation

I'm writing to express my concern about the size of the proposed block and dwelling. The size of the block of 430m² and especially the dwelling being a minimum 10m x15m, how close it could potentially come to my boundary and what type of building it would be, 1 or 2 storey. I am extremely worried about the lack of privacy and noise from a dwelling so close..

Any future dwelling proposed for the lot must meet the requirements of the planning scheme in regard to setbacks, height, overshadowing and privacy. Should the acceptable solutions not be met the proposal would be discretionary and adjoining owners and occupiers would be notified and able to submit a representation in response. Any relevant performance criteria must be satisfied in order to allow a permit to be approved.

Although the lot is smaller than the stipulated 450m² it is only marginally smaller, 20m² less than required. It has been demonstrated that a building envelope of the required area and set back appropriately from boundaries, can be placed on the site. It is deemed that the lot is suitable and any potential issues with the concerns raised are best dealt with at the time development is proposed on the lot.

No issues have been raised that warrant changes to the proposal.

FINANCIAL IMPLICATIONS

No financial implications are predicted, unless an appeal is made against the Council's decision to the Tasmanian Civil and Administrative Tribunal. In such instance, legal counsel will likely be required to represent Council. The opportunity for such an appeal exists as a result of the Council determining to either approve or refuse the permit application.

RISK IMPLICATIONS

In its capacity as a planning authority under the *Land Use Planning and Approvals Act 1993* (LUPAA), Council is required to make a determination on this application for a discretionary planning permit. Due diligence has been exercised in the preparation of this report and there are no predicted risks associated with a determination of this application.

CONCLUSION

The proposal has been assessed against the requirements of the planning scheme and by relevant Council and TasWater staff. The proposal can be approved with conditions.

ATTACHMENTS

1. Application PA2023.0076 - 2 Toorak Place [4.3.1 - 23 pages]
2. TasWater Submission to Planning Authority Notice PA2023.0076 - 2 Toorak Place [4.3.2 - 2 pages]

5 REPORTS

5.1 STRATEGIC PLAN 2009-2030

Author: **Claire Jordan, Executive Coordinator**

Endorser: **Matthew Atkins, General Manager**

RECOMMENDATION

That Council:

1. note the feedback received during the 30-day public consultation period on the reviewed Strategic Plan 2009-2030; and
2. adopt the reviewed Strategic Plan 2009-2030.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.5 Maintain and monitor a fully integrated strategic and business planning process

SUMMARY

This report presents the reviewed Strategic Plan 2009-2030 to Council following a 30-day public consultation period.

BACKGROUND

The Strategic Plan ("the Plan") outlines the desired objectives and goals of the community.

The current Plan was originally adopted in 2009 and formally reviewed in April 2014 and April 2019.

The current Strategic Plan was reviewed and workshopped by Councillors and endorsed at the June Council Meeting for public feedback during a 30-day community consultation period.

STATUTORY REQUIREMENTS

In accordance with section 66 of the *Local Government Act 1993*, Council is required to prepare a strategic plan for the municipal area and update it as required (s70E).

DISCUSSION

The Strategic Plan 2009-2030 was released for public consultation during July 2023, with 7 submissions received through 'Speak Up Devonport' on Council's website.

| Do you know the importance of the Devonport Strategic Plan 2009-2030? |
|---|
| Yes |
| Yes |
| Unsure |
| Yes |
| Yes |
| No |

| |
|---|
| Yes |
| Are you aware of the responsibilities of Devonport City Council and Local Government? |
| Yes |
| Yes |
| Unsure |
| Yes |
| Yes |
| No |
| Yes |
| What are your thoughts on Council's updated Values? |
| Like |
| Like |
| Like |
| Like |
| Unsure |
| Unsure |
| Like |
| As a member of the community or ratepayer, how do you think Council would best demonstrate these values? |
| <p>I definitely like the values you have outlined. However, I am uncertain that the Council is actually achieving what it outlines in the Strategic Plan.</p> <p>I believe the Council needs to do a great deal more to demonstrate it's care for our younger generation and our environment. So Goal 1: 1.2 and 1.3 and Goal 4: 4.5 and 4.8.</p> <p>The information to support my interpretation of the Strategic Plan and what needs to be done to adhere to the document is enclosed in the next section. There is a great deal to be done to improve these areas of the Council's Responsibilities outlined in the Strategic Plan.</p> <p>In my view, as a teacher of 42 years, one of the best ways to improve Goal 4 in relation to education and valuing our young people is to discuss more extensively, with good arguments to get our Braddon representatives to give more to our community to improve these goals. Because compared to many other areas our literacy rates are really low. I can not believe that our Premier, a Braddon Representative, is not helping his own electorate. Maybe take the information I have supplied to council, plus enhance it with much more detail to make comparisons between Braddon and other electorates, to him and every Braddon Representative. So, it is about having the right personnel to be able to develop a great strategy to go with the goals you have set.</p> <p>My view of Goal 1 is that in theory it is an awesome outline of ideas. However, I believe the Council has not employed enough staff, with appropriate qualifications or experience, who can properly check on developments taking place. Plus ensuring that the council is protecting our environment so that the future of our land is maintained for our future generations as well as the vegetation and various wildlife that exists here. This is definitely one of the reasons I chose to live here just under 7 Years ago. Living Lightly is paramount!</p> <p>It is all very well for Council, and a total waste of time, to list all the, nice, warm, fuzzy tickle my puppy's tummy thoughts how it should conduct itself in the future unless Council at all times demonstrates absolute integrity, openness, transparency and accountability.</p> <p>To demonstrate the values stated Council must practice what it preaches: i.e .“Living lightly “The over engineered /heavy weight elevated walkway and water feature are good examples of excessive use concrete and steel etc.: likewise, the likely demolition of the very sound well-</p> |

| |
|--|
| <p>constructed former library building instead refurbishing it is another example, where living lightly could be demonstrated.</p> <p>Council now has a 10-year Living "Well Health and Wellbeing Strategy "; it is I opine contradictory to encourage and provide subsidized premises for a gin distillery, a beer brewery, and a Pizza and cocktail bar. The question must be asked: - Is it the role of local government to construct and maintain a building for such use or for that matter other commercial buildings or properties that are not relevant to the intent of local government? therefore, in regard to above council could demonstrate good values by disposing of properties that have no relevance.</p> |
| <p>The value of living lightly by the sea is best demonstrated by:</p> <ul style="list-style-type: none"> - Hiring Scientific people with backgrounds in Ecology, Hydrology, Environment, Conservation and Land Management. Increasing the 1 part-time person with a degree in Environmental Science who together with volunteers has to look after the natural Environment. - Planners with qualifications in sustainable planning, planning for green spaces to create sustainable developments, instead of leaving developments up to people with bulldozers. There is no-one policing/ monitoring land within the municipality and so property owners and their adherence to the planning scheme requirements, which is crucial on priority vegetation sites, are not checked. So hiring a qualified person for this important task, who could also uptake the Natural Value Assessments to prevent selling short the Biodiversity values of the Devonport Council and implement actions of the Open Space Strategy. - Having up to date scientific educational materials illustrating the importance of looking after the natural Environment. These materials need to be circulated especially in areas close to natural assets. - As council workers, show you care/ role model in caring for native vegetation/ natural environment by having grounds people who don't damage native vegetation but carefully assess and use best practice (Australia is one of the most biologically diverse countries in the world). More native vegetation needs to be planted. - The land tenure map for Devonport shows very clearly there's a need for better planning for green spaces in the Council area which includes corridors for wildlife, there are concerningly few spots on the map indicating a protection status. - Introduce, mentioned on page 6 of your Open Space Strategy, a Public Open Space Contributions and Acquisitions Policy and prepare a Planning Scheme Amendment to support the DOSS objectives to rezone Council owned land parcels in General Residential zoning, to Open Space zoning. - Overall, demonstrate this value by putting money in your Budget towards restoring, regenerating and maintaining the wild places within the Council, don't focus primarily on projects in the Public Open Space that involve human structures. - Globally, Earth likely had its hottest week on modern record in early July, where can I find Council's on-ground activities towards sequestering carbon projects for this upcoming year? |
| <p>Make it easier to provide input to community consultation, by ensuring every consultation opportunity is widely promoted on social media.</p> |
| <p>A few times now, I've had to go digging on the website after seeing a newspaper article.</p> |
| <p>I think that council needs to really improve their place brand, organise more events, and support the First Nations community and organise support for TIAGARRA.</p> |
| <p>Good question</p> |
| <p>Having outcomes achieved showing that the values mean something.</p> |

Do you have any comments regarding the Strategic Plan, and associated goals and outcomes?

Goal 4 - Building Quality of Life

4.5 Education is accessible and responsive

4.6 Integrated health and well-being services and facilities are accessible.

4.7 An engaged community promotes and values diversity and equity.

4.8 Young people are recognised and valued allowing them to reach their full potential.

This response refers to points 4.5 and 4.8. I would like to see more being done to help educate students in the North West of Tasmania, in particular Braddon, in which Devonport is the largest Centre. As a recently retired teacher my experience in this area shows the lack of effort being made at a State and Local level. The children in our local schools need greater assistance. I do not believe that your policy that makes education 'accessible and responsive' is doing much to support students who struggle. The Indie School is a great idea, but it is funded by the Federal Government. But perhaps the area that needs to most work is in the early years of a student's education, primary school...when they learn to read.

While I know that funding is predominantly State Government what is the Council doing to get the State Government to fix this issue. The Premier is a local so how much pressure is being placed on him by Our Council.

As a State we have a literacy rate of 50% of our total population, according to data I found in an article from the Australian Newspaper. There was other Government data but it became too difficult to summarise.

According the Federal Government site 'My School'

- At Devonport Primary School 60% of the students are in the lowest level of literacy, bottom 25%, according to the Australian Governments 'My School' website. Only 11% of the students at the school are from other ethnic origins, people who started life with a different language, so that is a small number compared to other places in this State and in Australia. (The literacy level has got marginally worse since 2017...58%)
- At Nixon Street 57% are in the lowest literacy level, bottom 25%. Only 3% of students were from other ethnic origins. (12% worse than 2017.)
- At Hillcrest Primary School it is 64% in the lowest literacy level. Only 4% of people from other ethnic origins. (11% worse than 2017.)
- At East Devonport Primary School 71% of students are in the lowest level of literacy. In of other ethnic origins, it has a level of 1%. So, again no excuse for such a low literacy rate. (1% better than 2017.)

I could not find any information on what Devonport Council is doing to help these schools. If the State Government is not doing much to change things why isn't the Council?

So, if the Council has it in the Goal 4 position on your document with a point stating that: 4.5 Education and learning is accessible and responsive. Then what are you doing to fix this problem please. This level has not varied much over the last decade. (In fact, since 2009 it has only gone up by .4%.)

Now much of the data is not really specific and regions do vary but the obvious issues are declared in the 'My Schools' Government Website. But I am curious to hear what the Council is doing to help this please.

Please do more to help our students who are our future. These statistics show a greater decline in almost every primary school (except East Devonport that had a 1% decrease) in the Devonport Area.

Please change the lives of our young residents. That will help improve our whole community into the future. Let's get more involved in education in our community. We should 'at least' be involved in much greater lobbying of the State Government and Our Premier, Mr Rockcliff, one of Our Braddon Representatives. It is part of Goal 4 of the Councils Strategic Plan. PLEASE!

Goal 1 - Living Lightly on Our Environment

- 1.1 Devonport is an energy efficient City.
- 1.2 Sustainability is promoted and integrated across all sectors.
- 1.3 "Living lightly" is promoted and encouraged.
- 1.4 Our energy use is reduced.
- 1.5 Water is actively conserved and well managed.

This response relates to points 1.2 and 1.3. I do not believe that the effort to be sustainable in Devonport is actually happening to many parts of our area. I do not see much evidence that that money is being spent on preserving areas of our environment considering some of the developments that I have seen in the last few years. Even the one at the lower end of my block at 189 Tugrah Rd, Tugrah, just to mention one.

Seems to me that the Council does not have enough people to check on developers/areas that are given permission to develop forest areas. Not only are there not enough people but I would be curious to know what the people actually know about the significance of our natural environment to our community, our country and our world. To the vegetation in the areas, to the wildlife in those areas, including: the birds, snakes, frogs, yabbies in our creeks, marsupials, fungi, just to name few. What qualified people are examining the impact of vegetation changes on everything in the forests? That is an essential part of the maintenance of our amazing environment. I have only lived here nearly 7 years but the reason I moved here was the environment. I have friends who were going to move here but are not going to do that now.

People who move here are not given information on how to best maintain their environment. No information was given to me on this issue. Finding information on this has been hard for me to find, until recently, The Land Tenure Map of Devonport, which does not really show what is happening within our green spaces. The only spaces that seem to be improving are those that involve humans, Public Open Spaces.

People developing areas of Devonport seem to be enabled to reduce our native vegetation by a lack of human resources by Council who have not employed enough people to ensure that guidelines are followed, they are not being encouraged by Council to 'Live Lightly' or maintain 'Sustainability'.

Even our Bass Strait is not being cared for as drains that I have seen that flow into 'Our Strait' are not being adequately filtered. Not to mention that I have not heard that Council is opposing Salmon farming in the Bass Strait. People think it will wash away but the eastern end of The Strait circles the water for several months of the year. So, the salmon pollution kills far more of Bass Strait than has been publicised. It impacts on us not just the area around Burnie. What is Council doing about that?

If we do not 'Promote Sustainability and Integrate It Across All Sectors' and 'Live Lightly' then future generations will suffer even more than we will. Please fix the issues that will create greater issues in the future, do not just think of the present. Plus, I believe it will continue to help promote tourism...people that I spoke to on my 6 months trip around Tassie last year came to Tassie predominantly for the environment, not the small cities. Save the environment and save lots of things for locals and visitors. Help our environment to survive into the future, do not just consider the present.

Thank you for the opportunity to send my ideas. I do hope that my ideas are read and discussed. I am happy to come in to Council with additional information I have included. Thank you and I look forward to hearing from you. Great ideas but lets make sure they happen and are not just ideas.

Council has of late made much ado about amalgamation and expanding of its boundaries. Regarding this Devonport would, I suggest, be one if not the most consolidated easily maintained municipalities with well balanced, suburban, light industry and rural areas. The goal for Council, rather than expanding, should be to concentrate on further consolidation of infilling/ better use of the suburban areas and encouraging more permanent accommodation above commercial properties within the CBD. Also encourage more light and high-tech type industry in appropriate areas and paying off the debt.

The ultimate aim should be in the long term to adhere more to the basics of local government and stabilize rates so as to be less than inflation and ultimately strive to be able to reduce, rather than increase, them. Inclusive of this should be a more sustained effort to provide ASP footpaths in all long-established areas and bring roads up to high standard especially those leading to the CBD and other densely trafficked areas. It is questionable to say Devonport would be better off by increasing the boundaries.

I very much appreciate that the Council has as its first goal: Living lightly on our environment in their Strategic Plan.

What I don't appreciate is, that unfortunately I can't see this goal enacted in real life. The 'preserving our national landscapes for future generations', is vastly falling short at the moment, with several developments being cleared beyond the boundaries of bushfire hazard management plans and a lack of qualified personnel to look after and maintain the natural resources.

The Natural Assessment Reports written by outsiders, diminish the real value of the amazing biodiverse places we still have here within our Council area.

I'm hard pressed to find 'integration of sustainable practices' outside of the Council building. It's all about infrastructure and construction and of course delivering Council services. There is a lot of emphasis on reviewing and updating Plans, but no mention of action of looking after the Biodiversity of the Devonport Region, nor any action on-ground on Climate Change Actions, like street tree (native) planting.

'Planned and sustainable management of water and waste will assist in the delivery of a healthy environment' is mentioned in this first goal, which is not happening looking at for instance the 189 Tugrah development. The Don river has already dealt with a lot of silt coming into it, turning the water brown, from this development. The development has been cleared beyond the regulations and no reed filter system has been proposed for this development to lower the silt ending up in the Don river. The cut down trees of this 17.76 hectare development have been trucked to Nielsen fencing solutions at the top of Forest Heights Drive, even though the owner is under investigation by the EPA and is not allowed to dump anything on his land, it's outrageous this is happening.

From the Open Space Strategy, produced by outsiders, you can find that Devonport citizens love the natural values, the environment is a key aspect that people love about their open spaces (page 38).

I urge the Council to adjust their budget to not only prioritise development but also spend money on the caring, maintaining, and monitoring of the environment.

It would be good to see some action around homelessness and our most vulnerable.

GOAL 2: Building a unique city

Outcome 2.2 - what is Devonport's brand? I feel as though this is not obvious at all. I think other cities in Tasmania have a much stronger brand - for example Hobart and Launceston. Hobart has MONA as it's brand basically and that does all the work. But take Launceston, even just look at their Instagram (@launnie_tasmania) and you can see that it is about the architecture, the food, the weather and just that very Tasmanian vibe, in about 5 seconds of scrolling. What does Devonport have? I feel like there are many great events, but there is no Devonport place brand to glue everything together. It also should be updated, modern and sophisticated. Launceston has a font as it's logo for example, and a nickname. Businesses can integrate this (see Du Cane Brewery, Harvest Launceston).

Outcome 2.3 - TIAGARRA. This should be easily accessible to all, as the MOST important part of local history.

GOAL 3: Growing a vibrant economy

Outcome 3.2 + 3.4:

There is very little to bring travellers to Devonport. They come on the boat, they stay a day (if that), they leave on the boat. We have great parks, and the Victoria Parade and the Bluff park are such great resources but they are not used. I believe hosting a music or arts festival would be

an incredible drawcard to the area. We have the space for it, (if Marion Bay can do it after all), we have the soccer oval, the beach, a caravan park, restaurants and a major hotel all within 2km. We need to bring young people to the region. See Triple J's One Night Stand a few years ago, or Launceston's Junction Arts Festival. Tasmania has a really artsy brand and I feel that Devonport could do better at really utilising this. Give people a reason to come and spend their money here.

GOAL 4: Building quality of life.

Outcome 4.3:

I do not feel that heritage is valued by the Devonport City Council. I got onto this as I was looking for information relating to my studies, and could find very little about the First Nations history in the area. I feel that TIAGARRA should be more accessible, and treated less as a tourism destination, and more as an essential service. I know that it is owned and operated by First Nations people, who state on the TIAGARRA website, that since being handed to them, they have been unable to be open other than by appointment. If council is aware of this (which I am sure they are), then this should not be happening, and I hope that council can work with the Aboriginal community to provide the services required to make TIAGARRA far more accessible. This is also relevant to Outcome 4.7.

To be meaningful and effective goals must be measurable.

Very much looking forward to medical services etc being more accessible, as currently great delays.

COMMUNITY ENGAGEMENT

The community engagement undertaken is outlined in the discussion contained in this report.

FINANCIAL IMPLICATIONS

There is not expected to be any impact on Council's capital budget as a result of the adoption of the updated Strategic Plan. Items in the Strategic Plan will have financial implications in the future and have been factored into the Long Term Financial Plan where they are known.

RISK IMPLICATIONS

- Legal Compliance
Council would be in breach of the *Local Government Act 1993* should it not meet its statutory requirements in regard to reviewing the Strategic Plan.

CONCLUSION

Council endorsed the reviewed Strategic Plan for public consultation in June 2023 (Min 23/44 refers).

Seven submissions were received during the public consultation period. No changes to the reviewed Strategic Plan were made as a result of the consultation, but feedback received has been noted.

ATTACHMENTS

1. Strategic Plan 2009-2030 [5.1.1 - 16 pages]

5.2 DEVONPORT CITY COUNCIL PARKING BY-LAW NO.1 OF 2023

Author: **Claire Jordan, Executive Coordinator**

Endorser: **Matthew Atkins, General Manager**

RECOMMENDATION

That Council authorise the affixing of its Common Seal to the Devonport City Council Parking By-Law No.1 of 2023 and its subsequent certification by the General Manager and a legal practitioner.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 2.3.2 Provide and maintain roads, bridges, paths and car parks to appropriate standards
- Strategy 5.3.1 Review and amend structures, policies and procedures to adapt to changing circumstances

SUMMARY

To approve the affixing of the Common Seal and certification of the Devonport City Council Parking By-Law No.1 of 2023.

BACKGROUND

At Council's meeting of 27 February 2023, it resolved (Min 23/40 Refers):

That Council:

- a) in accordance with section 156 of the *Local Government Act 1993*, determine by absolute majority, its intent to make a Parking By-Law; and
- b) authorise the General Manager to forward the draft Regulatory Impact Statement to the Director of Local Government for consideration.

STATUTORY REQUIREMENTS

In accordance with section 145 of the *Local Government Act 1993* (the "Act"), a Council may make a by-law in respect of any act, matter or thing for which Council has a function or power under this or any other Act.

Section 156(1) of the *Act* requires Council in making a new by-law, to announce publicly that it intends to make a by-law. This resolution must be made at a Council meeting and must be made by an absolute majority of councillors.

Furthermore, Council is guided by Part 11 of the *Act* regarding the development, drafting and adopting of a by-law under its jurisdiction.

The process for adopting a by-law is as follows:

- Council passes a formal resolution (by absolute majority) of its intention to make a by-law.
- Council prepares a draft Regulatory Impact Statement (RIS) and referral is made to the Director of Local Government for consideration.
- Upon receipt of certificate of approval from the Director, Council gives notice of the proposed by-law and carries out public consultation.

- Copies of the RIS and the by-law are made available for public inspection and submissions are invited.
- Following the closure of the submissions, Council is required to consider all submissions and alter the by-law if necessary, by absolute majority.
- Council makes the by-law under its Common Seal.
- The by-law is certified by a legal practitioner and the General Manager.
- The by-law must be published in the Tasmanian Government Gazette within 21 days of being made by Council.
- The General Manager is to make the by-law available on the Council website.
- The by-law is to be submitted to the Subordinate Legislation Committee as required within seven working days of publication in the Gazette.
- The by-law is tabled in Parliament within 10 sitting days of publication in the Gazette.
- The General Manager is to send a sealed copy of the by-law to the Director of Local Government, and certification under section 162 of the Act with a statement explaining the purpose and effect of the by-law and the outcome of public consultation in respect of the by-law.

DISCUSSION

Following the Council's February 2023 meeting, the draft Regulatory Impact Statement was forwarded to the Director of Local Government for approval. Approval was received on 29 May 2023 (see attached).

The draft by-law was also forwarded to Simmons Wolfhagen for checking and their recommendations, along with those of the Director of Local Government, noted and actioned. Feedback was also sought from Tasmania Police, as part of the consultation process. No feedback was received from Tasmania Police.

No feedback was received as a result of the public consultation process, required as part of the by-law making process.

Given that there were no submissions received and therefore no changes to the proposed draft by-law endorsed by Council in February 2023, a "clean" version of the finalised by-law is attached.

The by-law, once certified by Council, will be certified by the legal practitioner who has already provided advice as to its content.

The by-law will then be placed in the Tasmanian Government Gazette within 21 days of it being made, then submitted to the Subordinate Legislation Committee, and then tabled in parliament.

COMMUNITY ENGAGEMENT

As part of the adoption process for by-laws, public consultation is required.

Public consultation commenced on 19 July 2023 and concluded on 8 August 2023.

The proposed by-law and RIS were placed on Council's website, Facebook Page and advertised in The Advocate Newspaper.

No submissions were received from the community during this period.

Feedback was also sought from Tasmania Police, however no feedback was received.

FINANCIAL IMPLICATIONS

There will be legal costs involved in the adoption of the By-Law, and also advertising costs. However, these costs are not expected to be significant and are required due to the legislative requirements of adopting a by-law.

RISK IMPLICATIONS

- **Asset & Property Infrastructure**
This by-law enables Council to regulate and control the use of car parks belonging to or controlled by it, and section 100 of the *Local Government (Highways) Act 1982*, for the purpose of prescribing compositions in that section, within the municipality, through the regulation of acceptable and compliant use.
- **Legal Compliance**
The adoption of the by-law will legally enable Council to regulate and control the use of car parks within the municipality, through the ability to issue infringement notices for breaches of the by-law.
- **Risk Management Practices**
Through the provision of the by-law, the ability to regulate and control parking in car parks within the municipal area, public safety and risk is provided greater oversight, reducing risk of injury, damage or incident.

CONCLUSION

As there was no feedback received in respect to the proposed by-law through the public consultation stage, there have been no changes to the draft proposed by-law that was tabled and endorsed by Council at its February 2023 meeting.

The proposed by-law is now ready to be formally approved by Council by affixing its Common Seal and subsequent certification by the General Manager and a legal practitioner.

ATTACHMENTS

1. Devonport City Council Parking By law No 1 of 2023 [**5.2.1** - 13 pages]
2. Certificate approval of RIS - Devonport City Council Parking By- Law No 1 of 2023 [**5.2.2** - 1 page]

5.3 TENDER REPORT CT0347 ANNUAL RESEAL PROGRAM

Author: **Shannon Eade, Technical Support Coordinator**

Endorser: **Jeffrey Griffith, Deputy General Manager**

RECOMMENDATION

That Council in relation to Contracts CT0347-01 and CT0347-02 for the delivery of the Annual Reseal Program:

1. Award contract CT0347-01 Supply, Delivery and Placement of Hotmix Asphalt to Hardings Hotmix for the tendered sum of \$572,252, including the hotmix schedule of rates (ex GST);
2. Award contract CT0347-02 Supply, Delivery and Placement of Sprayed Bituminous Surfacing to Hardings Hotmix for the tendered sum of \$276,833, including the Reseal Preparation Works for the tendered sum of \$125,420 (ex GST);
3. Note the reassessment of the listed roads and scope of works to determine a reduction in the contract amount to suit the capital budget allocation for 2023/24; and
4. Allow project management and administration costs of \$18,000 (ex GST).

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 2.3.2 Provide and maintain roads, bridges, paths and car parks to appropriate standards

SUMMARY

This report considers tenders received for project CT0347 Annual Reseal Program 2023-24 and seeks Council's approval to award the contract to Hardings Hotmix.

BACKGROUND

Council budgets each financial year to undertake an amount of road resurfacing/ resealing across the road network. The budget each year is split into two contracts: (1) Sprayed Bitumen Surfacing, (2) Asphalt Surfacing.

Roads for resurfacing are selected using Council's Asset Management System and on-site assessment considering:

- the age of the road seal
- assessment of seal condition
- underlying pavement condition
- rate of deterioration
- recent maintenance history
- general traffic and heavy vehicle traffic volumes

Tenderers were asked to submit prices for the following prioritised list of roads requiring resealing:

CT0347-01 Supply, Delivery and Placement of Hotmix Asphalt/

| Road | Segment | Length (m) |
|----------------------|---------|------------|
| Lawrence Drive Depot | Section | 54 |

| | | |
|-------------------|----------------------------------|------------|
| Rooke Lane | Best Street to Stewart Street | 140 |
| Formby Road | Best Street to King Street | 274 |
| Coles Beach Close | Cul-de-sac end | 18 |
| Ronald Street | Nichols Street intersection | 26 |
| Thomas Street | Tarleton Street to Wright Street | 200 |
| Wright Street | Douglas Street to John Street | 186 |
| Total | | 898 |

No additional operational expenditure is required for Contract CT0347-01.

TABLE 2 - CT0347-02 Supply, Delivery and Placement of Sprayed Bituminous Surfacing

| Road | Segment | Length (m) |
|------------------------|--|--------------|
| Brooke Street | Bovill Street to municipal boundary | 1630 |
| Broadhurst Avenue | Steele Street to Tasman Street | 207 |
| Coles Beach Close | Coles Beach Road to No1 Coles Beach Close | 207 |
| Coles Beach Road | Coles Beach Close to Coles Beach Link Road | 287 |
| Greenway Avenue | Tasman Street to Camelia Place | 183 |
| Aylett Avenue | Madden Street to cul-de-sac head | 117 |
| North Caroline Street | Brooke Street to Pardoe Esplanade | 841 |
| Douglas Street | Wright Street to Tarleton Street | 188 |
| Macfie / Wenvoe Street | Carpark | 88 |
| Lakeside Road | Melrose Road to End (caravan park) | 549 |
| Wirreecoo Avenue | Greenway Avenue to End | 192 |
| Total | | 4,489 |

The reseal preparation work includes pavement repairs and adjustment of manhole lids prior to resealing, this ensures the useful life of the new seal is maximised. The preparation works is let with the sprayed bitumen surfacing to ensure the one contractor has control over the delivery of both components of the work and can schedule the work to ensure the best quality and least disruption.

STATUTORY REQUIREMENTS

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

DISCUSSION

A Tender Planning and Evaluation Committee was formed to evaluate tenders received. Tenders were received from three companies. All tenders are summarised in tables 1 & 2 below.

TABLE 1 - CT0347-01 Supply, Delivery and Placement of Hotmix Asphalt

| | Hardings Hotmix P/L | Fulton Hogan P/L | Roadways P/L |
|--|---------------------|------------------|--------------|
|--|---------------------|------------------|--------------|

| | | | |
|--|------------------|------------------|------------------|
| Supply & lay hotmix (7mm, 0-50t) on roads rate (per tonne) | \$360 | \$735 | \$627 |
| Supply hotmix (full grade) ex. Plant (per tonne) | \$185 | \$181 | \$198 |
| Tendered Price | \$572,252 | \$559,204 | \$589,527 |

All figures are excluding GST.

The Tender Planning and Evaluation Committee assessed each submission against the selection criteria with Hardings Hotmix ranking highest overall and therefore offer Council best value for money.

The tender also included rates for ad-hoc road repairs and asphalt supply to Council. The Hardings Hotmix submission had lower rates for supply & lay of hotmix on roads. These rates and services are used with normal road maintenance work throughout the year and is an operational cost to Council.

TABLE 2 - CT0347-02 Supply, Delivery and Placement of Sprayed Bituminous Surfacing

| | Hardings Hotmix P/L | Fulton Hogan P/L | Roadways P/L |
|-----------------------|---------------------|------------------|------------------|
| Prep | \$125,420 | \$200,547 | \$293,296 |
| Reseal | \$276,834 | \$353,689 | \$367,752 |
| Tendered Price | \$402,254 | \$554,236 | \$661,048 |

All figures are excluding GST.

The Tender Planning and Evaluation Committee have assessed each submission against the selection criteria and Hardings Hotmix has ranked highest overall and therefore offer Council best value for money. Included in the tender is operational cost for reseal preparation.

COMMUNITY ENGAGEMENT

The tenders were publicly advertised in The Advocate Newspaper on 8 July 2023 and were also placed on Council's website.

FINANCIAL IMPLICATIONS

The 2023/24 Capital Budget includes an allocation of **\$775,000** for the project CT0347 Annual reseal Program 2023-24.

The project estimate and budget impact are detailed in Table 3 below.

TABLE 3

| No. | Tender | Budget |
|-----|---|------------------|
| 1 | Contract CT0347-01 Supply, Delivery and Placement of Hotmix Asphalt | \$572,252 |
| 2 | Contract CT0347-02 Supply, Delivery and Placement of Sprayed Bituminous Surfacing | \$276,833 |
| 3 | Project management/administration | \$18,000 |
| 4 | DSG Traffic Loops | \$15,000 |
| | TOTAL (ex GST) | \$882,085 |
| | Budget | \$775,000 |
| | Difference | -\$107,085 |

The list of roads and scope of works will be re-assessed after the Winter period prior to scheduling of the resurfacing. Depending on deterioration over the Winter, the scope of works can be reduced to reduce the contract expenditure to meet the capital budget allocation.

This minor reduction in the amount of resealing for one year will not materially impact on the overall condition of Councils road network assets, however a review of future allocations for resealing will be undertaken to ensure adequate funding is allocated to maintain the network at an acceptable level.

The forecast operational expenditure is shown in Table 4 below.

TABLE 4

| No. | Tender | Budget |
|-----|--------------------------------|------------------|
| 1 | Contract CT0347-02 reseal prep | \$125,420 |
| | Budget | \$135,000 |

The operational expenditure component of the project is within the available budget.

RISK IMPLICATIONS

The tender administration processes related to this contract complies with Council's Code for Tenders and Contracts which was developed in compliance with section 333A of the *Local Government Act 1993*.

The tender specification makes provision for rise and fall adjustments in the contract rate. This inclusion to the contract reduces the risk of program delivery to both Council and the Contractor during periods of oil and bitumen price volatility.

The operational expenditure component of unforeseen variations is significant. On previous reseal preparation work packages, there has been scope increases as assets approaching the end of life can deteriorate quickly through the winter months.

CONCLUSION

The Tender Planning and Evaluation Committee recommends that Hardings Hotmix be awarded Contract CT0347-01 & CT0347-02.

5.4 TENDER REPORT CONTRACT CP0225 BYARD PARK LIGHTING

Author: **Shannon Eade, Technical Support Coordinator**

Endorser: **Jeffrey Griffith, Deputy General Manager**

RECOMMENDATION

That Council in relation to Contract CP0225 Byard Park Lighting, award the contract to Devonport Electrical Service and:

1. award contract for the tendered sum of \$232,855 (ex GST);
2. allow a construction contingency of \$46,571 (ex GST); and
3. allow project management and administration costs of \$13,000 (ex GST).

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 2.3.5 Provide and maintain sustainable parks, gardens and open spaces to appropriate standards

SUMMARY

This report considers tenders received for "CP0225 - Byard Park Lighting" listed within the 2023/24 capital expenditure budget and seeks Council's approval to award the contract to Devonport Electrical Service.

BACKGROUND

This project involves installation of four light towers that can be operated remotely using a smart switch. These towers will enable training sessions and matches to be held during the early evening leading to improve skill development, player satisfaction and retention, whilst increasing participation in sport and active recreation.

STATUTORY REQUIREMENTS

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

DISCUSSION

Tenders were received from four companies. All tenders received were conforming and are summarised in Table 1.

TABLE 1

| No. | Tender | Total Price (ex GST) |
|-----|------------------------------|-------------------------|
| 1 | Devonport Electrical Service | \$232,855.00 |
| 2 | Prowire | \$249,921.95 |
| 3 | RBD Electrical | \$307,630.00 |
| 4 | Contact Electrical | \$320,241.10 |

The Tender Planning and Evaluation Committee assessed each submission against the selection criteria with Devonport Electrical Service ranking highest overall and therefore offering Council best value for money. All submissions were conforming with the Tender Specifications. The selection criteria included:

- Relevant Experience
- Quality, Safety and Environmental Management
- Resource Base
- Price

COMMUNITY ENGAGEMENT

The tenders were publicly advertised in The Advocate Newspaper on 16th June 2023 and were also advertised on Council's website and via Tenderlink.

The Tenderlink portal database provides national reach across registered suppliers, with statistics indicating that 21 companies downloaded the tender documents.

FINANCIAL IMPLICATIONS

The 2023/24 Capital Budget includes an allocation of **\$312,000** for the project CP0225 - Byard Park Lighting. Council secured \$263,004 from the State Government's Improving the Playing field grant program, with Council required to contribute the remaining \$48,996.

The project estimate and budget impact are detailed in Table 2 below.

TABLE 2

| No. | Tender | Budget |
|-----|-----------------------------------|------------------|
| 1 | Contract CP0225 | \$232,855 |
| 2 | Project management/administration | \$13,000 |
| 3 | Construction contingency (20%) | \$46,571 |
| | TOTAL (ex GST) | \$292,426 |
| | Budget | \$312,000 |
| | Difference | \$19,574 |

The contingency allowance for this project is 20% of the contract amount. The risk of unforeseen variations on this project is moderate, as past similar projects have had encountered some geotechnical issues.

Any savings on this project will be redirected to support the delivery of the Byard Park Amenities Redevelopment Project ensuring all objectives are adequately met.

RISK IMPLICATIONS

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

CONCLUSION

The Tender Planning and Evaluation Committee recommends that Devonport Electrical Service be awarded Contract CP0225 Byard Park Lighting.

ATTACHMENTS

Nil

5.5 DON RESERVE ENVIRONMENTAL MANAGEMENT PLAN 2023-28

Author: **Carol Bryant, Executive Officer**

Endorser: **Matthew Skirving, Executive Manager**

RECOMMENDATION

That Council note the draft Don Reserve Environmental Management Plan 2023-28 as presented and release the plan for a minimum 30-day public consultation period.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 1.2.1 Support the conservation and maintenance of biodiversity including coastal landscapes and preservation of areas of remnant vegetation

SUMMARY

This report presents the draft Don Reserve Environmental Management Plan 2023-28 to Council for noting, and for Council to consider releasing the document for a minimum 30-day public consultation period.

BACKGROUND

The Don Reserve Environmental Management Plan provides Council with a framework for improving conservation of the Reserve's biodiversity while balancing visitor use. This plan is the third iteration of management plans that builds on over 20 years of community and Council knowledge and activity in caring for the Reserve.

STATUTORY REQUIREMENTS

There are no statutory requirements in relation to this report.

DISCUSSION

The Don Reserve is one of two large public areas of remnant vegetation in Devonport and is a popular place for nature-based recreational experiences. The Plan aims to reflect the needs of Council as the manager of the Reserve, along with residents and users of the Reserve as custodians of Devonport's natural environment.

The following activities have been undertaken in developing the draft Plan:

- Review of the 2015-2020 Don Reserve Environmental Management Plan;
- Consultation with the Friends of Don Reserve, community, and Council employees;
- Development of draft actions based on consultation outcomes, and existing Council policies and plans.

The Plan identifies the Reserve's values and pressures, and establishes goals, guiding principles and priorities for management.

Key deliverables from the 2015 plan include:

1. Bushland conservation including increased knowledge and understanding of the Reserve's natural values
 - BioBlitz scientific survey in November 2019 involving 250 volunteers including 120 students identified 228 native species;
 - Tree planting, weed control and litter removal by the Friends of Don Reserve, and Don College volunteers, 300-400 hours per year;
 - Don Reserve Bushfire Management Plan updated in 2017 and 2023;
 - Installation of bins and bags for disposal of dog waste, construction of dog exercise park, reclassifying all Council Reserves as restricted (on-leash) areas under the Dog Management Policy.
2. Improved infrastructure supporting low impact recreation:
 - Installation of bench seats (3 installed by the Rotary Club of Devonport North);
 - Replacement of Sawdust Bridge;
 - Path renewed from Parker Street to James Street and from Aquatic Centre north to bushland entry;
 - Erosion control and path stabilisation along Waverley Road (southern end);
 - Waste bin installed adjacent to Don College;
 - Public amenities constructed at the Don Hall;
 - Play equipment outside Aquatic Centre replaced.

While progress has been made in recent years, the Reserve's accessibility, the close interface with the urban environment continues to present management challenges.

Pressures include:

- Invasive species - weeds, feral and stray cats, uncontrolled dogs;
- Litter and waste such as cigarette butts and dog waste;
- Bushfire risk;
- Urban encroachment – dumping of garden waste, clearing vegetation, unstructured access points and tracks.

In response, three goals and 20 recommendations for action have been identified, underpinned by guiding principles for management and decision-making.

Goals and high priority actions recommended are as follows:

1. Biodiversity enhanced through bushland protection, maintenance, and restoration
 - Develop and implement annual plan for the control of priority declared and environmental weeds;
 - Undertake revegetation where required with local provenance species;
 - Implement the Don Reserve Fire Management Plan;
 - Retain habitat through the retention of large old trees (where assessed as safe), logs and woody debris. Consider relocating to the Reserve any woody material with hollows, removed from other Council tree removal operations.
2. An aware and engaged community
 - Support the efforts of volunteers, such as the Friends of Don Reserve, through strong recruitment, reward, and recognition;
 - Deliver, support, and promote learning and engagement activities.

3. Low impact recreation supported through sensitively designed infrastructure
 - Continue to undertake regular condition inspections, maintenance, and renewal of built assets;
 - Develop systems and train relevant Council staff and contractors in working in sensitive ecological environments.

The full suite of recommended actions is contained in the attachments, including an action plan with suggested timeframes, priority, and a lead department in Council responsible for each action. It is recommended that a Don Reserve Working Group be formed (that meet at least every six months) to guide the Plan's implementation. The Group is to comprise Council employees, neighbouring landholders, organisations and community representatives with experience in natural resource management, and other users of the Reserve.

Actions will be assessed and reported to Council on an annual basis. This includes consideration of any future recommendations where new priorities, issues or management requirements are required. The Don Reserve Environmental Management Plan will be formally reviewed in 2028.

COMMUNITY ENGAGEMENT

The Plan has been informed through information and feedback provided by Council employees, the Friends of Don Reserve and broader community input.

General feedback from the broader community was sought through an online and print survey conducted in December 2021-January 2022 which attracted 185 responses. Survey results are attached.

FINANCIAL IMPLICATIONS

Resources to implement this plan are to be considered each year as part of Council's annual planning and budgetary process. No additional operational or capital allocations are required for 2023/24.

Community volunteerism is a key resource to support delivery of several actions. There may be opportunities to attain external funding and other in-kind contributions to support threatened species, manage invasive species, deliver community engagement programs, and improve Reserve infrastructure.

RISK IMPLICATIONS

- **Environmental Sustainability**
There is a high risk that without a strategic direction for managing the pressures on the Reserve, ecosystem decline and other adverse impacts on the Reserve's natural, cultural, and built assets will eventuate.
- **Consultation and/or Communication**
Given the high levels of engagement in the community survey and use of the Reserve, the community would have an expectation that Council delivers a plan reflective of shared concerns and ideas for improvement. There is a low reputational risk that not having a management plan may signal to interested community members and organisations that investment in biodiversity and recreational assets in natural open spaces is a low priority of Council.

CONCLUSION

The Don Reserve Environmental Management Plan 2023-2028 provides Council with a framework for improving conservation of the Reserve's biodiversity while balancing visitor use. Twenty recommendations for action over the next five years have been identified, informed by community and employee consultation. To assist with finalising the Plan, it is recommended that Council note and release the draft Plan for further public consultation.

ATTACHMENTS

1. Don Reserve Survey Responses [**5.5.1** - 27 pages]
2. Don Reserve Environmental Management Plan 2028 [**5.5.2** - 20 pages]

5.6 ACCESS AND INCLUSION WORKING GROUP MEMBERSHIP

Author: **Karen Hampton, Community Services Manager**

Endorser: **Matthew Skirving, Executive Manager**

RECOMMENDATION

That in relation to two vacant Community Member positions on Council's Access & Inclusion Working Group, Council appoint the following individuals:

1. _____.
2. _____.

to the Working Group.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.4 Ensure effective administration and operation of Council's committees

SUMMARY

To present Expressions of Interest for membership vacancies on the Access and Inclusion Working Group, and for Council to appoint two members to the group.

BACKGROUND

The Access and Inclusion Working Group Terms of Reference was adopted by Council at their meeting held 27 September 2021 (Min 21/199 refers). The purpose of the group is to provide advice to Council on key disability focus areas, and support delivery of the action plan contained within the Disability Inclusion Plan 2020-2025.

Group membership was determined by Council at their meeting held 20 December 2021 (Min 21/275 refers).

STATUTORY REQUIREMENTS

Section 23 and 24 of the *Local Government Act 1993* outlines the statutory requirements relating to the appointment and functions of Committees as follows:

24. Special Committees

(1) A council may establish, on such terms and for such purposes as it thinks fit, special committees.

(2) A special committee consists of such persons appointed by the council as the council thinks appropriate.

(3) The council is to determine the procedures relating to meetings of a special committee.

DISCUSSION

The Access & Inclusion Working Group generally meet bi-monthly, and function under an adopted Terms of Reference. Group members consist of stakeholders with knowledge and experience across the main categories of disability, that is, physical, sensory, psychiatric, neurological, cognitive, and intellectual impairment.

During October and November 2022, two members resigned from the group due to competing priorities.

Current working group members include:

- Two (of a maximum of four) Devonport residents with disability or their immediate care/support person:
 - Belinda Donovan
 - Naomi Ralph
- Four (of a maximum of four) members of a recognised advocacy organisation representing Devonport residents:
 - Andrew Moore – A.P. Horizon
 - Jodi Prentice – VizAbility
 - Stacey Jackson – Down Syndrome Tasmania
 - Leanne Wease - Mission Australia
- Two Councillors:
 - Mayor Alison Jarman
 - Councillor Steve Martin

An Expression of Interest was advertised to fill the two vacancies on the Working Group, seeking nominations from Devonport residents with disabilities or their immediate carer/support person or representatives from recognised advocacy organisations.

The following Expressions of Interest were received:

- Gaye Smith – Community Member
- Timothy Page – Community Member
- Richard Hamon - Community Member

- Lisa Stafford - Multicap Tasmania
- Katie Mitchell - New Horizons Tasmania
- Gautam Chadda (Gavin) - Tassiecare

Given the representation of advocacy groups is already filled, and in accordance with the Terms of Reference, it is recommended that two Community Member positions be appointed to the Working Group, one with a disability and one with a carer/support person role.

From the EoI's received, there are three community members to be considered by for appointment. Further details of the EoI's are provided as confidential attachments to this Agenda.

COMMUNITY ENGAGEMENT

The Expression of Interest for vacancies for the Working Group was advertised as follows:

- Council website 15 November – 8 December 2022
- Council Facebook page - 15 November 2022
- Community Newsletter 16 November 2022
- Targeted emails to access and inclusion advocacy organisations and community members 15 November and 22 November 2022.

FINANCIAL IMPLICATIONS

There is no financial impact as a result of this report.

RISK IMPLICATIONS

- **Workplace Health and Safety**
To minimise any potential workplace health and safety risks, all endorsed members will complete Council's volunteer induction to ensure they understand their obligations under the *Workplace Health and Safety Act 2012*.
- **Consultation and/or Communication**
Unsuccessful applicants will be included on Council's access and inclusion database to promote further participation opportunities.

CONCLUSION

The Access and Inclusion Working Group provides Council with support to implement the priorities outlined in the Disability Inclusion Plan 2020-2025. The group comprises two Councillors and representatives from the community and advocacy organisations with knowledge and experience across the main categories of disability, that is, physical, sensory, psychiatric, neurological, cognitive, and intellectual impairment.

Seven expressions of interest were received that satisfied the requirements for membership. Options for appointment of two additional Community Representatives are presented for Council's consideration.

ATTACHMENTS

Access and Inclusion 2023 Expressions of Interest (Confidential Attachment)

5.7 HEADSPACE CONSORTIUM MEMBERSHIP

Author: **Karen Hampton, Community Services Manager**

Endorser: **Matthew Skirving, Executive Manager**

RECOMMENDATION

That in relation to the request from headspace Ltd. for an Elected Representative from the Devonport City Council to participate in the *headspace Consortium*, Council resolve to appoint:

as it's representative.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 4.8.2 Provide, promote and advocate for appropriate and accessible services, information, facilities, activities and spaces for young people

SUMMARY

To consider a request for a Council representative to join the *headspace Consortium*.

BACKGROUND

Headspace are located at 35 Oldaker Street, Devonport and its target group are young people aged 12-25 years. Its objectives are to improve access for young people to mental health, physical health/sexual health, alcohol and other drugs services and vocational/educational support. It aims to ensure better co-ordination between those services, by:

- providing holistic services through headspace centres, satellites and associated services;
- increasing community capacity to identify young people with mental ill-health and related problems as early as possible;
- encouraging help-seeking by young people and their families and friends;
- providing evidence-based, quality services delivered by well-trained, and appropriately qualified and experienced professionals; and
- providing a mechanism for service coordination and integration.

STATUTORY REQUIREMENTS

There are no statutory requirements which relate to this report.

DISCUSSION

Council has been approached by headspace's Centre Manager seeking representation by an Elected Member from the Devonport City Council to the *headspace Consortium*.

The *Consortium* is a collaborative advisory group made up of local service providers and organisations that work with Cornerstone Youth Services to provide partnership opportunities. Meetings are held quarterly, with the next meeting to be held in October.

Council's role on the consortium will be to assist with:

- Enhancing the wellbeing of young people in the local community;
- Advocating for and attracting additional resources for local headspace services; and
- Working and collaborating to improve health and wellbeing outcomes for young people.

Discussions have been held between Cr Gerard Enniss and the Centre Manager regarding the aims and objectives of headspace. As a result, Cr Enniss has indicated his willingness to act as Council's representative on the Consortium.

COMMUNITY ENGAGEMENT

There has been no community consultation undertaken as a result of this report.

FINANCIAL IMPLICATIONS

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

RISK IMPLICATIONS

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

CONCLUSION

Council representation on the headspace consortium will enable information sharing between the two organisations, and assist in increasing the profile of headspace and its services to the local community.

ATTACHMENTS

Nil

5.8 MERSEY RIVER EASTERN PONTOON & FERRY SERVICE

Author: **Carol Bryant, Executive Officer**

Endorser: **Matthew Skirving, Executive Manager**

RECOMMENDATION

That Council:

Option 1

having considered the offer from Kinetic to gift the Eastern Ferry Pontoon for Council ownership, decline the offer due to the high-cost implications;

or

Option 2

accept the offer from Kinetic to gift the Eastern Ferry Pontoon to Council for the purpose of supporting the Kedge Pty Ltd proposal, subject to:

- a. Kedge Pty Ltd entering into an agreement with Council to operate a commuter and visitor ferry service, on an operational schedule and for an acceptable term to the satisfaction of Council; and
- b. noting the necessary capital and operational funds to renew and maintain the eastern pontoon infrastructure will need to be included in future budgets as outlined in this report.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- | | |
|----------------|---|
| Strategy 1.1.1 | Lead and actively promote the adoption of practices that support the sustainable use of energy and other natural resources by Council, businesses and the community |
| Strategy 3.2.1 | Support tourism through the provision of well designed and managed infrastructure and facilities |
| Strategy 3.3.1 | Improve the City's physical access and connectivity focusing on linkages to and from key access points |

SUMMARY

This report outlines relevant matters for consideration by Council in relation to the ownership and future use of the Mersey River eastern pontoon, including a proposal by Kedge Pty Ltd to re-establish a Torquay Ferry service.

BACKGROUND

Kinetic (formerly MerseyLink) currently own the Mersey River Eastern Pontoon, which has supported the Torquay Ferry service from East Devonport to the Devonport City CBD. In August 2022, Kinetic ceased operation of the ferry service due to a decline in passenger numbers over time. The existing Torquay Ferry vessel had also reached end of life and would require significant investment to refurbishment to improve the condition of the Ferry and achieve compliance with modern day ferry standards.

In recognition of their decision to make no further investment in the Ferry service and infrastructure, and community sentiment toward the history of the service, Kinetic offered to donate the Ferry and Pontoon assets to a future operator.

In November 2022, Kedge Pty Ltd wrote to Council outlining their intention to acquire the Ferry and recommence some passenger services and requesting that Council consider taking over ownership for the Eastern Pontoon.

To determine the current state and condition of the Eastern Pontoon, Council Officers engaged AusSpan, a local engineering consultancy who specialises in bridge and pontoon structures, to complete a condition assessment.

The report identifies significant deterioration of pontoon structural components, with an assessed remaining life of 2-4 years before full renewal/replacement would be required.

There were several other safety and compliance issues identified, such as renewal of the anti-slip surfacing, installation of a safety access ladder and fender system along the berthing area of the structure.

Council invited Adam Brancher from Kedge Pty Ltd to present at the 23 March 2023 Council Workshop on their proposal. The presentation included the following key points:

- Kedge proposed to re-introduce and operate the Torquay Ferry across the Mersey River, primarily to service community/commuter access 7 days a week, with the intention of also operating a tour up and down the river twice a day on a seasonal basis.
- Kedge had acquired the Torquay Ferry and plans to upgrade and fit a Hybrid electric/ hydrogen powered propulsion system to replace the current engine. The new zero-emissions powered vessel will serve as a technology demonstration, proof-of-concept, and research and development project for Kedge Pty Ltd.
- Noted the potential to promote Devonport as the home to the first hydrogen powered vessel in operation within Australia.

To support the proposal, Kedge advised the following would be required:

- New charging infrastructure would be required to be installed at the Eastern Pontoon to facilitate overnight charging of the Ferry.
- A dedicated and secure storage area for a Hydrogen Fuel Cell and re-fuelling equipment for the ferry would be required to support a hydrogen-based propulsion system, ideally in close proximity to the Eastern Pontoon. At this time, access to a suitable location was to be explored by Kedge with TasPorts.
- Council were asked to consider the relocation of the existing Western Pontoon to better align with the Eastern Pontoon and to improve the ferry service.

Kedge noted that support for the above actions by Council would be required to give confidence in the ongoing financial viability of the Kedge-operated ferry service.

At its April 2023 meeting, Council considered the proposal by Kedge Pty Ltd and resolved to:

“Receive and note the report on the condition and refurbishment costs associated with the Eastern Ferry Pontoon and continue to work with key stakeholders to prove up costs for further consideration as part of the 2023/24 budget deliberations, prior to any decision to accept ownership” (Min 23/81 refers).

Council did not resolve to commit any operational or capital funding in relation to the Kedge proposal as part of its 2023/24 budget deliberations.

Council previously provided an operational grant of \$25,000 p.a. for a number of years to Mersey Link to assist in running the ferry service.

STATUTORY REQUIREMENTS

Should Council choose to acquire the Eastern Pontoon, it would also accept a duty of care to maintain the structure in a condition that is safe for users and compliant to relevant marine structure standards. This duty of care would include both the general public and any commercial operators who have permission to use the structure.

DISCUSSION

Further discussion has been held with Kedge Pty Ltd to determine progress on the ferry retrofit process, and also their operational requirements/intentions for the ferry service, and contingent support from Council to support these plans. On the 10th August 2023 Kedge confirmed the following:

- Technical feasibility study complete, full intention to continue with retrofit as demonstration vessel if ferry service/berthing terminals can be secured.
- Subject to progressing the retrofit process, Kedge would aim to commence operations in Winter/Spring 2024 and operate the service for an initial 3-year period.
- The retrofit process and operational model for the ferry service are acknowledged as not being commercially viable.
- Ferry will operate as a commuter vehicle during "peak periods" along with visitor/group bookings however, a specific operational schedule has not yet been determined.
- Public access to pontoons for fishing or other recreational activities is considered problematic and conflicts with ferry operations. Public access to the Eastern Pontoon should be wholly restricted due to electrical risks associated with charging infrastructure. This may not be an issue if charging is completed elsewhere or not at all if the ferry is solely powered by hydrogen.
- Kedge may consider contributing to the Eastern Pontoon upgrade to fund the necessary electrical charging infrastructure.
- Kedge may be interested in acquiring the eastern pontoon after essential maintenance is completed to bring the structure up to acceptable standard.
- Location of hydrogen re-fuelling equipment is yet to be determined, and while there is potential to discuss this with private landowners, this is yet to occur.

Council Officers have also engaged with TasPorts in relation to the proposal, and existing pontoon infrastructure in the Mersey River. They have confirmed that:

- They would be unlikely to provide direct financial support or investment in infrastructure for the benefit of commercial operations. For example, refurbishment and upgrade of the Eastern pontoon for Kedge's project and service.
- They would be happy to discuss in-kind support to Council for relocation of the Western pontoon (owned by Council).

It has previously been noted that relocation of the Western pontoon would be of benefit to port navigation, as the current pontoon location is positioned close to the narrowest section of the port operational area.

Strategic Considerations

Given the potential quantum of funding that may be associated with supporting this proposal, and the community sentiment towards the historic operation of the Torquay

Ferry service, there are several strategic considerations that are of relevance to Council's consideration of these proposals.

Existing infrastructure

Within the navigational waters of the Mersey River proper, and excluding TasPorts commercial port infrastructure, a range of existing formal access infrastructure exists.

Figure 1 below outlines the primary locations and their function:

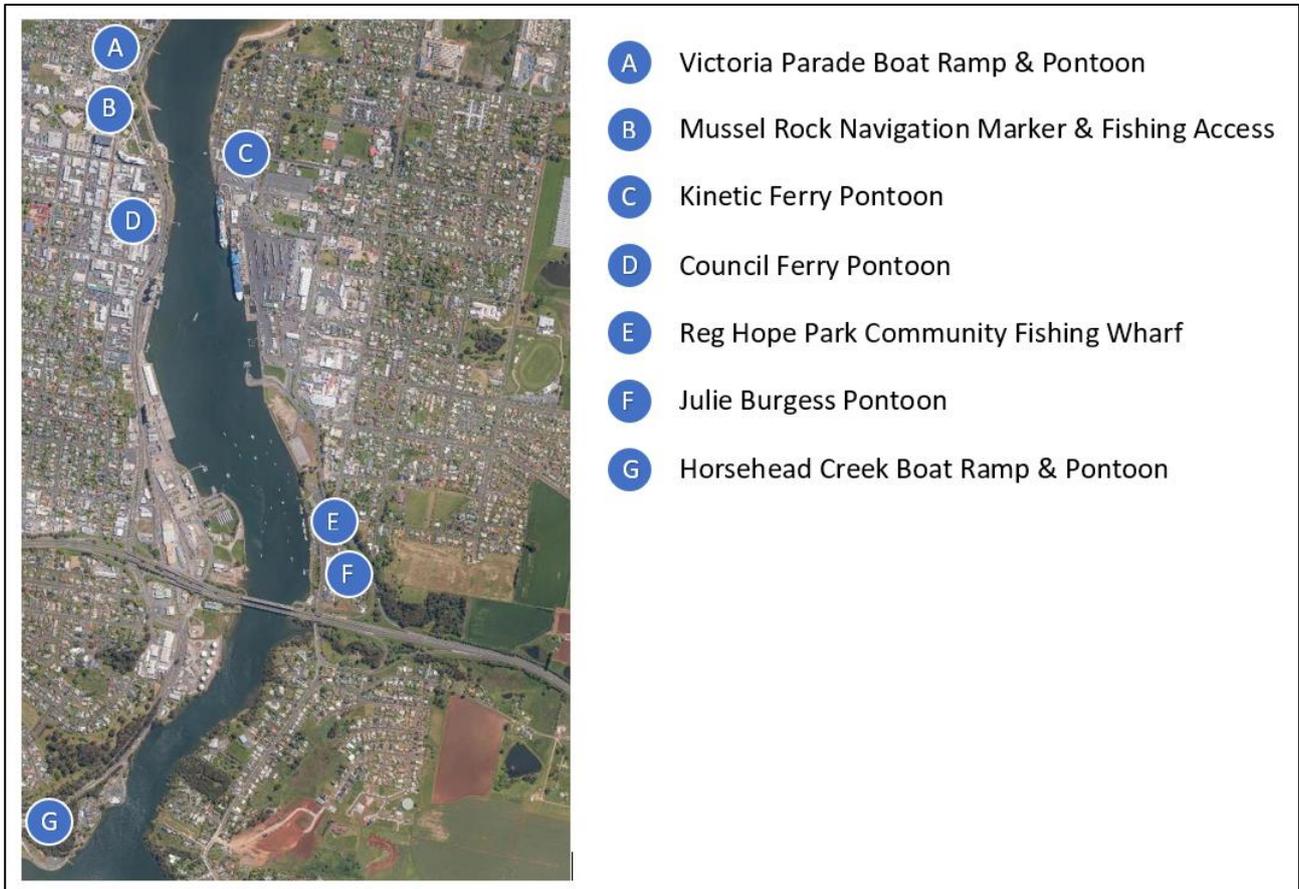


Figure 1: Mersey River Access Infrastructure

Generally, this infrastructure services the needs of the community, with the majority of recent requests from user groups primarily related to conflict between recreational fishers and boat users regarding pontoon and boat ramp access.

Kedge have previously requested Council consider relocation of the existing Western Pontoon further north to provide a more direct route across the river. This would also likely be supported by TasPorts (subject to review and formal approval) to improve clear navigation through the narrowest section of the current port operational area.

Relocation to the southern side of the elevated walkway may be the most logical location and provides good connection to the existing foreshore recreation trail network, Waterfront Park, and the Devonport CBD. A pontoon in this location may also provide an alternative for recreational fishers currently using the Victoria Parade Boat ramp pontoon, and causing some conflict with boat users. It is noted however, that Kedge generally do not support recreational fishing access to the proposed ferry pontoons during operations, which may require a larger pontoon to be constructed (at additional expense) to achieve this dual outcome.

The cove to the southern side of the Mussel Rock navigation beacon and north of Waterfront Park has also been considered. TasPorts have indicated that this area may interfere with navigation lines and be exposed to high wash levels deemed unsafe for users. Higher infrastructure costs may be required to address safety and practicality issues of this location, and the location may not be supported by TasPorts, as noted above.

Figure 2 below outlines the possible Western Pontoon relocation:

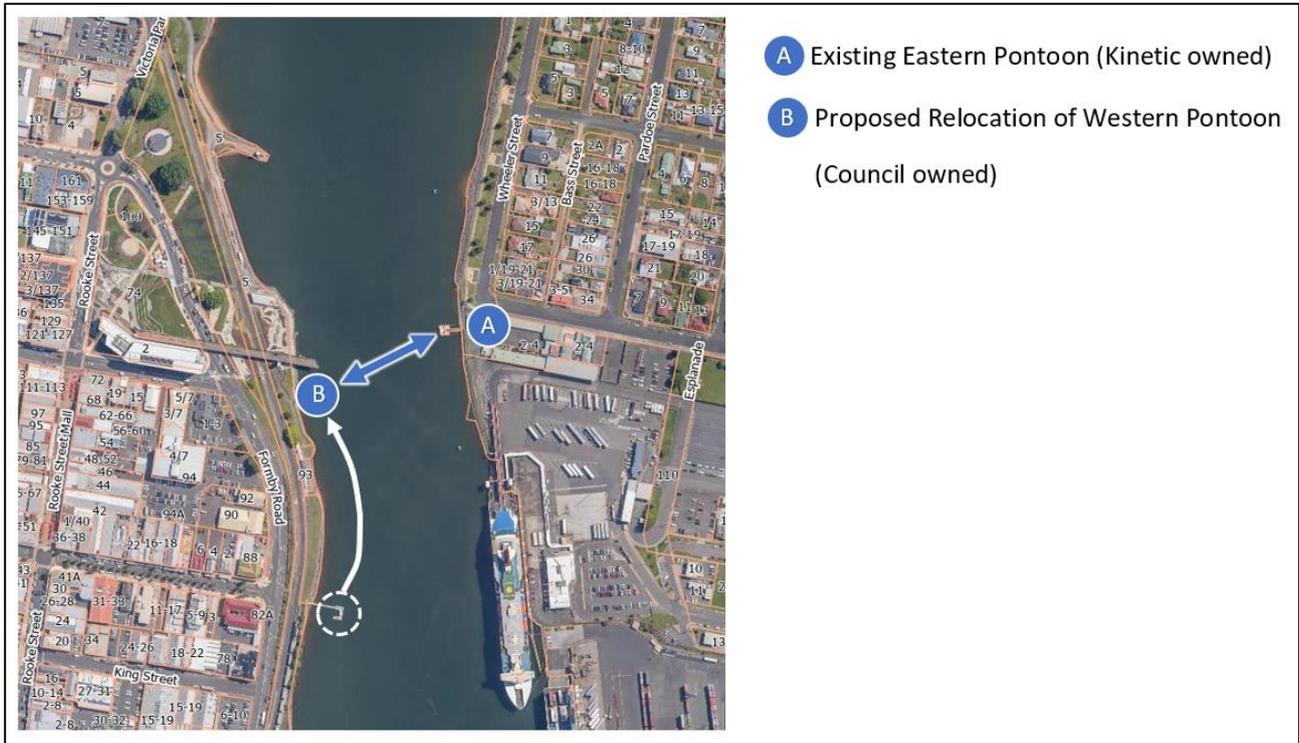


Figure 2: Possible Western Pontoon relocation, and re-established ferry service route.

Ferry Service

To date, Kedge have provided general advice to Council on the nature of their planned Ferry Service. If Council were to consider supporting this service via the necessary asset ownership and associated capital investment, a detailed operational model would need to be outlined and agreed, including as a minimum:

- The proposed daily passenger/commuter Ferry schedule.
- The nature and frequency of additional tourism or “for hire” services to be offered, to enable Council to consider the relative benefits of this service to the city.
- Certainty in the length of time (years) Kedge propose to run the services outlined above, to enable Council to consider the relative community benefit derived from the capital funds committed.

Considering the prior operational funding support from Council provided to the Torquay Ferry Service, relative to the estimated \$150,000 cost to undertake essential maintenance on the Eastern pontoon (the minimum investment required by Council), an operational period in excess of 5 years would be required for to be equivalent to Council's prior commitment. Further renewal, replacement, expansion, or relocation expenses would require the operational period to be further extended.

Alternative Locations & Transport Services

Council may also have regard to alternate locations and user groups for a reinstated ferry service. In addition to the current Eastern Pontoon location, additional/alternate options to connect the Ferry to residential and visitor services in the city should be considered.

With the proposed relocation of the Spirit of Tasmania Ferry Terminal further south in the Mersey River, an additional location in this proximity may provide some benefit for Spirit of Tasmania employees and visitors accessing the terminal. Access to the existing Julie Burgess pontoon in Reg Hope Park offers a logical location for an additional ferry stop. This site would also provide convenient access for the southern residential suburbs of East Devonport. A stronger association with tourism and visitor services in the city (including connection with the Julie Burgess' services) may offer additional positive grounds for Council to consider supporting the Kedge proposal generally, although this opportunity has not been specifically raised by the proponent and would need to also meet the operational requirements of the Julie Burgess.

More generally however, Council should closely consider its role in the provision of public transport services within the City. Setting aside the tourism and historical community sentiment towards the ferry service, Council is generally not the provider of public transport services to our community – the State Government fund and provide strategic management of these services, which are then provided by a contracted service operator.

With the noted decline in commuter utilisation by the prior operator of the Ferry service, it is unlikely that ongoing funding support for commuter services via this method represents a viable alternative to maintaining (or expanding) the public bus network within the city.

Factors such as the proximity of the Ferry routes to residential and commercial activities, distance travelled by the service compared to public or private commuter travel distances, and the relative availability and cost of parking within the city, have a direct impact on commuter choice to take up use of a ferry service.

Subsidy of Commercial Operations

Given Kedge themselves have noted that the ferry service is not commercially viable, the requests made to Council for its involvement and direct financial support of this proposal should be closely considered. Specifically, how directly the requested Council contribution is assisting to subsidise or underwrite the commercial activities of a private business.

While it has been a generous undertaking by Kedge to offer to complete a substantial refurbishment of the prior vessel and reinvigorate the ferry service to operate again on its home port on the Mersey River, Kedge have also been clear about the commercial nature of this project. This will be a research and development, demonstration, and proof-of-concept undertaking, with limited commitment offered to date to run the ferry service for an extended tenure.

Community Benefit of Council Investment

Acknowledging the historically declining utilisation of the ferry operation as a genuine public transport service, the remaining positive community benefits that can be associated with this project are less directly quantifiable, and include:

- Positive community sentiment for the historic and cultural associations with the ferry service, connecting our eastern and western communities across the Mersey River.
- Potential tourism and event activation of our river and foreshore assets, including links with existing and proposed tourism drawcards (Julie Burgess and Spirit of Tasmania terminal).

- Expanded and enhanced infrastructure to support community access to the Mersey River.
- Positive association with the demonstration project being hosted in Devonport and supported by the Council.

Council must weigh the relative benefits of these, and any other identified outcomes, against the immediate and potential future infrastructure investment required to support and maintain the service.

The following options are presented to Council for consideration:

| Option | Detail |
|---|---|
| 1. Decline the offer from Kinetic to gift the Eastern Ferry Pontoon for Council ownership due to the current poor condition and high-cost implications | <ul style="list-style-type: none"> • Council determine to not acquire the eastern pontoon, and as a result not be involved with the Kedge Pty Ltd proposal. • This does not preclude Kedge from entering negotiations directly with Kinetic to acquire the eastern pontoon. • The western pontoon would remain in Council ownership and be available for utilisation of a ferry service if commenced. • Should a new ferry service not eventuate, the pontoon could be repurposed for other community uses such as a fishing platform. • No additional capital or operational cost implication to Council. • Council may still choose to support Kedge in advocating to the existing eastern pontoon owners, the State Government, and/or other potential funding partners, to realise the proof-of-concept project, and recommencement of the ferry service. |
| 2. Accept the offer from Kinetic to gift the Eastern Ferry Pontoon for Council and undertake the necessary upgrades for the central purpose of supporting the Kedge Pty Ltd proposal. | <ul style="list-style-type: none"> • Accept the offer from Kinetic to gift the existing Eastern pontoon to Council • Essential maintenance to be completed following acquisition, at an estimated minimum cost of \$150,000, and accepting the future, full-renewal expenditure risk of the eastern pontoon at an estimated cost of \$450,000 • Consider the requested relocation of the western pontoon to a suitable location, at an estimated cost of \$225,000 • The above actions to be conditional on Kedge Pty Ltd entering into an agreement with Council to operate a commuter and visitor ferry service on an agreed operational schedule and for an acceptable tenure relative to the financial investment made by Council in supporting the service (considered to be between 5-10years based on the minimum investment requirements noted above). |

COMMUNITY ENGAGEMENT

No community engagement has been undertaken in relation to this report.

FINANCIAL IMPLICATIONS

The following table contains estimates for Capital Expenditure (CAPEX) and Operational Expenditure (OPEX) for Years 1, 5,10 and a total 10-year accumulative expenditure on the two options, as previously presented to Council for consideration:

| Option | Year 1 | | Year 5 | | Year 10 | | Total 10 year expenditure | |
|--------|---------------------------|----------|------------|----------|---------|-----------|---------------------------|-----------|
| | CAPEX | OPEX | CAPEX | OPEX | CAPEX | OPEX | CAPEX | OPEX |
| 1 | \$ - | \$ 500 | \$ - | \$ 5,000 | \$ - | \$ 5,000 | \$ - | \$ 15,000 |
| 2 | \$150,000 to \$375,000 | \$ 1,000 | \$ 450,000 | \$ 5,000 | \$ - | \$ 10,000 | \$600,000 to \$825,000 | \$ 25,000 |

RISK IMPLICATIONS

- Workplace Health and Safety**
 Any new pontoon infrastructure to be transferred into Council ownership would need to be upgraded and maintained to acceptable safety standards and marine regulations.
- Corporate and Business**
 Should Council support the proposal from Kedge Pty Ltd, a suitable agreement will be required to be executed, documenting the obligations of the parties in relation to the proposed investment by Council and service delivery scope and tenure by Kedge.
- Asset & Property Infrastructure**
 If Council take responsibility for the Eastern Pontoon, being another marine asset with known significant future asset maintenance and management costs, sufficient financial resources will need to be allocated by Council.

 If Kedge Pty Ltd fail to commence or continue ferry operations, Council will remain responsible for two pontoon assets. There may be a demand then to re-purpose the pontoons for fishing angler access and/or recreational boat utilisation. These assets are high-value and require significant ongoing maintenance in the marine environment, for uncertain use/ benefit to the wider community.

 If in the future Council determines that ownership of marine assets and pontoons are not a core management responsibility of Council, there could be future difficulties gifting the marine assets to another party. In the case the assets cannot be gifted, there will be a significant cost to decommission and dispose of the pontoon assets, then reasonably restore the foreshore environment.

CONCLUSION

This report presents information for consideration by Council in relation to the ownership and future use of the Mersey River eastern pontoon, including the associated proposal by Kedge Pty Ltd to re-establish a Torquay Ferry service. Given the level of funding that may be associated with supporting the Kedge proposal, and the community sentiment towards the historic operation of the Torquay Ferry service, Council should closely consider a range a matters, including:

- The cost, location, primary, and secondary uses for river and ferry access infrastructure on the Mersey River;
- The specific nature (schedule) and tenure (number of years) of service committed by Kedge to operate the ferry service (which has not yet been detailed or agreed);
- The community benefit delivered via the subsidy of a commercial operation;
- The community benefits of a revitalised commuter and visitor ferry service; and
- Potential positive association with a demonstration project being hosted in Devonport and supported by the Council.

Two options are presented for Council's consideration.

ATTACHMENTS

Nil

5.9 DRAFT PLACE AND ASSETS NAMING POLICY

Author: **Claire Jordan, Executive Coordinator**

Endorser: **Matthew Atkins, General Manager**

RECOMMENDATION

That Council:

1. adopt the draft Place and Assets Naming Policy; and
2. rescind the Commemorative Seat Policy, adopted 21 August 2021 (Res No. 21/173), both with immediate effect.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- | | |
|----------------|---|
| Strategy 4.7.2 | Encourage opportunities for active participation in community life |
| Strategy 5.3.1 | Review and amend structures, policies and procedures to adapt to changing circumstances |

SUMMARY

The purpose of this report is to table the draft Place and Assets Naming Policy for adoption by Council.

BACKGROUND

At Council's January 2023 meeting, Council endorsed Councillor Steve Martin's Notice of Motion (Min Res. 23/4) for the development of a "Naming of Council Community Facilities and Open Space Policy", to include opportunities for community submissions and the formation of a community-based Place Naming Committee.

It was envisaged that the proposed Policy and Committee would provide for consistency, fairness and transparency in the naming of public spaces, facilities, buildings and other features, owned or maintained by Devonport City Council, and encourage community involvement in the naming process.

STATUTORY REQUIREMENTS

There are no statutory requirements relating to this report. It is recommended however, for official naming purposes, that Council complies with the requirements of the *Place Names Act 2020*, to seek official recognition of place names within its municipal area.

The naming of public roads and streets is outside the jurisdiction of this Policy, and their formal naming is undertaken in accordance with the *AS/NZS 4819:2011 – Rural and urban addressing* and the *Place Names Act 2020*.

DISCUSSION

It was previously determined by Council that all requests to rename public open spaces or community facilities were undertaken in accordance with Clause 5 of Council's Commemorative Seat Policy.

The Policy included a section on "Other Memorials" and outlined a simple process where any request to name or rename a public space or community facility to commemorate a person or organisation be referred to Councillors for consideration.

In some circumstances, community consultation was recommended as part of a renaming process (with responses forming part of the Council decision-making process); whereas other spaces were renamed exclusively by a decision of Council, without community consultation, given that Councillors are popularly elected community representatives, who are adequately credentialed to assess and determine name proposals in an objective and transparent manner.

The proposed development of a new Council Policy to manage place and asset naming, sees the Commemorative Seat Policy redundant, and subsequently the Policy is to be rescinded, should the draft Place and Assets Naming Policy be adopted.

The new Policy, whilst similar in intent to the previous Commemorative Seat Policy, places greater emphasis on input from the community, namely through the convening of a Place and Assets Naming Committee, should the place or asset to be named, warrant community input.

COMMUNITY ENGAGEMENT

It is proposed from this Policy, that community engagement may be undertaken, by way of convening the Place and Assets Naming Committee, on a case by case basis.

Where it is proposed that an official name is required or recommended for a place or asset, a 30 day community consultation will be undertaken. Consultation will occur via usual engagement methods, such as online and written submissions.

Submissions received will be assessed by the Place and Asset Naming Committee (if convened), in order to determine a preferred name or options for Council's endorsement.

FINANCIAL IMPLICATIONS

There are no known financial implications as a result of adopting this Policy. Membership of the Place and Asset Naming Committee would be voluntary, and administrative support would be provided by Council. There is no fee involved in the application for official naming of places or assets with Place Names Tasmania.

RISK IMPLICATIONS

- **Asset & Property Infrastructure**
It is important that names approved for the naming of assets and property are compliant and sensitive from a cultural and historical perspective.
- **Consultation and/or Communication**
Issues may arise when considering expressions of interest received from applicants wishing to join the Place and Assets Naming Committee. Unsuccessful applicants may be disgruntled and feel that their interests are not being served or met. Issues may also arise with differing opinions of the Committee, or members advocating from a subjective standpoint, or naming decisions determined by the Committee not being generally supported by the community.

CONCLUSION

The draft Place and Assets Naming Policy has been developed in accordance with an endorsed Notice of Motion and is tabled for adoption by Council.

ATTACHMENTS

1. DRAFT Place and Assets Naming Policy [5.9.1 - 4 pages]

5.10 CORPORATE CLIMATE CHANGE ADAPTATION PLAN - YEAR FIVE STATUS

Author: **Carol Bryant, Executive Officer**

Endorser: **Matthew Skirving, Executive Manager**

RECOMMENDATION

That Council receive and note the report on the status of actions listed in the Corporate Climate Change Adaptation Plan 2018-2023.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 1.2.2 Develop and implement local and regional policies and initiatives to mitigate climate change impacts in partnership with all spheres of Government

SUMMARY

To report progress on the actions in the Corporate Climate Change Adaptation Plan 2018-2023 to Council.

BACKGROUND

The Corporate Climate Change Adaptation Plan 2018-2023 aims to improve the capability of the Council to manage corporate risks associated with climate change that are within Council's sphere of influence.

The development of the Plan is based upon climate projection data, specific to Devonport, provided by the Antarctic Climate and Ecosystems Cooperative Research Centre '*Climate Futures for Tasmania*' program.

The Plan presents summarised scientific climate projections, risk statements, and adaptation actions for four key climate change impacts:

- Rainfall;
- Sea Level Rise and Storm Tide;
- Heat; and
- Bushfire.

Council adopted the Plan at the meeting held 26 March 2018 (Min No 52/18 refers).

STATUTORY REQUIREMENTS

There are no statutory requirements in relation to this report.

DISCUSSION

Achievements for the fifth and final year of implementation of the Plan are outlined in the attached document. Eighteen of the twenty-four actions over the five-year plan have been completed; one is in progress; one is ongoing; two have not commenced; and two did not require any action.

Key progress includes:

1. Rainfall

Re-vegetation along Figure of Eight Creek and Clayton Reserve to reduce the velocity of overland flow during more intense, short duration rain events resulting in erosion of waterways and sedimentation downstream.

2. Sea Level Rise and Storm Tide

Restoration works at Coles Beach, Pardoe and beach at northern end of North Caroline Street to avoid further environmental degradation and loss of capital values due to extreme storm tide events.

3. Heat

Shade sails installed in the Waterfront Park, Mersey Bluff Skate Park and Rooke Street Mall to address sunburn and heat stress risks for users of Council's public open space.

4. Bushfire

Continued improvements to emergency management and community disaster preparedness in the event of a bushfire. Don Reserve and Kelcey Tier Bushfire Management plans in process of being updated, with the Draft Don Reserve plan included in this Council Agenda.

The Corporate Climate Change Adaptation Plan 2018-2023 will be reviewed in 2023/24 as an action in the Annual Plan.

COMMUNITY ENGAGEMENT

As an internal corporate plan, no community engagement was undertaken in preparation of this report.

FINANCIAL IMPLICATIONS

Several actions in the Plan will continue to be undertaken as part of usual business operations and have been budgeted for in the annual operational and capital budget.

The review of the Plan may result in actions that require a specific allocation in future operational and capital budgets.

RISK IMPLICATIONS

- **Asset & Property Infrastructure**
Increased damage to Council's assets and infrastructure may result from extreme weather events. Actions to mitigate this risk are outlined in the plan.
- **Environmental Sustainability**
Changes in climatic conditions may negatively impact on Devonport's environmental values and biodiversity. These have been factored into the plan.
- **Emergency Business Continuity**
Increased extreme weather events resulting in power outages and telecommunications failure to Council buildings and assets may result in an inability of the Council to coordinate and deliver services and emergency management responses placing the community at risk. Council's Business Continuity Plan outlines strategies to address this.
- **Risk Reporting**
Adaptation actions have been integrated into Council's Risk Register and will be reported through Council's risk reporting process.

CONCLUSION

The Corporate Climate Change Adaptation Plan 2018-2023 uses a risk management approach to climate change impacts, based on available scientific data, local knowledge, and internal expertise. Progress has been made during the fifth year of the Plan's implementation. The Plan will be reviewed during 2023/24.

ATTACHMENTS

1. Corporate Climate Change Adaptation Plan Year Five Status 2023 [**5.10.1** - 6 pages]

5.11 ENVIRONMENT STRATEGY 2019-2024 YEAR FIVE STATUS

Author: **Carol Bryant, Executive Officer**
Endorser: **Matthew Skirving, Executive Manager**

RECOMMENDATION

That Council receive the update report and note the status of actions listed in the Environment Strategy 2019-2024.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 1.1.1 Lead and actively promote the adoption of practices that support the sustainable use of energy and other natural resources by Council, businesses and the community
- Strategy 1.2.1 Support the conservation and maintenance of biodiversity including coastal landscapes and preservation of areas of remnant vegetation

SUMMARY

To report progress of the fifth year of implementation of the Environment Strategy 2019-2024.

BACKGROUND

The City of Devonport's 2019-2024 Environment Strategy outlines Council's environmental management activities over a six-year period commencing 2018-19, grouped under three focus areas:

1. Conserving our Biodiversity
2. Healthy Waterways and Coasts
3. Living Lightly

Council adopted the Strategy at the meeting held 23 July 2018 (Min No 131/18 refers).

STATUTORY REQUIREMENTS

No statutory requirements relate to this report.

DISCUSSION

Achievements for the fifth year of implementation of the Environment Strategy are outlined in the attached document.

A large proportion of activities contained within the Strategy are intended to be ongoing actions across multiple years, or the entire life of the plan. 29 actions have commenced or are ongoing, with a further 5 to commence in future years. Two stand-alone actions have been fully completed.

Key highlights for each focus area are outlined below:

- **Invasive Flora and Fauna:**
 - Ongoing program of weed control activities.
 - Community involvement in weed management through the support and partnerships with Friends of Don Reserve, Wildcare, and Spreyton Joey Scouts

- **Biodiversity Health:**
 - Six community events delivered with 330 participants
 - Monitoring of nest boxes for the endangered Swift Parrot, in the Kelcey Tier Greenbelt, several sightings of nesting pairs

- **Healthy Waterways and Coasts:**
 - Spreyton Joey Scouts participating in revegetation projects in riparian zones

- **Energy Efficiency:**
 - 14% Reduction in electricity usage at the aquatic centre from 2020/21 due to continuation of LED lighting project

- **Liveable City:**
 - Adoption of Waste Strategy 2023
 - Foreshore revegetation projects along Pardoe Beach and Caroline St (North) to reduce storm tide and flooding risks associated with climate change.

COMMUNITY ENGAGEMENT

Over 450 community members have been involved in various activities to deliver Strategy actions.

FINANCIAL IMPLICATIONS

Operational and capital funds are allocated to Strategy actions during the annual planning process. External funds may be sought throughout the year as the opportunity arises.

RISK IMPLICATIONS

- Environmental Sustainability
There is a risk that without a strategic approach to managing Devonport's natural assets and addressing key sustainability challenges, it may lead to negative environmental outcomes.

CONCLUSION

The Environment Strategy 2019-2024 reflects the work of the community and Council officers to improve the management of Devonport's natural resources. Progress has been made during the fifth year of the Plan's implementation.

ATTACHMENTS

1. Environment Strategy 2019-2024 Year Five Actions [5.11.1 - 10 pages]

5.12 CITY OF DEVONPORT EISTEDDFOD SOCIETY PARTNERSHIP AGREEMENT

Author: **Karen Hampton, Community Services Manager**
Endorser: **Matthew Skirving, Executive Manager**

RECOMMENDATION

That Council endorse the Partnership Agreement between the Devonport City Council and the City of Devonport Eisteddfod Society.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 4.7.3 Promote the equitable distribution and sharing of resources throughout the community that supports the delivery of quality outcomes

SUMMARY

To present a 3-year Partnership Agreement between Council and City of Devonport Eisteddfod Society Inc. (Society) for consideration.

BACKGROUND

Council has had a Partnership Agreement with the Society for many years, with the most recent agreement expiring 30 June 2023. A review of the Agreement has recently been undertaken and a revised agreement is presented for Council's consideration (attached).

The Society facilitates the running of the Devonport Eisteddfod annually which focuses on poetry, storytelling, music, singing, dance, drama and instrumental performances. The Eisteddfod is held at the paranapple arts centre and the Devonport Baptist Church.

STATUTORY REQUIREMENTS

Details relating to the financial impacts of the Agreement will be included in Council's Annual Report each year in accordance with section 77 of the *Local Government Act 1993*.

DISCUSSION

The Devonport Eisteddfod has been a very successful and well supported event on the Devonport events calendar for many years, with the 2023 event marking the 94th competition. The Partnership Agreement, included as an attachment to this report, sets out the obligations of both parties in relation to the event.

The Agreement confirms an annual commitment from Council of \$10,000 to assist in the running of the event. This sponsorship represents the only financial and in-kind contribution Council provide to the event, with hire costs for venue and production/technical assistance charged to the event at the adopted community hire rates. Total venue charges have historically been in excess of this sponsorship value.

COMMUNITY ENGAGEMENT

There has been no specific community engagement in relation to the content contained in this report.

FINANCIAL IMPLICATIONS

The Partnership Agreement commits Council to an annual financial contribution to the City of Devonport Eisteddfod Society. The partnership amount for the first year of the agreement has been included in Council's 2023/24 operational budget.

RISK IMPLICATIONS

There are no new risks identified as a result of this report, with the proposed agreement representing a continuation of the collaboration and partnership that has existed for many years between the two organisations.

CONCLUSION

The ongoing partnership and collaboration between Council and the Society has proven beneficial to the Devonport community over many years. The Partnership Agreement strengthens the relationship and clearly sets out each parties' obligations and commitments to support the continued success of the event, approaching its 100th annual competition.

ATTACHMENTS

1. Devonport Eisteddfod Partnership Agreement 2023-26 [5.12.1 - 4 pages]

6 INFORMATION

6.1 WORKSHOPS AND BRIEFING SESSIONS HELD SINCE THE LAST COUNCIL MEETING

Author: **Claire Jordan, Executive Coordinator**

Endorser: **Matthew Atkins, General Manager**

RECOMMENDATION

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

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 |
|----------------|--------------------------------------|---|
| 14 August 2023 | Tasmanian Aboriginal Centre | Presentation and overview to Council of <i>palawa kani</i> language and dual naming |
| | Tasmanian Masters Games | Present TMG Inc's proposal to host 2024 Tasmanian Masters Games |
| | Youth Family & Community Connections | Discussion of YFCC's programs |
| | Annual General Meeting | Discuss 2023 Meeting |

6.2 MAYOR'S MONTHLY REPORT

RECOMMENDATION

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

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 regularly to Council, listing the meetings and functions attended by the Mayor.

STATUTORY REQUIREMENTS

There are no statutory requirements which relate to this report.

DISCUSSION

In her capacity as Mayor, Councillor Alison Jarman attended the following meetings and functions between 19 July and 22 August 2023:

- Met with the General Manager and staff as required
- Met with Councillors as required
- Radio Interviews, including SeaFM, ABC Radio and 7AD
- DCCI Meet and Greets each Tuesday morning with John Alexiou
- Travelled with GM to Greater City of Geelong and met with Mayor and GM and key Executive & Management personnel to discuss strengthening relationships and toured several areas of key interest
- Met with Tasmanian Audit Office – Stakeholder Engagement Meeting
- Met with Nigel Elliott – Devonport Brass Band – update on their activities
- Met with Scott Spanton
- Attended Lloyd Badcock Funeral at the paranaple centre
- Met with Julie Collins MP (Minister for Housing, Minister for Homelessness and Minister for Small Business) and Senator Anne Urquhart
- Visited East Devonport Primary School with Deputy Mayor and Ken Overton – free lunch program and school activities discussed
- Roundtable discussions to discuss housing & homelessness – Cradle Coast Authority
- Meeting with constituent to hear concerns over footpath along Victoria Parade
- Attended Probus Club luncheon
- Attended Midwinter Feast East Devonport Community House – East Devonport Football Club
- Met with Principal Nic Page, State Principal TAS & WA, Indie School
- Attend JAZZ Gospel Song
- Visited Jazz Musos in the Mall Fashion Parade
- Attended Melrose Hall Trivia Night
- Attended Jazz MAD in Pavilion
- Attended Melrose Memorial Hall Controlling Authority General Meeting
- With the General Manager, met with Anthony Haneveer from The Advocate

- With the General Manager, met with Commander Stuart Wilkinson & Inspector Shane LeFevre
- Joined Access and Inclusion Working Group Workshop
- Met with Mayor Cheryl Fuller and General Manager Barry Omundson - Central Coast Council
- Attended Public Art Committee Meeting
- Attended City of Devonport Brass Band Annual General Meeting
- Attended 5th Birthday Celebration Devonport International Café
- Met with Kim and Bruce Robinson from The Cove Tasmania regarding coastal pathway
- Attended General Manager Review Committee Meeting
- With the General Manager, met with Rodney Greene regarding Place based proposal – Burnie Works
- Attended lunch with Geoff Winspears and Snow Thomas from the Devonport Show Society
- With the General Manager, met with James and Eve Foster
- Attended Women's Forum
- Attended Fearless Festival Hospitality Lunch at the Drysdale Campus
- Attended Fearless Festival Forum Dinner
- Attended ArtRage 2022 Exhibition
- Department Premier & Cabinet photo shoot
- Attended Council Workshop
- Church Leaders Meeting
- Meeting with Ana Royal at Novotel
- Met with Belle Stott regarding International Day of Disability
- Met with Kate Wylie regarding Trauma Awareness Network Australia (TANA)
- Attended the musical 'Pippin' for St Brendan Shaw College
- Laid wreath on behalf of Council at Vietnam Veteran's Association of Australia 50th Anniversary
- Attended Media Event - Dulverton Waste Management – de-packager
- Attended the Surf Life Saving Tasmania – Awards of Excellence, paranapple convention centre
- Melrose Memorial Hall Controlling Authority – General Meeting/ Annual General Meeting
- LG Board – Community hearings – Cradle Coast Catchment Hearing

ATTACHMENTS

Nil

6.3 GENERAL MANAGER'S REPORT

Author: **Matthew Atkins, General Manager**

RECOMMENDATION

That the General Manager's report be received and noted.

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

SUMMARY

This report provides a summary of the activities undertaken by the General Manager, between 19 July and 22 August 2023. It also provides information on matters that may be of interest to Councillors and the community.

BACKGROUND

A monthly report provided by the General Manager to highlight management and strategic issues that are being addressed 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

COUNCIL MANAGEMENT

1. Attended and participated in regular scheduled internal staff and management meetings.
2. Attended Workshops, Planning Authority Committee Meetings and Council Meetings as required.
3. Attended the Council Audit Panel meeting as required under the terms of reference.
4. Along with the Mayor, a visit was made to Geelong to explore potential connections with Devonport, given the Spirit of Tasmania now operates between the two cities. Hosted by representatives from the Geelong City Council, the day visit included a tour of the Narana Aboriginal Centre, Geelong Arts Centre, and the Geelong Port and TT Line facilities. Meetings were held with the Geelong Mayor, Trent Sullivan and Executive Staff from the Geelong Council and Greater Geelong & Bellarine Regional Tourism Organisation.
5. Along with the Mayor, met with representatives from the Tasmanian Audit Office for Council's annual stakeholder engagement meeting.
6. Attended the Market Square Pavilion Jazz Festival event.
7. Along with the Mayor, met with the Editor of the Advocate Newspaper.

8. Attended a luncheon at TasTafe as part of the Fearless Festival.
9. Along with the Mayor met with Rodney Greene from Burnie Works regarding funding they have secured to develop a statewide place-based model to support six communities experiencing high levels of disadvantage in Tasmania. East Devonport has been invited to be one of the six communities.
10. Met with the owners of Frankie J's regarding a number of issues they wished to raise with Council.

COMMUNITY ENGAGEMENT (RESIDENTS & COMMUNITY GROUPS)

1. Met with Lynn Laycock and Anne Teasdale at Home Hill.
2. Along with the Mayor met with Western Commander Stuart Wilkinson and new Devonport Inspector Shane LeFevre for an update on local matters.

NATIONAL, REGIONAL AND STATE BASED LOCAL GOVERNMENT

1. Attended the Cradle Coast General Managers meeting.
2. Along with the Mayor met with the Mayor and new General Manager of Central Coast Council for an introduction and general discussion on potential future opportunities to work collaboratively.
3. As a Board Director attended a meeting of Local Government Professionals Tasmania.
4. Attended the Local Government Review Board hearings and along with the Mayor made a presentation based on Devonport's submissions to the Review.
5. Met with LGAT CEO Dion Lester.

STATE AND FEDERAL GOVERNMENT

1. Met with a representative from the Department of Sport and Recreation Tasmania to provide an update on Council's priority sporting infrastructure projects.
2. Met with the Deputy Secretary from the Department of Health regarding health infrastructure in Devonport.
3. Met with Kate Keenan from the Premier's office for a general update on local matters.
4. Attended the Premiers Local Government Council meeting, which involved the Premier, Hon. Jermery Rockliff, Local Government Minister Nic Street MP, relevant Government officials and Council representatives. The meeting involved an update on the latest sector initiatives currently being progressed by the Government.
5. Met with the North West Director of Operations for Ambulance Tasmania regarding access issues they are experiencing when transporting patients to the Mersey Heart Facility in Kempling Street. Council staff are currently working with Ambulance Tas representatives to find a solution.

OTHER

Nil

COMMUNITY ENGAGEMENT

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

FINANCIAL IMPLICATIONS

There is not expected to be any impact on the Council's operating budget as a result of this report.

RISK IMPLICATIONS

Any specific risk implications will be outlined in the commentary above. Any specific risk that may result in an issue for 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. Current and Previous Minutes Resolution - July 2023 [**6.3.1** - 1 page]

6.4 MONTHLY OPERATIONAL REPORT - JULY 2023

Author: **Claire Jordan, Executive Coordinator**

Endorser: **Matthew Atkins, General Manager**

RECOMMENDATION

That Council receive and note the Monthly Operational Report for the period ending 31 July 2023.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.1 Review and amend structures, policies and procedures to adapt to changing circumstances

SUMMARY

This report provides a summary of council performance and general matters of interest during the month of July 2023.

BACKGROUND

This report is provided to update Councillors and the community on council's performance over the previous month and includes:

- monthly financial performance reports;
- progress on annual plan actions;
- information on matters relating to operational activities of the Council;
- general council matters that maybe of interest to the community; and
- tabling of minutes received relating to Council Committees, Authorities and related External Organisations.

Further operational information can be obtained by viewing Council dashboards at Council's website: [Your Council Dashboards | Devonport City Council](#)

STATUTORY REQUIREMENTS

In undertaking its operational activities, Council is required to comply with the *Local Government Act 1993* and various other legislation.

DISCUSSION

The following information is provided as an update on operational activity undertaken by Council during the month of July 2023:

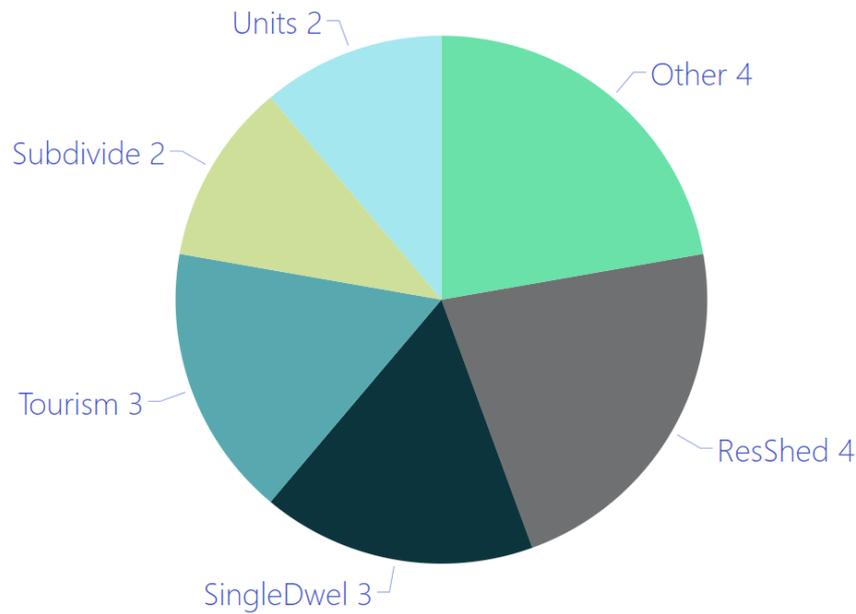
1. DEVELOPMENT SERVICES:

1.1. Planning:

1.1.1. The following graph details the breakdown of planning applications received during July:

Planning Applications Received Monthly Breakdown

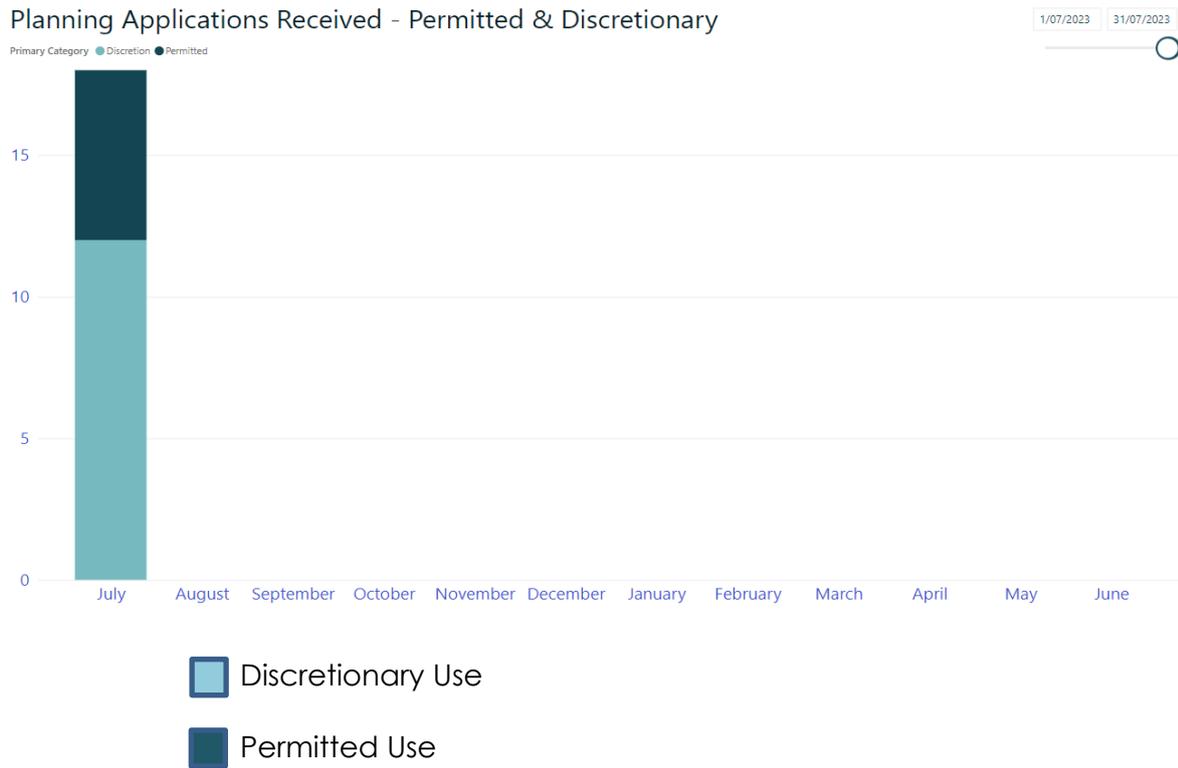
1/07/2023 31/07/2023



Definitions:

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

1.1.2. The following graph details the number of Planning Applications received in July (permitted/discretionary):



1.1.3. Planning Applications approved under delegation:

Planning Applications approved for period July

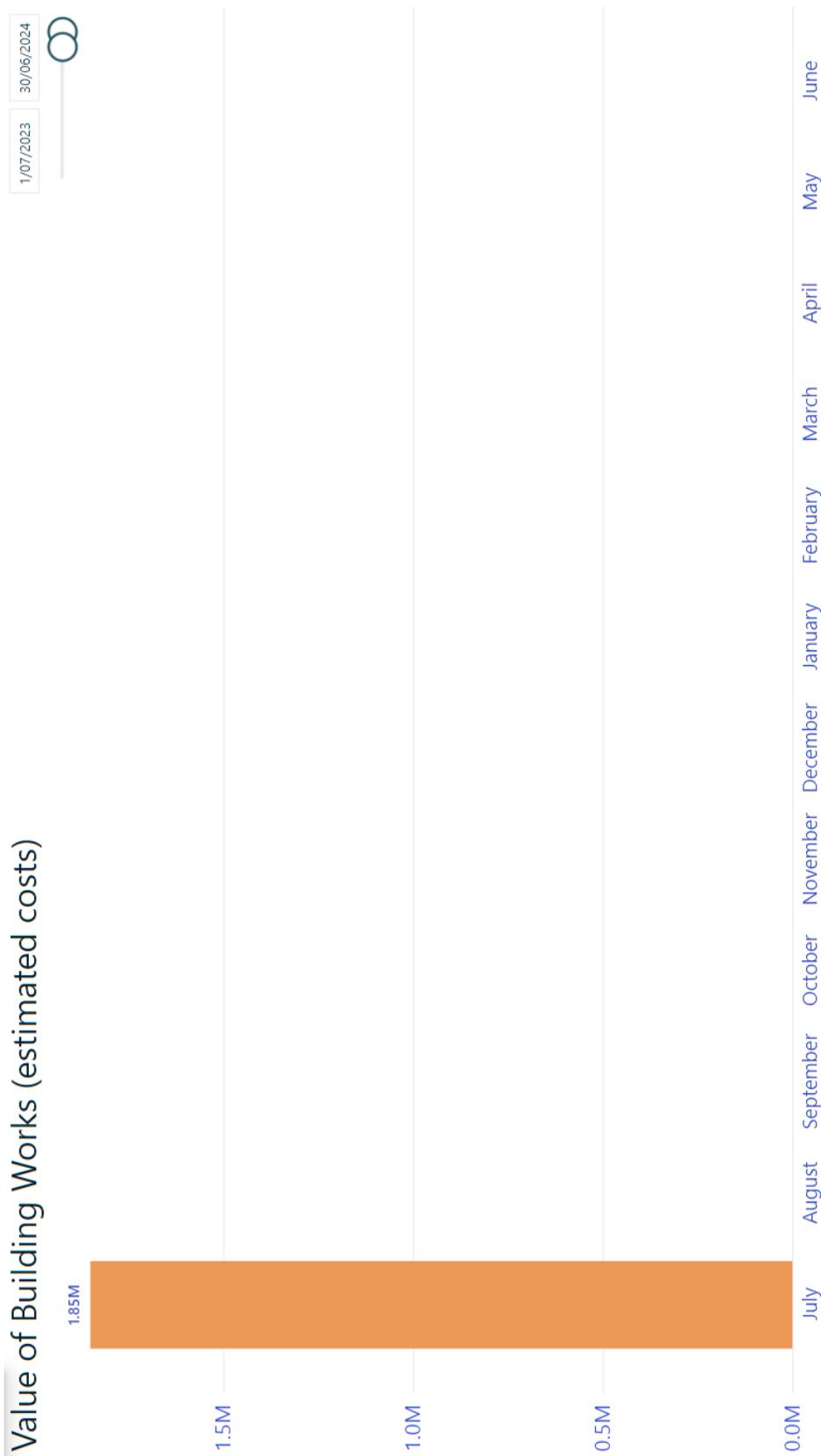
| # Applications | Primary Category | Application Address | Description | Permit Approved | Decision |
|----------------|------------------|--|--|-------------------------|----------|
| PA2022.0215 | Permitted | 2-14 NORTH ST DEVONPORT TAS 7310 | Residential (alterations and additions - retirement village) | Wednesday, 12 July 2023 | APPROVED |
| PA2023.0078 | Discretion | 66 WOODRISING AVENUE SPREYTON TAS 7310 | Visitor Accommodation (caravan park) | Thursday, 6 July 2023 | APPROVED |
| PA2023.0079 | Discretion | 11 RUNDLE RD STONY RISE TAS 7310 | Residential (outbuilding) | Wednesday, 12 July 2023 | APPROVED |
| PA2023.0083 | Discretion | 78 BROOKE ST EAST DEVONPORT TAS 7310 | Multiple dwelling (2 x units) | Monday, 17 July 2023 | APPROVED |
| PA2023.0084 | Permitted | 77 GUNN ST DEVONPORT TAS 7310 | Signage | Thursday, 6 July 2023 | APPROVED |
| PA2023.0085 | Discretion | 8A RUNDLE RD STONY RISE TAS 7310 | Residential (outbuilding) | Thursday, 20 July 2023 | APPROVED |
| PA2023.0087 | Permitted | 113 MIDDLE RD MIANDETTA TAS 7310 | Educational & Occasional Care (shade structure) | Wednesday, 12 July 2023 | APPROVED |
| PA2023.0089 | Permitted | 86 BERRIGAN RD MIANDETTA TAS 7310 | Educational & Occasional Care (covered awning addition) | Wednesday, 19 July 2023 | APPROVED |
| PA2023.0091 | Permitted | 8 WIGMORE RD SPREYTON TAS 7310 | Storage (workshop/warehouse) | Wednesday, 26 July 2023 | APPROVED |
| PA2023.0092 | Permitted | 37 DON RD DEVONPORT TAS 7310 | Bulky Good Sales (addition) | Friday, 28 July 2023 | APPROVED |

1.2. Building & Plumbing:

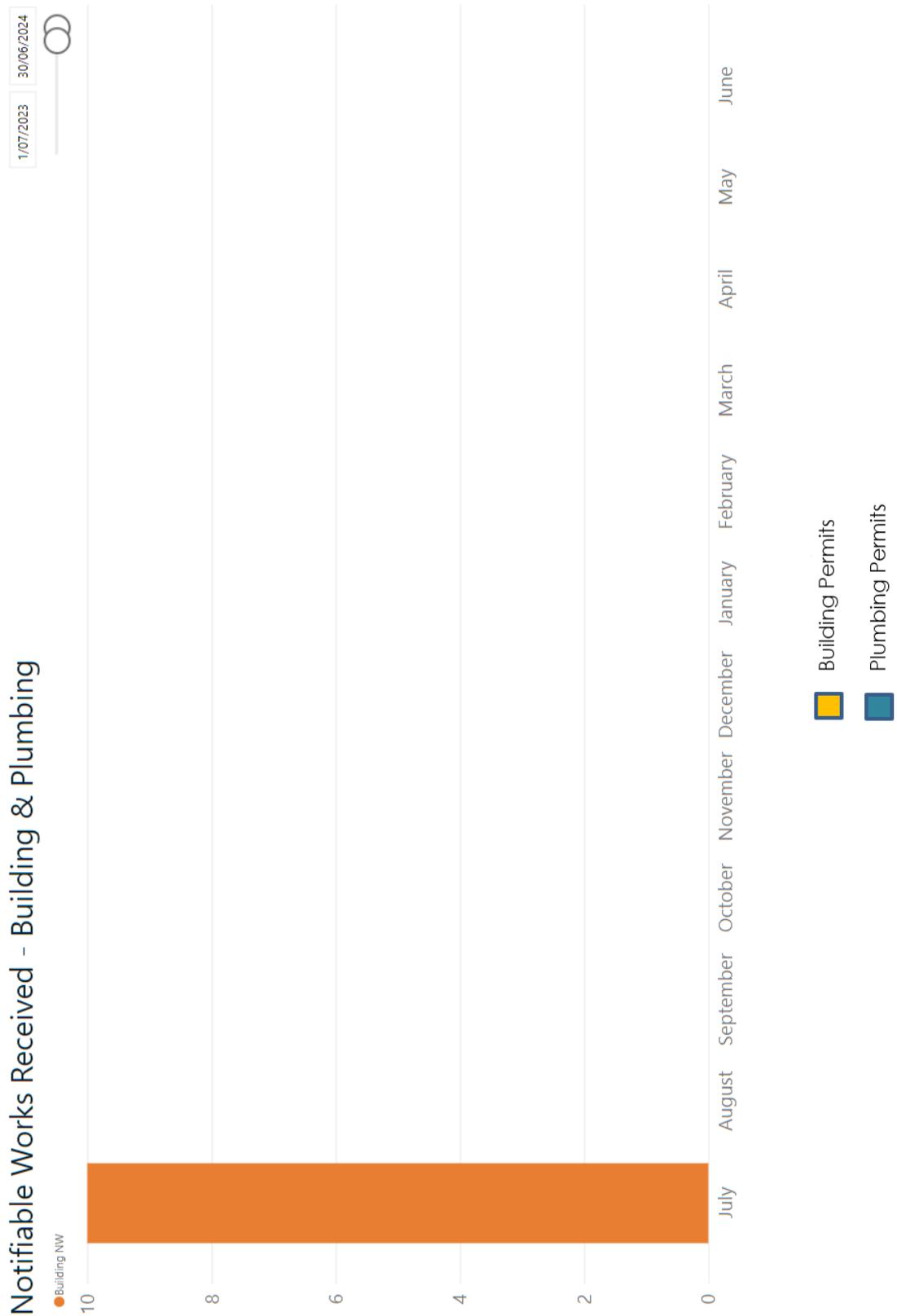
1.2.1. The following graph details the Building and Plumbing Applications received this financial year:



1.2.2. The following graph details the value of building works received this financial year:

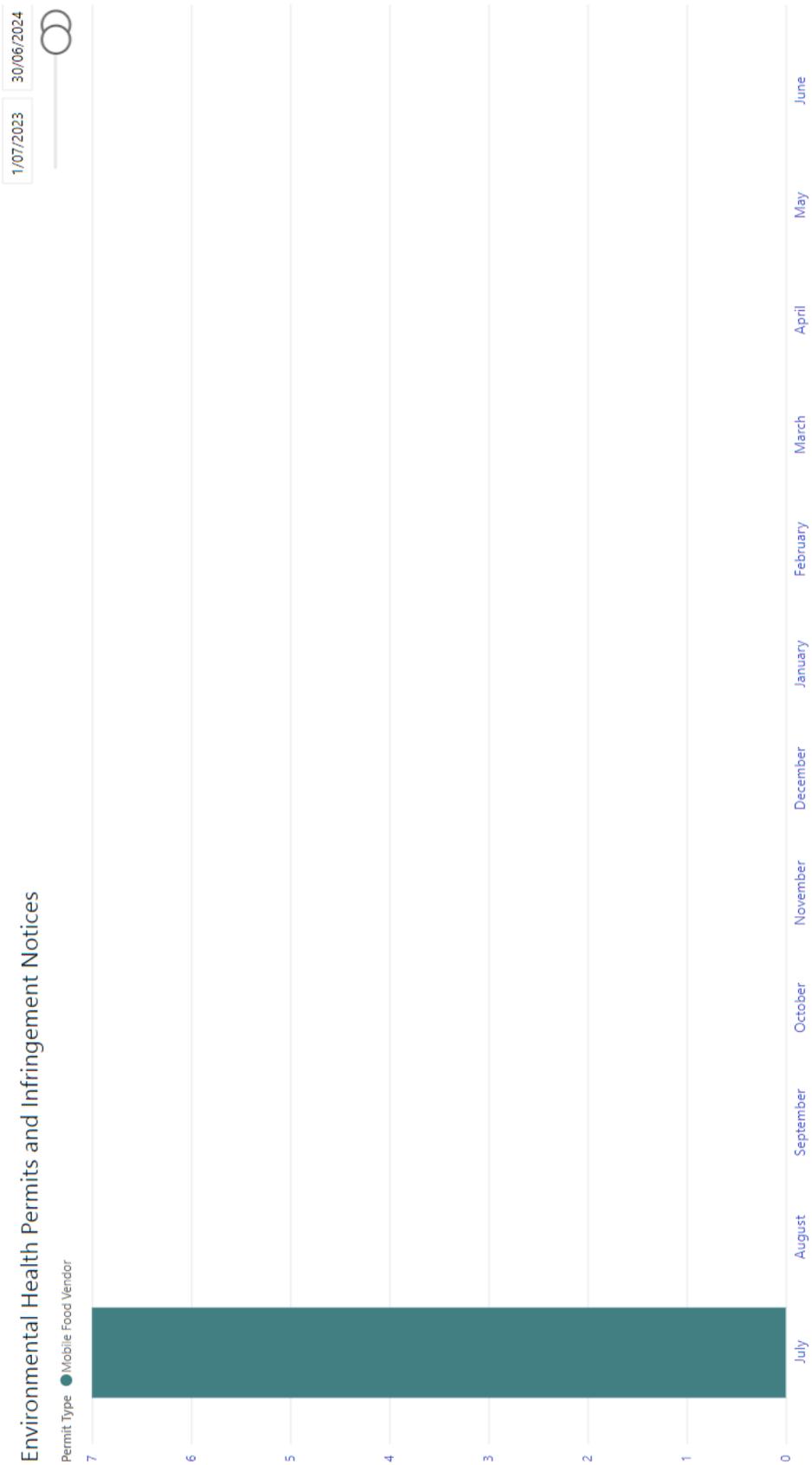


1.2.3. The following graph details the notifiable works received for building and plumbing that have been issued this financial year:



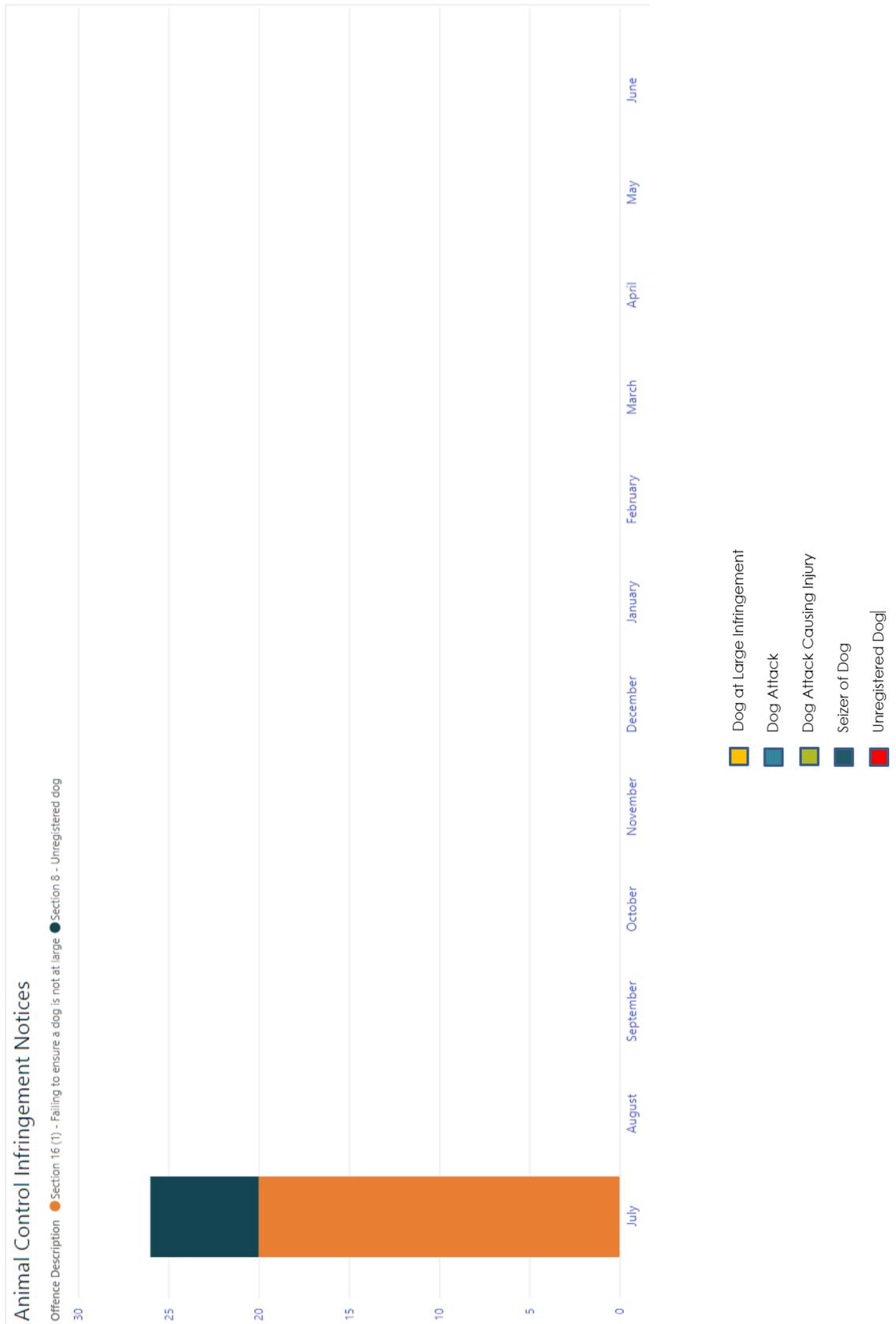
1.3. Environmental Health:

1.3.1. Food Business Registrations:



1.4. Animal Control:

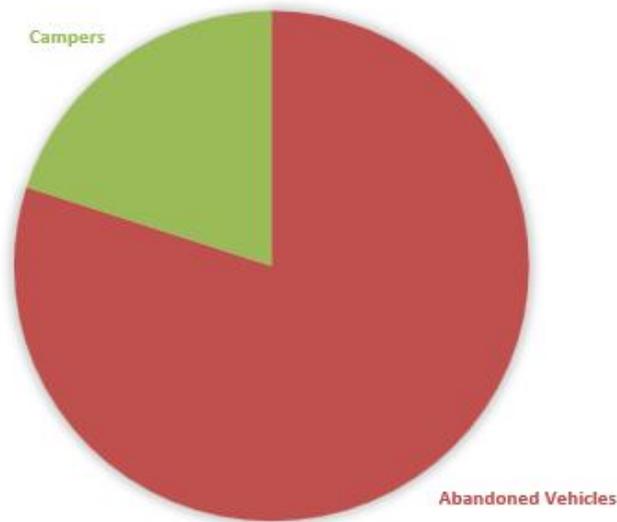
1.4.1. The following graph details the number of animal complaints for this financial year:



Risk & Compliance:

1.4.2. The following graph details the breakdown of the complaints received by the Risk Department during July.

COMPLAINTS RECEIVED BREAKDOWN



1.4.3. The following table details the types of incidents reported in July:

| Council/Public | Number Reported |
|--|-----------------|
| <input type="checkbox"/> Council | 17 |
| <input type="checkbox"/> Property Damage | 6 |
| <input type="checkbox"/> Hazard | 4 |
| <input type="checkbox"/> Personal Injury | 3 |
| <input type="checkbox"/> Motor Vehicle | 2 |
| <input type="checkbox"/> General Public | 1 |
| <input type="checkbox"/> Near Hit | 1 |
| <input type="checkbox"/> Public | 8 |
| <input type="checkbox"/> Property Damage | 3 |
| <input type="checkbox"/> General Public | 1 |
| <input type="checkbox"/> Hazard | 1 |
| <input type="checkbox"/> Motor Vehicle | 1 |
| <input type="checkbox"/> Near Hit | 1 |
| <input type="checkbox"/> Personal Injury | 1 |
| | 25 |

2. INFRASTRUCTURE & WORKS:

2.1. Capital Works:

New Furniture in the Mall.



2.2. Asset Maintenance:

Signs complete at railway crossing both sides.



Mill and Fill - River Road Ambleside



Lawrence Drive Mill out (near school crossing)



East Devonport Primary School Footpath and Driveway

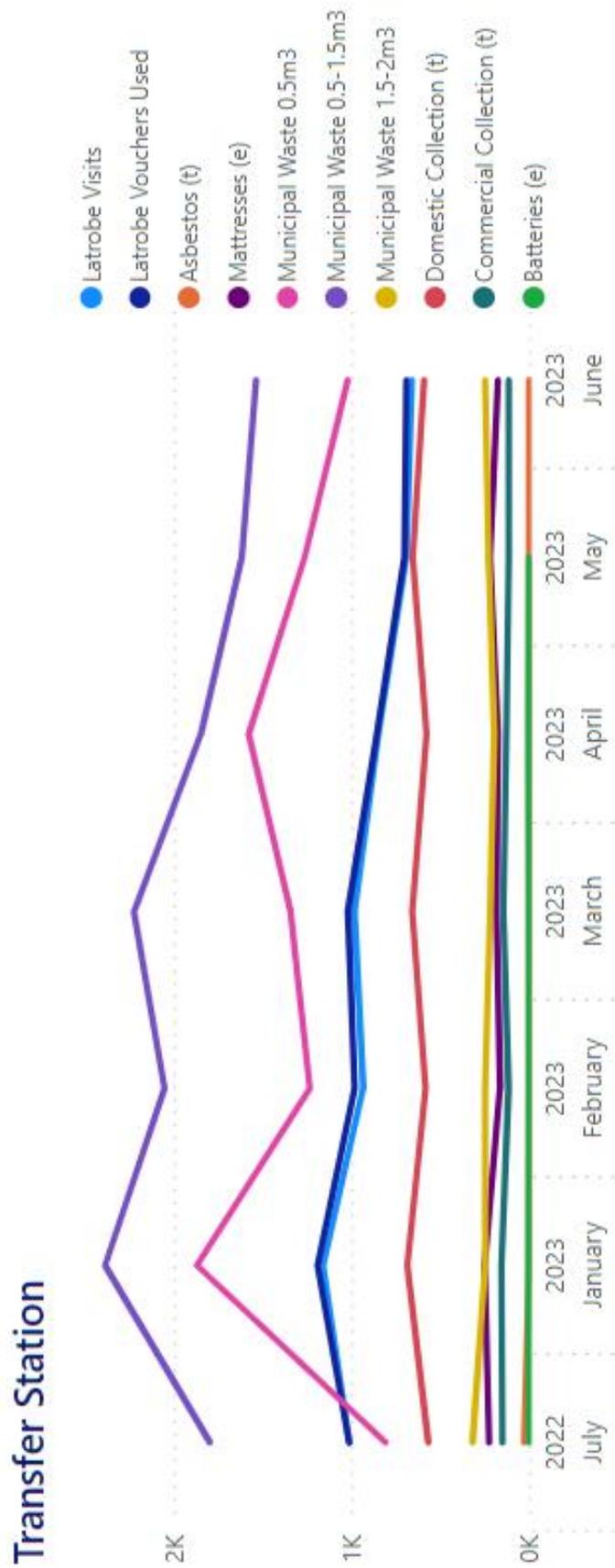


Horsehead Creek tree removal - Split tree and dead wattle including assessment



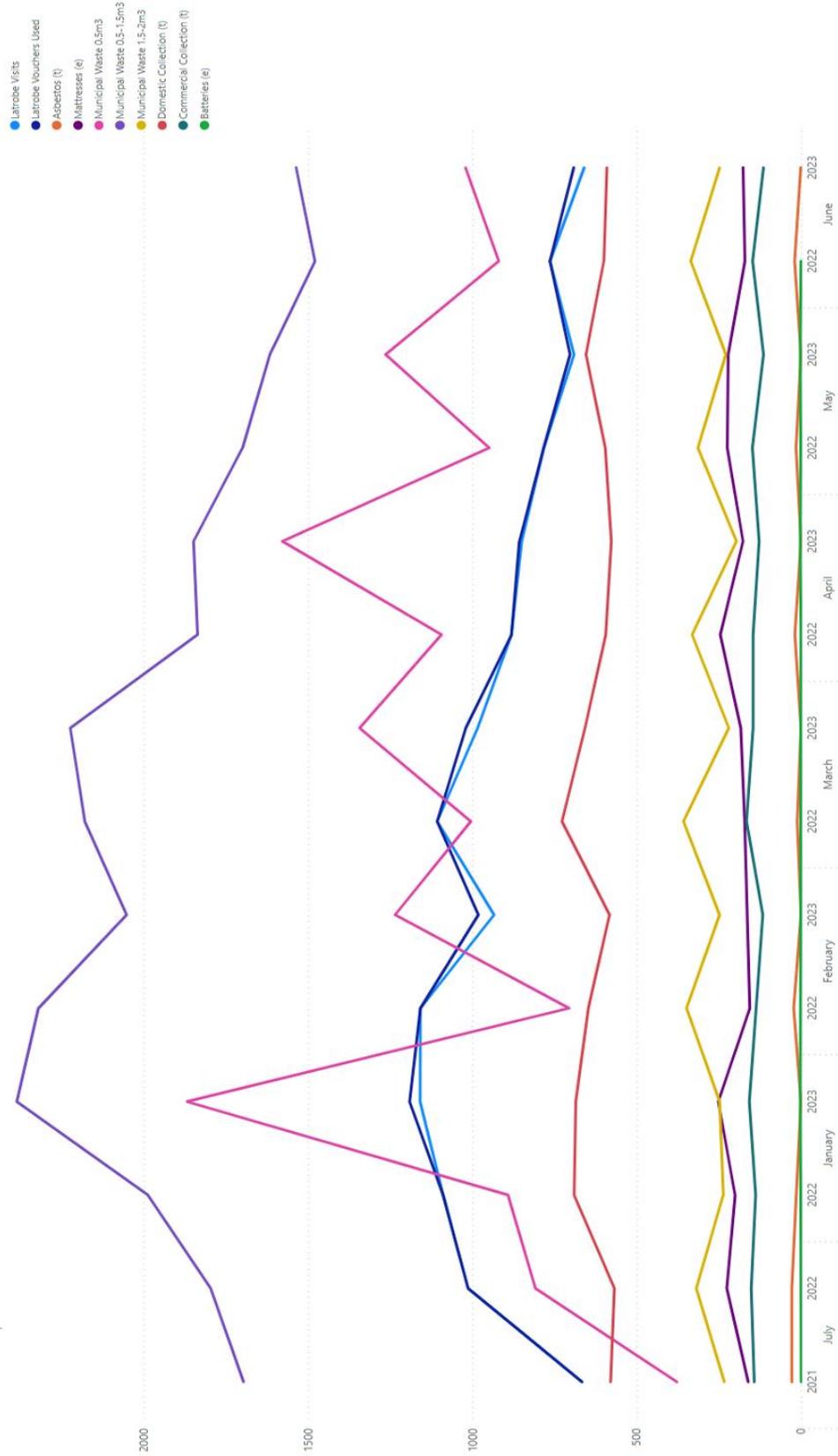
2.3. Waste Management:
2023 Year to date:

| Financial Year | Total Vehicles | Latrobe Visits | Latrobe Vehicles Used | Asbestos (t) | Mattresses (units) | # Vehicles Municipal Waste (0.5m) | # Vehicles Municipal Waste (0.5-1.5m) | # Vehicles Municipal Waste (1.5-2m) | Domestic Collection (t) | Commercial Collection | Batteries | Contaminated Steel |
|----------------|----------------|----------------|-----------------------|--------------|--------------------|-----------------------------------|---------------------------------------|-------------------------------------|-------------------------|-----------------------|-----------|--------------------|
| 2023 | 30574 | 6291 | 6458 | 33.97 | 1,402.00 | 9117 | 13437 | 1709 | 4,316.75 | 929.52 | 11.35 | 652.33 |
| July | 3926 | 7073 | 7073 | 33.86 | 226.00 | 880 | 1796 | 319 | 565.18 | 732.20 | 0.66 | 75.62 |
| January | 5661 | 1159 | 1101 | 0.63 | 250.00 | 1868 | 2386 | 248 | 685.70 | 137.36 | 2.71 | 75.43 |
| February | 4460 | 654 | 682 | 0.81 | 164.00 | 1255 | 2052 | 348 | 582.62 | 116.50 | 1.27 | 141.48 |
| March | 4770 | 934 | 1020 | 0.69 | 194.00 | 1343 | 2223 | 220 | 607.70 | 145.96 | 1.45 | |
| April | 4473 | 820 | 857 | 0.78 | 177.00 | 1378 | 1848 | 197 | 577.74 | 128.10 | 2.70 | 0.37 |
| May | 3000 | 651 | 701 | 0.09 | 222.00 | 1263 | 1616 | 239 | 654.62 | 114.70 | 2.50 | 359.28 |
| June | 3465 | 660 | 602 | 1.55 | 177.00 | 1021 | 1336 | 248 | 590.70 | 114.70 | | |
| Total | 30574 | 6291 | 6458 | 33.97 | 1,402.00 | 9117 | 13437 | 1709 | 4,316.75 | 929.52 | 11.35 | 652.33 |



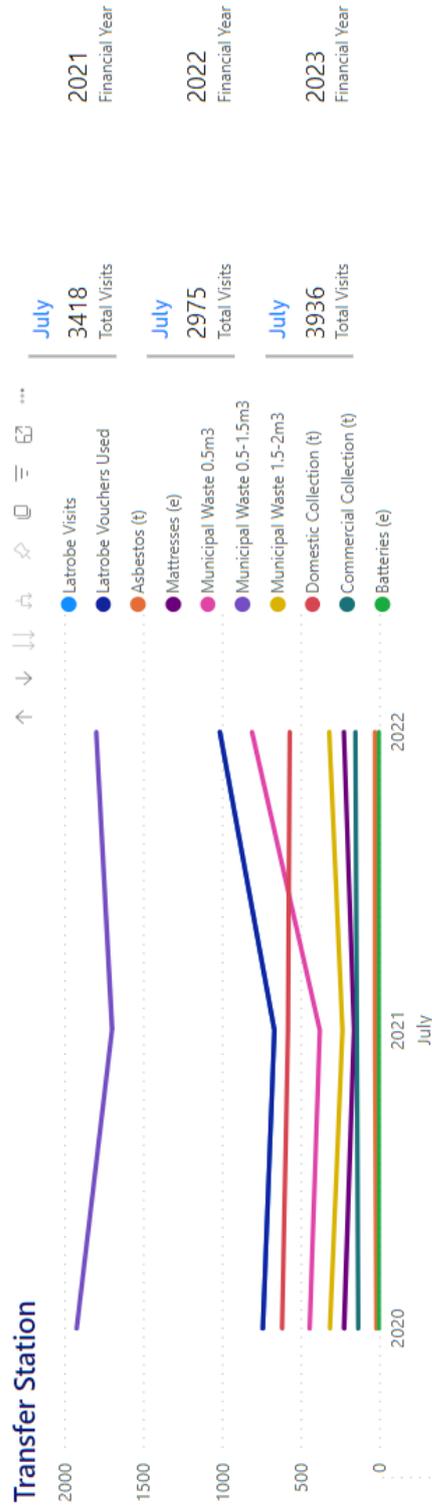
2022/2023 Comparison:

| Financial Year | Total Vehicles | Latrobe Visits | Latrobe Vouchers Used | Asbestos (t) | Mattresses (units) | # Vehicles Municipal Waste 0.5m3 | # Vehicles Municipal Waste 0.5-1.5m3 | # Vehicles Municipal Waste 1.5-2m3 | Domestic Collection (t) | Commercial Collection (t) | Batteries | Contaminated Steel |
|----------------|----------------|----------------|-----------------------|--------------|--------------------|----------------------------------|--------------------------------------|------------------------------------|-------------------------|---------------------------|-----------|--------------------|
| 2022 | 27749 | 6449 | 6449 | 132.24 | 1,332.00 | 5944 | 13196 | 2160 | 4,435.98 | 1,026.62 | 8.05 | 691.59 |
| July | 2975 | 667 | 667 | 28.00 | 161.00 | 378 | 1696 | 234 | 579.84 | 143.10 | 0.00 | 83.25 |
| January | 4205 | 1089 | 1089 | 15.00 | 201.00 | 892 | 1987 | 237 | 690.68 | 138.46 | 1.25 | 124.94 |
| February | 4533 | 1158 | 1158 | 22.68 | 156.00 | 706 | 2320 | 349 | 647.20 | 136.90 | 1.83 | 101.82 |
| March | 4649 | 1107 | 1107 | 12.02 | 172.00 | 1005 | 2179 | 358 | 727.67 | 166.06 | 1.37 | 122.38 |
| April | 4143 | 881 | 881 | 19.00 | 246.00 | 1094 | 1836 | 332 | 594.38 | 146.60 | 0.96 | 78.55 |
| May | 3745 | 783 | 783 | 15.58 | 225.00 | 949 | 1699 | 314 | 595.88 | 148.10 | 1.73 | 81.85 |
| June | 3499 | 764 | 764 | 19.96 | 171.00 | 920 | 1479 | 336 | 600.33 | 147.40 | 0.91 | 98.80 |
| 2023 | 30574 | 6291 | 6458 | 33.97 | 1,402.00 | 9117 | 13457 | 1709 | 4,316.75 | 929.52 | 11.35 | 652.33 |
| July | 3936 | 1013 | 1013 | 28.60 | 226.00 | 808 | 1796 | 319 | 568.18 | 152.20 | 0.66 | 75.82 |
| January | 5661 | 1159 | 1191 | 0.65 | 252.00 | 1868 | 2386 | 248 | 685.70 | 157.36 | 2.71 | 75.43 |
| February | 4469 | 934 | 982 | 0.81 | 164.00 | 1235 | 2052 | 248 | 582.62 | 116.50 | 1.27 | 141.48 |
| March | 4770 | 984 | 1020 | 0.69 | 184.00 | 1343 | 2223 | 220 | 657.70 | 145.96 | 1.45 | |
| April | 4473 | 850 | 857 | 0.78 | 177.00 | 1578 | 1848 | 197 | 577.14 | 128.10 | 2.76 | 0.37 |
| May | 3800 | 691 | 703 | 0.89 | 222.00 | 1264 | 1616 | 229 | 654.62 | 114.70 | 2.50 | 359.24 |
| June | 3465 | 660 | 692 | 1.55 | 177.00 | 1021 | 1536 | 248 | 590.79 | 114.70 | | |
| Total | 58323 | 12740 | 12907 | 166.21 | 2,734.00 | 15061 | 26653 | 3869 | 8,752.73 | 1,956.14 | 19.40 | 1,343.92 |



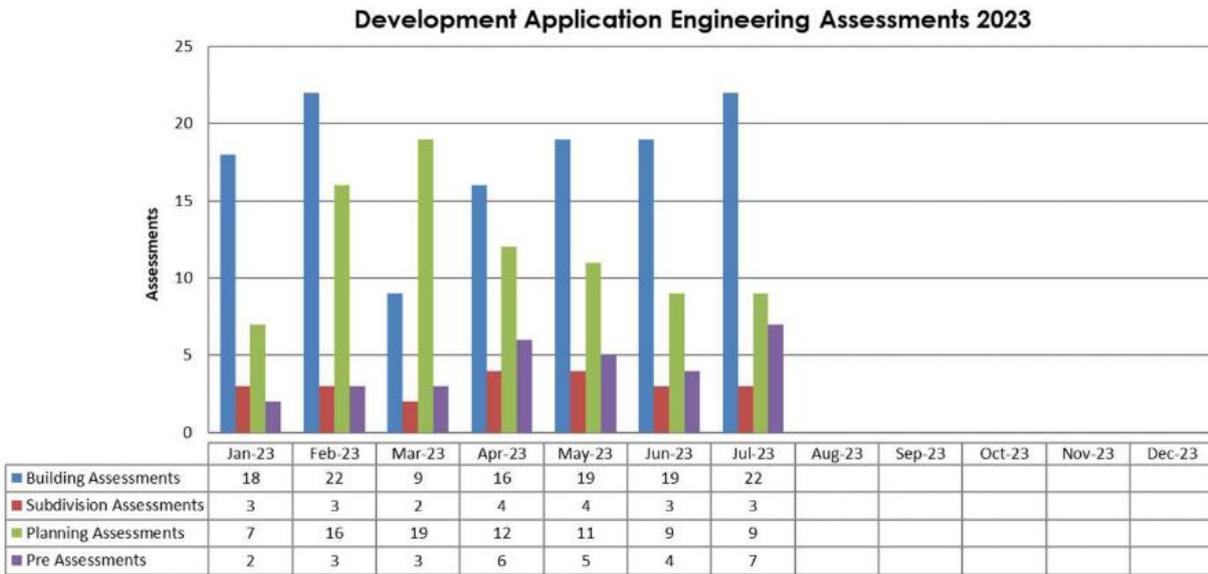
2021/2022/2023 – July:

| Financial Year | Total Vehicles | Latrobe Visits | Latrobe Vouchers Used | Asbestos (t) | Mattresses (units) | # Vehicles Municipal Waste 0.5-1.5m3 | # Vehicles Municipal Waste 1.5-2m3 | # Vehicles Municipal Waste 1.5-2m3 | Domestic Collection (t) | Commercial Collection (t) | Batteries | Contaminated Steel |
|----------------|----------------|----------------|-----------------------|--------------|--------------------|--------------------------------------|------------------------------------|------------------------------------|-------------------------|---------------------------|-----------|--------------------|
| 2021 | 3418 | 740 | 740 | 18.00 | 224.00 | 443 | 1921 | 314 | 617.98 | 134.04 | 2.00 | 112.21 |
| July | 3418 | 740 | 740 | 18.00 | 224.00 | 443 | 1921 | 314 | 617.98 | 134.04 | 2.00 | 112.21 |
| 2022 | 2975 | 667 | 667 | 28.00 | 161.00 | 378 | 1696 | 234 | 579.84 | 143.10 | 0.00 | 83.25 |
| July | 2975 | 667 | 667 | 28.00 | 161.00 | 378 | 1696 | 234 | 579.84 | 143.10 | 0.00 | 83.25 |
| 2023 | 3936 | 1013 | 1013 | 28.60 | 226.00 | 808 | 1796 | 319 | 568.18 | 152.20 | 0.66 | 75.82 |
| July | 3936 | 1013 | 1013 | 28.60 | 226.00 | 808 | 1796 | 319 | 568.18 | 152.20 | 0.66 | 75.82 |
| Total | 10329 | 2420 | 2420 | 74.60 | 611.00 | 1629 | 5413 | 867 | 1,766.00 | 429.34 | 2.66 | 271.28 |

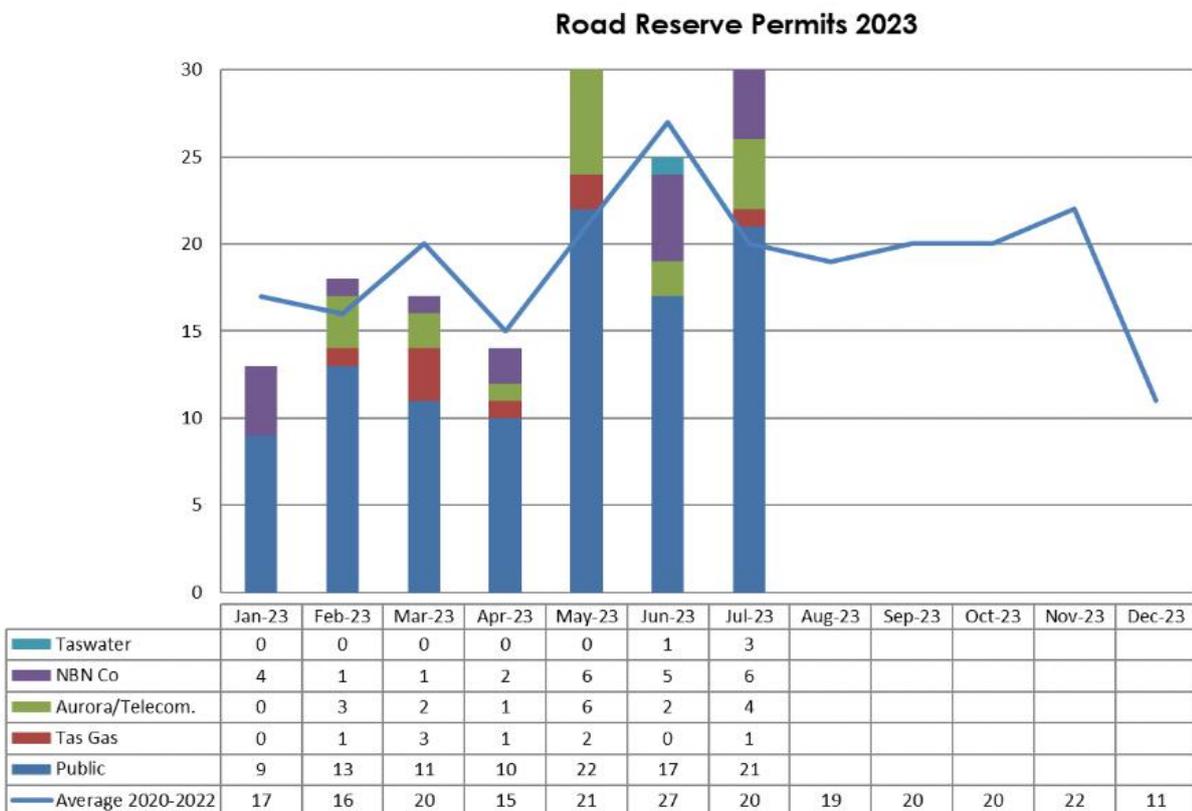


2.4. General Infrastructure Matters:

2.4.1. The following graph details the Engineering Assessments for Development Applications that have been completed year to date.



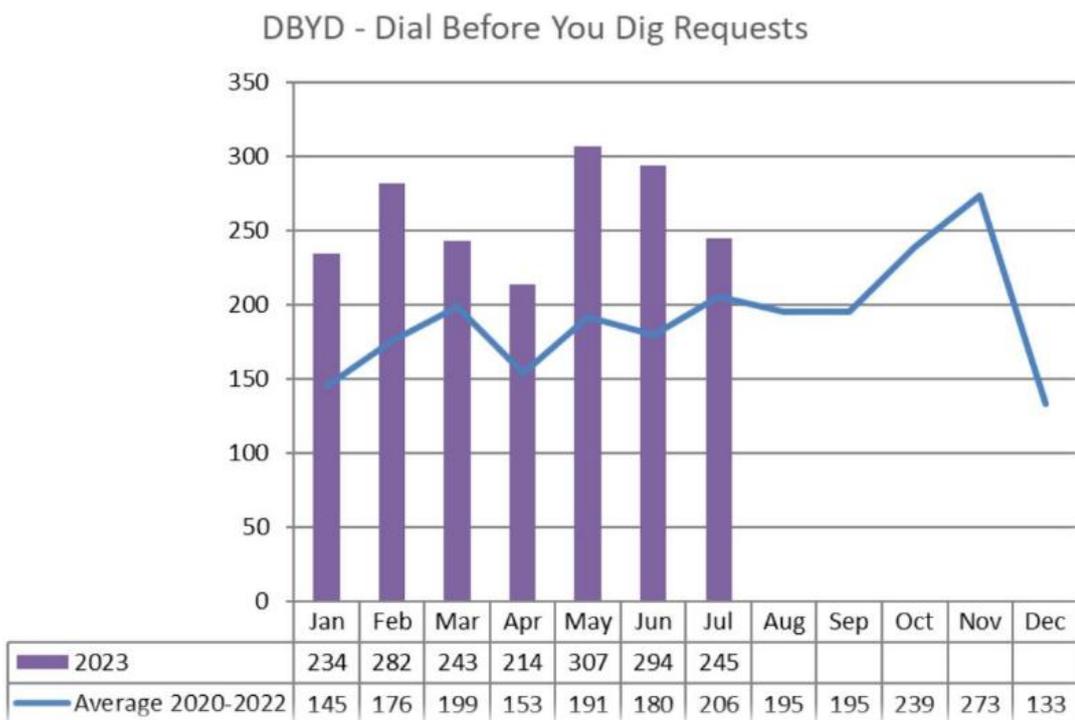
2.4.2. The following graph details the Road Reserve Permit Assessments that have been completed to date and compared to the three-year average.



2.4.3. The following graph details the National Heavy Vehicle Regulator Assessments that have been processed to date and compared to the three-year average.



2.4.4. The following graph details the Dial Before You Dig requests that have been processed to date and compared to the three-year average.



3. COMMUNITY SERVICES:

3.1. Community Development

3.1.1. Expo of Everything

The previously held Festival of Learning has been revamped into a one day event 'Expo of Everything' which will be held at the paranapple convention centre on Saturday 2nd September 2023 from 10 a.m. to 3 p.m. The expo will have stalls, demonstrations, come and try sessions by over 40 community groups and organisations. It will be an opportunity to learn something new, make connections, join a club, learn a new skill and take up a new hobby.

3.1.2. NAIDOC Week:

National NAIDOC Week celebrations are held across Australia in the first week of July each year (Sunday to Sunday), to celebrate and recognise the history, culture and achievements of Aboriginal and Torres Strait Islander peoples. NAIDOC Week is an opportunity for all Australians to learn about First Nations cultures and histories and participate in celebrations.

A flag raising ceremony was held at Tiagarra on Monday 3 July 2023. Tiagarra invited the community to participate in the flag raising ceremony, morning tea and to visit the museum. Local schools, East Devonport Primary and St Brendan Shaw College were in attendance.



NAIDOC Week celebrations at Tiagarra

3.1.3. Devonport Community Services Newsletter:

The online Devonport Community Services newsletter is used to disseminate information about:

- Grants available to the community;
- Available community assistance programs and services;
- Health information, programs and initiatives;
- Events and community projects; and
- Updates from across Council.

Recent editions can be found on the Council website located at: <https://www.devonport.tas.gov.au/live/your-community/community-services/newsletter/>.

The Department published one edition in July 2023.

Devonport events/locations that attracted attention by readers during July:

- LuminoCity
- Expo of Everything
- The First 50 Years – Bass Strait Maritime Centre
- Devonport City Probus Club – Christmas in July
- Author event – Dean Yates

3.1.4. Working Groups:

Access and Inclusion Working Group

The Access and Inclusion Working Group met once to review the Alex Noble event held in June and planned upcoming meetings.

3.2. Natural Resource Management:

3.2.1. NRM Officer:

Deborah Cross commenced as Council's NRM Officer on 19 July.

Deborah has familiarised herself with projects and met with the Friends of Don volunteer group.

3.3. Active Communities:

Byard Park

Thanks to funding, Byard Park's main building will be updated to accommodate and meet the needs of the cricket community and junior football. Home to the Mersey Colts Cricket Club, the Committee met with Senator Anne Urquhart for an announcement of \$1.2 million in funding to the upgrades.

This was very well received by the club who have willingly forfeited their engagement in the upcoming summer cricket season for the upgrade to occur.

Byard Park facilities will be closed from August 31st to January 31st 2024. All three ovals will be accessible, with the John Carey Oval having limited access at times due to works.

3.3.1. Recreation Centre Participation Data:

| Devonport Recreation Centre | | |
|------------------------------------|-----------------|--------------------|
| | Bookings | User Groups |
| Judo | 27 | 1 |
| Meeting Room | 2 | 1 |
| Sauna | 158 | 1 |
| Squash | 29 | 5 |
| Stadium Court 1 | 65 | 7 |
| Stadium Court 2 | 80 | 6 |
| Table Tennis | 51 | 4 |
| Youth Centre | 117 | 14 |
| Total | 529 | 39 |

| East Devonport Recreation and Function Centre | | |
|--|-----------------|--------------------|
| | Bookings | User Groups |
| Stadium | 34 | 7 |
| Community Room | 6 | 3 |
| Total | 40 | 10 |

Recreation Centre User Numbers:

| Devonport Recreation Centre | |
|------------------------------------|------|
| Squash Centre | 2602 |
| Stadium | 9479 |
| Youth Centre | 4966 |
| Table Tennis | 2226 |

3.3.2. July Events:

Several significant community events were held, with a number of new events finalising their applications to host onsite.

| Event | | Dates | Venue |
|--------------|-------------------------------|--------------|--|
| 1 | DBC Primary School Tournament | 7-9 July | Devonport Recreation Centre & East Devonport Recreation Centre |
| 2 | BTAS Holiday Program | 12 & 19 July | Devonport Recreation Centre |
| 3 | Football Tasmania Gala Day | 21 July | Meercroft Park |

| Event | | Dates | Venue |
|---|--|---------------------------------|--|
| PSA Challenger and Satellite and Devonport Squash Graded Open | | August 2-6 | Devonport Recreation Centre – Squash Centre |
| NWJFU Girls Football Gala Day | | Friday August 4 | Byard Park |
| Shimjang Taekwondo | | Saturday August 5 | Devonport Recreation Centre - Stadium |
| Phantom Coast Classic | | Saturday 5 th August | Mersey Mouth |
| NW Primary School Sports Association 5/6 Sports Day | | Tuesday August 8 | Devonport Recreation Centre, Byard Park, Meercroft Park |
| Fearless Festival | | August 10-11 | Devonport Recreation Centre – Stadium and Youth Centre, paranapple convention centre |

| Event | Dates | Venue |
|---------------------------------------|--|-------------------------------------|
| Devonport Racquetball Club Tournament | Saturday, 12 August 2023, – Sunday, 13 August 2023 | DRC Squash Courts |
| TASTROFEST | Thursday 17 th August | Haines Park |
| Light the Night Glow Run | Saturday 26 th August | CBD |
| Active Inclusion Day | Tuesday 29 th August | Devonport Recreation Centre Stadium |

DBC Primary School Tournament – This tournament, coordinated by the Devonport Basketball Council, saw schools from along the North West Coast descend on Devonport. The strong participation rates of this event show Basketball's popularity in the region, with the action spread across 3 days and two venues.

BTAS Holiday Programs – Throughout the school holidays, the Recreation Centre hosted multiple Basketball Tasmania clinics. These events saw young, aspiring basketballers refine their skills whilst having fun.

Football Tasmania Gala Day (Mini Women's World Cup) – In celebration of Australia hosting the Women's World Cup, Football Tasmania coordinated a gala day in Devonport on July 21.

3.4. Events:

3.4.1. Devonport Jazz – 27-30 July:

Despite the weather, the 22nd reiteration of Devonport Jazz ran very smoothly. There were a total of 27 events held across 21 venues, which included five new venues, in and around Devonport.

The first-time venues were RANT Arts, Mr. Good Guy, Port Sorell Surf Lifesaving Club, the Tasmanian Arboretum and Devonport Tenpin Bowl. All have given positive feedback and have requested inclusion in the program in 2024.

Four interstate bands were included in the program - Vince Jones' Quintet, The Cope Street Parade and EleKoustiKa (all based in New South Wales) and the Anita Harris Quintet (Victoria). All other performers were

based in Tasmania. There was also excellent participation from Coastal groups. In total, 36 groups performed across the festival.



Cumulative audience numbers across the festival came to over 3000.

| | |
|---|-----|
| Gospel Song Level 3 paranapple convention centre | 500 |
| Cope Street Parade at Playgroup | 122 |
| Cope Street Parade EDPS (private concert) | 200 |
| Presidential Suite at Rubicon Grove | 88 |
| Cope Street Parade at Mersey Yacht Club | 100 |
| Katy Raucher with Mark Schmalfuss at Zest | 14 |
| Slim Pickins 3 at Empress | 60 |
| Vince Jones – Town Hall Theatre | 200 |
| 7AD's Musos in the Mall(Pavilion was wet weather venue) | 200 |
| Sea FM's Jazz M.A.D in the Pavilion | 300 |
| Katy Raucher & the Spectrums at the Cidery | 33 |
| Richard Steele Trio at Molly Malones | 70 |
| Cope Street Parade Relaxed Performance – Town Hall | 68 |
| Clooney Tunes – Town Hall Theatre | 105 |
| Jason Whatley at Tranquilles High Tea | 32 |
| Mason/Sills at The Alex | 50 |
| Presidential Suite at The Central | 80 |
| EleKoustiKa at RANT Arts | 52 |
| Anita Harris at Port Sorell Surf Lifesaving Club | 60 |
| Sophie Leslie and ade ishs at Jazz 'N' Bowl | 218 |
| Sea FM's Jazz M.A.D in the Pavilion | 300 |
| Mr. Good Guy Does Jazz + Brunch | 60 |
| St Joe's Big Band at the RSL | 90 |
| Raucher & Schmalfuss at Tasmanian Arboretum | 35 |
| Dr Pete's New Orleans Footwarmers | 100 |
| Big Band Workshop | 9 |
| Electronic Music Workshop | 6 |

A few specialised concerts to encourage inclusivity included The Cope Street Parade's relaxed performance, Playgroup in East Devonport, and a concert for residents and their community at Rubicon Grove.



Our Taskforce of 12 volunteered to assist for the festival. Between them, they registered working 159.5 hours over the four days of Devonport Jazz. Unfortunately, due to ill health and other commitments, there were seven less volunteers compared to last year. This resulted in a few venues not having a dedicated volunteer at their events.

Taskforce members have already had the opportunity to debrief and have given some constructive comments and suggestions for future festivals.

There is currently an active post-event survey online. However, 44 paper-based feedback forms were submitted during the festival. The following results are based on those submissions. Feedback has been very positive, however there are some opportunities to make improvements in the future.



Main themes for improvement include lack of “festival” atmosphere and lack of support from other sectors of the community, more pre-festival publicity

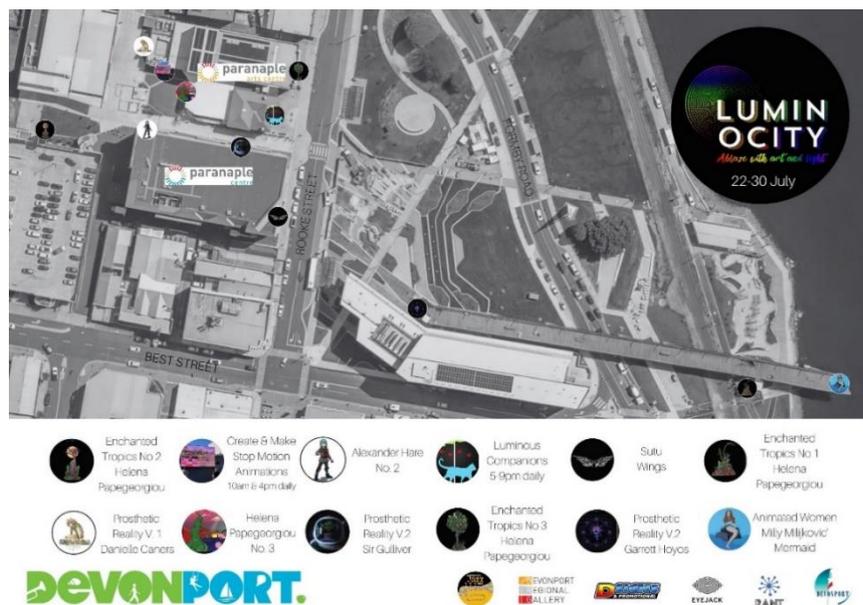
and earlier release of the program, poor sound quality at certain venues, and not wanting to self-cater at some venues.

Positive comments made were about the diversity of venues/music/events, and the affordability of most events within the program.



3.4.2. LuminoCity – 22-30 July:

LuminoCity featured artworks with [augmented reality](#), plus projects from the Gallery – Luminous Companions and stop animation films by local students, surrounding the paranable precinct. The art walk consisted of 12 artworks plus a multi-media performance piece, which was in the Devonport Jazz program.



EleKoustiKa's from New South Wales presented a concert at RANT Arts as part of this inaugural festival. The fusion of electronic music, trumpet melodies, mesmerizing vocals, and immersive projections, created an unparalleled audio-visual spectacle.



The large stickers with the augmented reality animations have remained in excellent condition and will remain in place until the end of August.

3.4.3. Council's Events team are in the planning process for the following events:

- Spring Fling Fair – Haines Park – 22nd October
Currently seeking Expressions of Interest from local producers to showcase their products at the Spring Fling Fair. An Expression of interest in regards to a Car Boot Sale has also been released.



- Devonport Christmas Parade – 8th December
- New Year's Eve Event – Aikenhead Point – 31st December
The team are currently seeking Expressions of Interest for food and alcohol vendors for this event.

3.4.4. Upcoming Events:

Full details of events can be found on Council's website <https://www.devonport.tas.gov.au/whats-on-devonport/> or Events Facebook page <https://www.facebook.com/devonportevents/>

4. CURRENT FACILITIES:

4.1. Devonport Regional Gallery:

4.1.1. Gallery Program

| Exhibition | Date |
|--|--------------------|
| Atmospheres, Ecologies and Attunement: Contemporary Landscape Practice from the Devonport Regional Gallery Permanent Collection. Curated by Dr. Troy Ruffels | 27 May – 29 July |
| Seve de Angelis: Little Gallery Emerging Artist Program | 17 June – 29 July |
| To Companion a Companion: Fernando de Campo | 24 June – 5 August |
| Art Rage 2022 | 12 Aug – 16 Sept |
| This is Us: The future | 23 Sept – 28 Oct |
| Surface: Emerging Tasmanian Artists | 30 Sept – 11 Nov |

4.1.2. Education Program activities and participation data:

| Event | Participation | Date |
|---|---------------|---------|
| Sheffield Visitors Information Centre - Tour of Galleries | 13 | 11-July |
| Mushroom watercolour workshop 10-11.30am | 21 | 11-July |
| Mushroom watercolour workshop 1-2.30pm (12+) | 17 | 11-July |
| Miandetta OSHC Visit | 27 | 13-July |
| Books + Art | 4 | 14-July |
| Create & Make project catchup | 2 | 17-July |
| Luminous Companions workshop | 22 | 18-July |
| Stop motion animation premiere | 39 | 18-July |
| Mushroom watercolour workshop 10-11.30am | 23 | 20-July |
| Mushroom watercolour workshop 1-2.30pm | 25 | 20-July |
| Mushroom watercolour workshop 1-2.30pm | 17 | 21-July |
| Primary school exhibition catchup meeting | 2 | 31-July |
| TOTAL | 212 | |

4.2. Bass Strait Maritime Centre:

4.2.1. Exhibition Program

| Current Exhibition | Date |
|---|------------------|
| Bass Strait Maritime Centre: The First 50 Years | 19 July – 22 Feb |
| Touring Exhibition | |
| Bass Strait, Above, Below, and In Between (Hive Ulverstone) | May - Aug |

On Tuesday 18 July, the Bass Strait Maritime Centre celebrated its 50th anniversary with a special event attended by over 75 guests. The occasion featured the unveiling of a commemorative plaque and speeches by Mayor Alison Jarman and Premier Jeremy Rockliff, who spoke passionately about the

significance of the milestone for the Devonport community and the invaluable contributions of the museum's volunteers. The exhibition Bass Strait Maritime Centre: The First 50 Years honours the museum's anniversary by showcasing five decades of object-based learning, community stories, and historical artifacts.

As part of the celebration, 50 Tasmanians were chosen to act as guest curators, each selecting an object from the collection and explaining its personal significance. This project brought together an engaging selection of 50 objects, offering insights into the City's history, and its connection to Bass Strait. A special catalogue commemorating the project was published for this event, which includes contributions by Her Excellency Governor of Tasmania, Premier Jeremy Rockliff, Mayor Alison Jarman, and General Manager Matthew Atkins.



Premier Jeremy Rockliff at the opening of Bass Strait Maritime Centre: The First 50 Years

4.2.2. Education and public program activities and participation data:

| Event | Participation | Date |
|--|---------------|---------|
| School Holiday Tour - Steppingstones Child Care Centre | 27 | 11-July |
| School Holiday Tour - Lady Gowrie School Launceston | 42 | 13-July |
| School Holiday Tour - Wynyard Holiday Care | 38 | 19-July |
| Exhibition opening - BSMC The First 50 Years | 75 | 18-July |
| Community Tour - Ulverstone Probus Club | 12 | 21-July |
| TOTAL | 194 | |

4.3. paranapple arts centre

4.3.1. Performance and production program:

| Production | Patrons | Date |
|--|---------|---------|
| Melbourne International Comedy Festival Roadshow | 280 | 6-July |
| Vika and Linda | 263 | 14-July |
| Boy Girl Wall | 99 | 15-July |
| Queen: It's a Kinda Magic | 643 | 20-July |
| Luke Kidgell – Happy Hour | 756 | 26-July |
| Devonport Jazz Presents, Gospel Song (Ticketing) | 275 | 27-July |
| Devonport Jazz Presents, Vince Jones | 200 | 28-July |

| | | |
|---|--------------|---------|
| Devonport Jazz Presents, Clooney Tunes – The Life and Music of Rosemary Clooney | 105 | 29-July |
| Devonport Jazz Presents, The Cope Street Parade | 68 | 29-July |
| Devonport Jazz Presents, Elecoustic (Ticketing) | 52 | 29-July |
| TOTAL | 2,465 | |

The Town Hall Theatre's July ticket sales was the highest single sales month in the last decade. The previous highest was recorded in May 2015.



Elizabeth Jolly in Boy Girl Wall

4.3.2. Visitor number data:

| Facility | Visitors June |
|-----------------------------|---------------|
| paranaple arts centre | 4,251 |
| Bass Strait Maritime Centre | 603 |
| TOTAL | 4,854 |

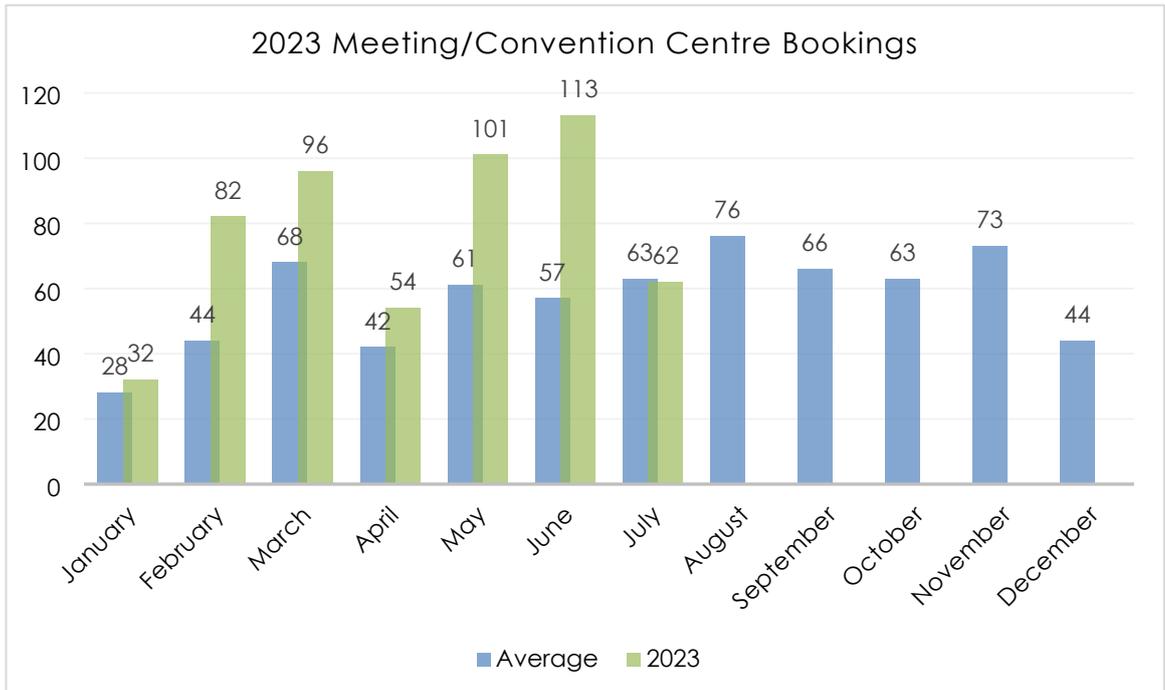
4.4. Convention Centre & Market Square:

4.4.1. Events including attendee numbers and utilisation trends.

For July 2023, the DCC meeting rooms held 52 events, 10 events in the convention centre. Total attendance of 2,789 patrons.

| Event | Presented By | Attendance |
|---|--|------------|
| Devonport Big Sing | Exhame Choir/Lifeway Baptist | 400 |
| Cement Australia Centenary Celebration | Cement Australia | 218 |
| Energy and Climate Change Ministerial Council Stakeholder Reception | Renewables, Climate and Future Industries Tasmania | 83 |

| | | |
|---|---|-----|
| Energy and Climate Change Ministerial Council Meeting | Department of Climate Change, Energy, the Environment and Water | 85 |
| Close Film Screening | North-West Film Society | 60 |
| Tasmanian Drone Summit 2023 | Taz Drone Solutions | 100 |
| TCEO All Systems Day | Tasmanian Catholic Education Office | 390 |
| Gospel Song | Devonport City Council | 450 |
| Big Band Workshop | Devonport City Council | 20 |



Cement Australia 100 Year Celebration

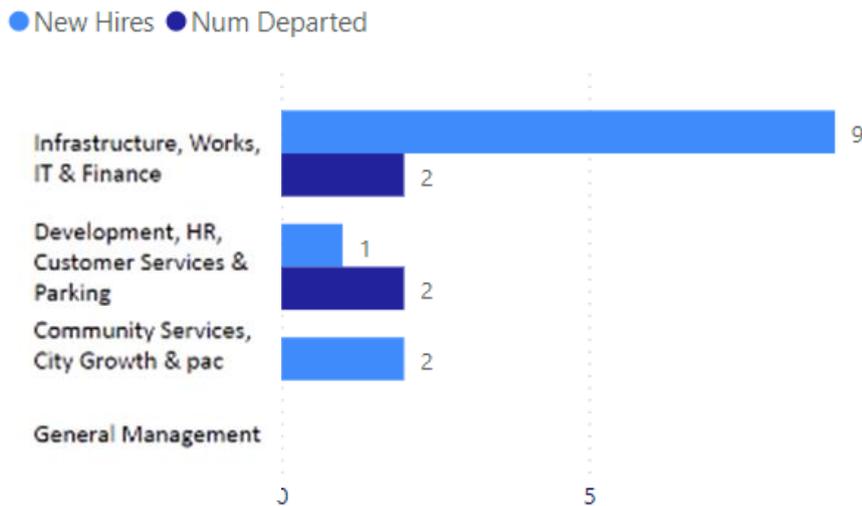


Devonport Big Sing

5. CORPORATE SERVICES:

5.1. Human Resources:

5.1.1. Staff departures and recruitment (advertised positions and staff appointments) this financial year:



5.2. Communications:

5.2.1. Website and social media statistics and data:

Devonport City Council Website

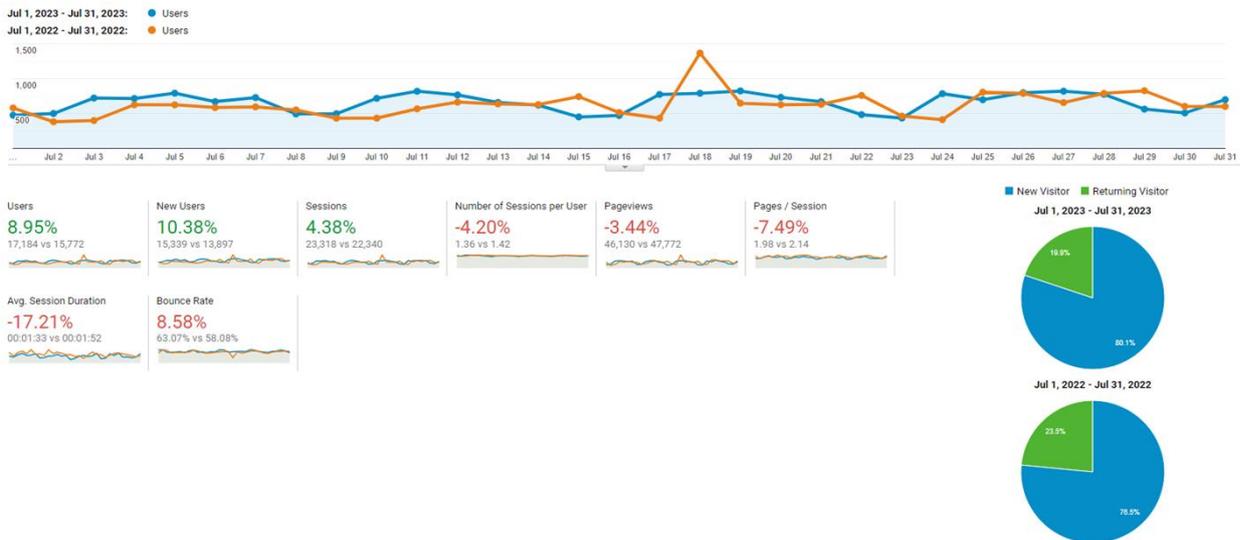
Devonport City Council website content is refreshed on an on-going basis, by updating information and the addition of new public notices, planning applications, news stories and events.

| Top 10 Website Pages | July 2023 |
|-----------------------|-----------|
| 1. News and media | |
| 2. Forms and payments | |

3. Contact Us
4. Advertised planning permit applications
5. Mersey Vale Memorial Park Cemetery Search
6. Employment opportunities
7. Dog Registration Form
8. Waste Transfer Station
9. Make a Request
10. What's On Devonport

Note: Most visitors to the website begin at the home page, but this is not listed in the top 10 pages, as it would be a normal starting point for most website visits.

Website statistics taken from Google Analytics
July (Verses 2022) Website Statistics



Community Consultation

Council's online engagement platform www.speakupdevonport.com.au is utilised for all of Council's community consultation. During July, community consultation was undertaken in respect of the reviewed and updated Strategic Plan & Council's proposed Parking By-Law No. 1 of 2023.

Social Media

Council currently utilises Facebook, Twitter and LinkedIn as social media tools to engage with the community and local media.

Followers at the end of July 2023:

| | |
|----------|------------------|
| Facebook | 11,847 up by 207 |
| LinkedIn | 1,202 up by 35 |
| Twitter | 685 up by 1 |

The Devonport City Council Corporate Facebook page is well utilised by the community, with high engagement regarding capital works projects, media releases, Council events, emergency updates, community initiatives and road works. Several other Facebook pages and Instagram accounts are administered by Council's Events Team, and the parnaple arts and convention centre. Each represent a targeted marketing opportunity, with content planned specific to each page's audience.

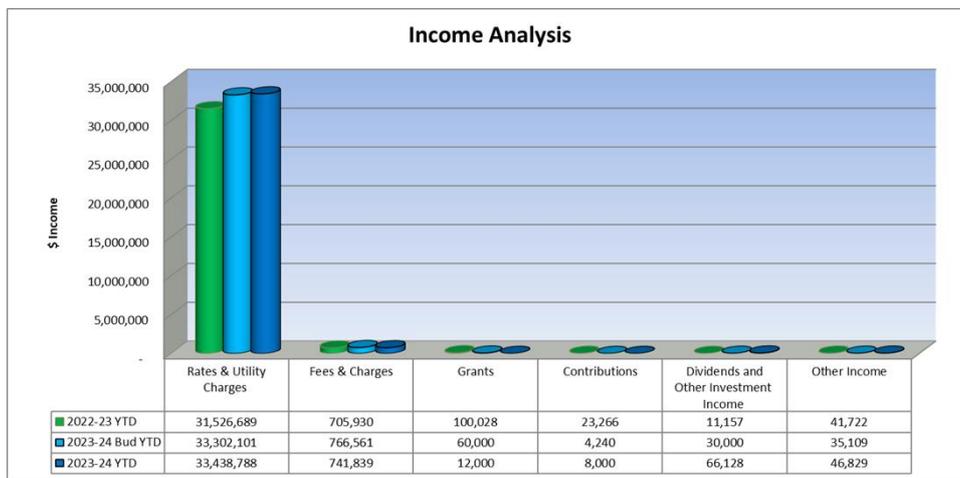
| DCC Corporate Facebook Page Statistics | July 2023 |
|---|------------------------|
| Facebook Average Monthly Reach: Number of Facebook users who have seen content associated with the page during the period (individual users can be 'reached' numerous times per month). | 72,458TY (21,814LY) |

During July, the top 10 Facebook posts in terms of audience reach were:

| July 2023 | |
|-----------|---|
| 1. | Bass Strait Maritime Centre – 50 th Anniversary, 18/07/2023, 19.8k |
| 2. | The Mayor and the General Manager visit the new Spirit of Tasmania port in Geelong, 25/07/2023, 14.7k |
| 3. | Photo – Devonport Waterfront, 14/07/2023, 14.3k |
| 4. | Photo – Devonport Coastline, 28/07/2023, 10k |
| 5. | Photo – Devonport Waterfront & Spirit of Tasmania, 27/07/2023, 8.1k |
| 6. | LuminoCity promotion, 27/07/2023, 6.7k |
| 7. | Shed & pathway at Little Athletics club, 5/07/2023, 6.7k |
| 8. | Devonport Jazz Festival promotion, 11/07/2023, 6.5k |
| 9. | Horsehead Creek Toilet Block closure, 11/07/2023, 6.4k |
| 10. | Funding Announcement – Byard Park facility redevelopment, 17/07/2023, 5.9k |

5.3. Finance:

The operating result for the financial year to the end of July 2023 is favourable with actual revenue being higher than budget by \$115K and actual expenses being higher than budget by \$429K, resulting in an overall favourable variance of \$545K. The forecast operating surplus for the financial year is \$3.1M, which includes share of profit of associates (Dulverton) of \$2.3M. The forecast underlying surplus for the year after taking into account net loss on disposal on assets is \$2.5M.

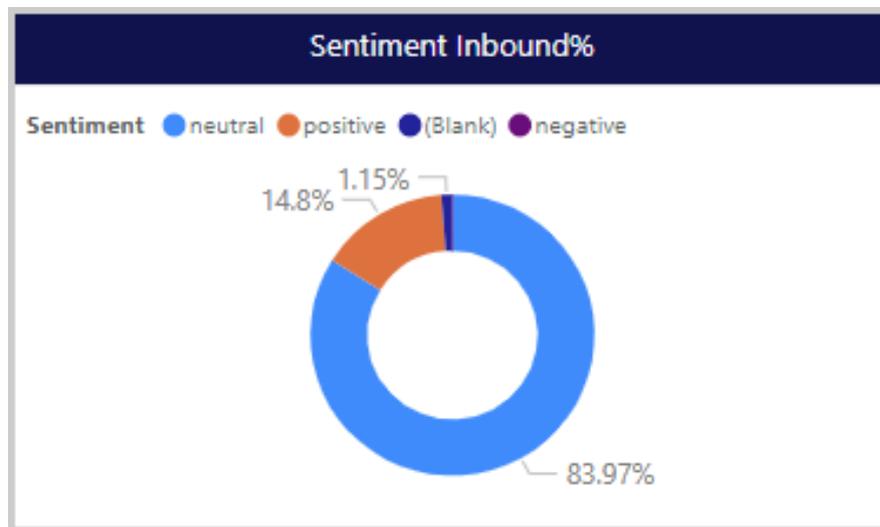


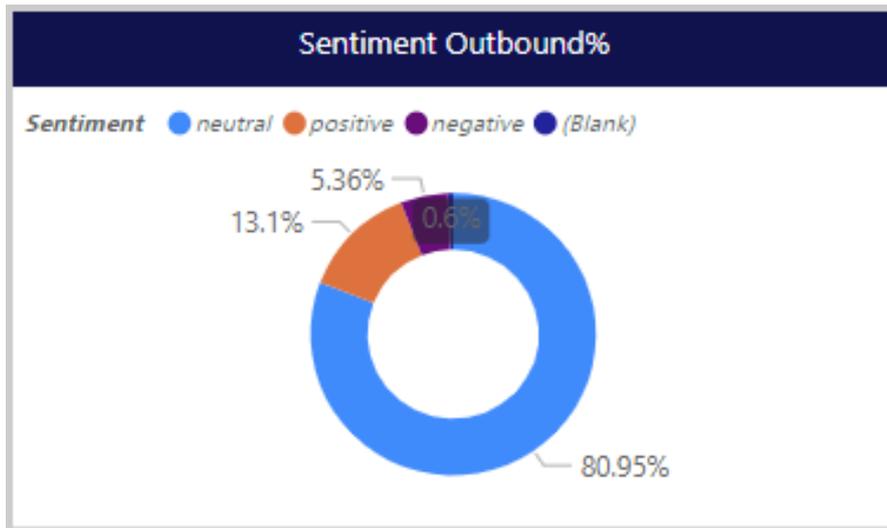


For further information please refer to the attached finance report. Please note the capital works income & expenditure report excludes budget allocations for carried forward projects, budget allocations for these projects will be finalised and put forward for adoption at the September Council meeting.

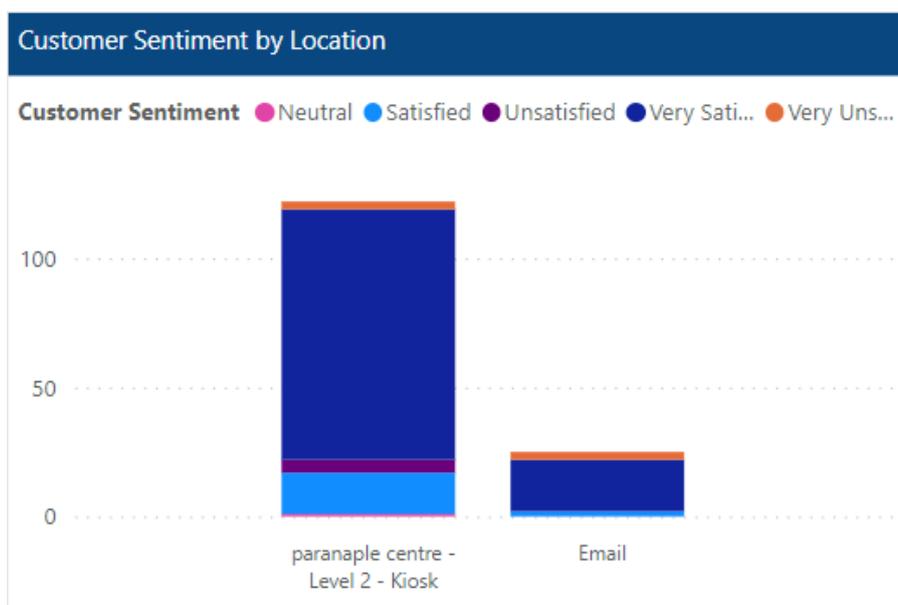
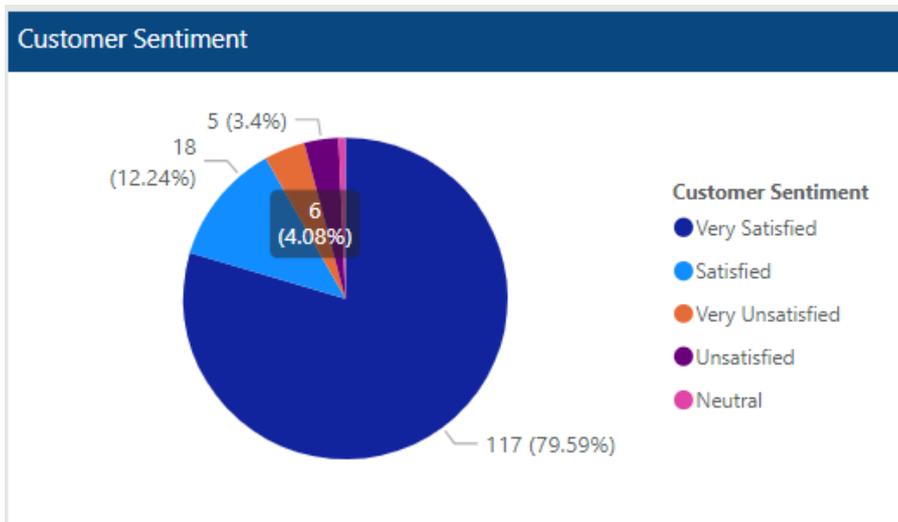
5.4. Customer Service:

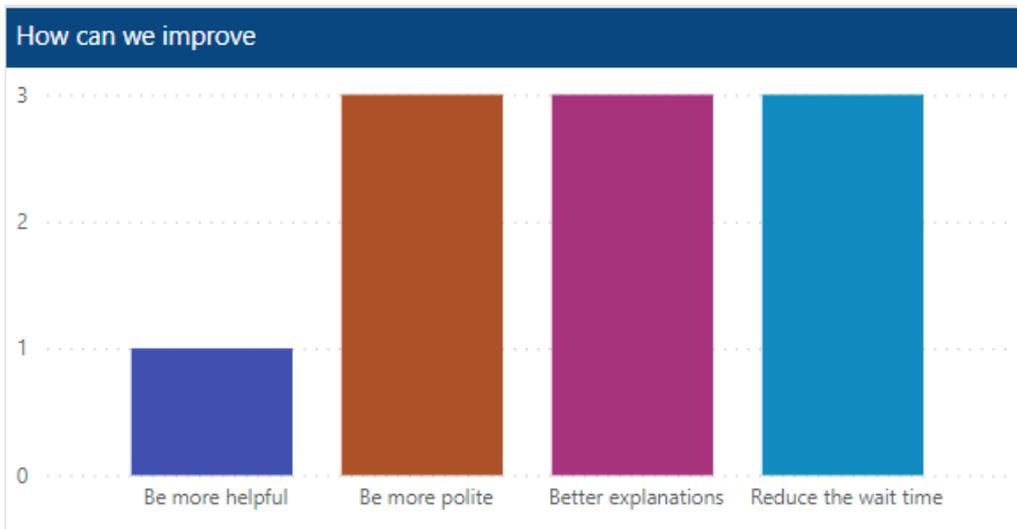
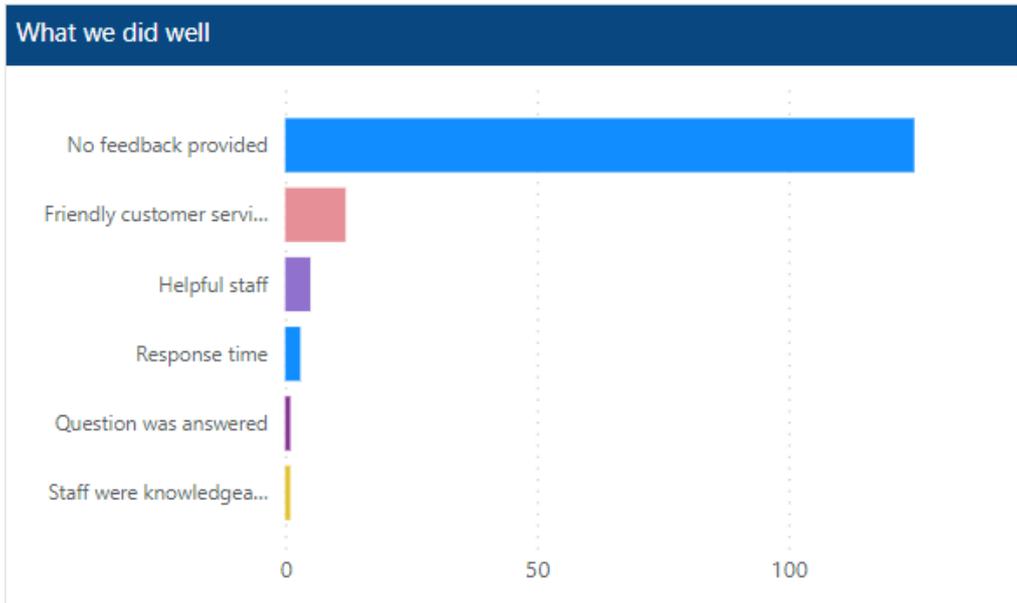
5.4.1. The following graph shows the breakdown of customer sentiment for inbound and outbound calls to Council's Customer Service during July:





5.4.2. The following graphs details the customer feedback received by Council during July:





5.5. Parking:

5.5.1. Parking statistics:

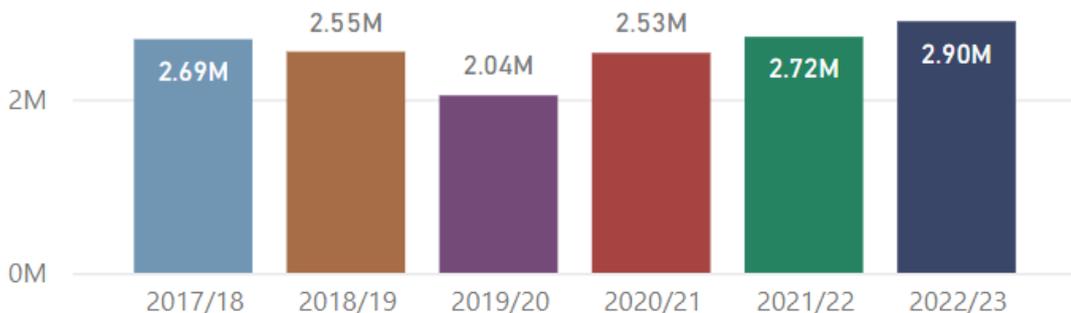
Budget v Revenue Period to Date



Revenue/Budget Period to Date

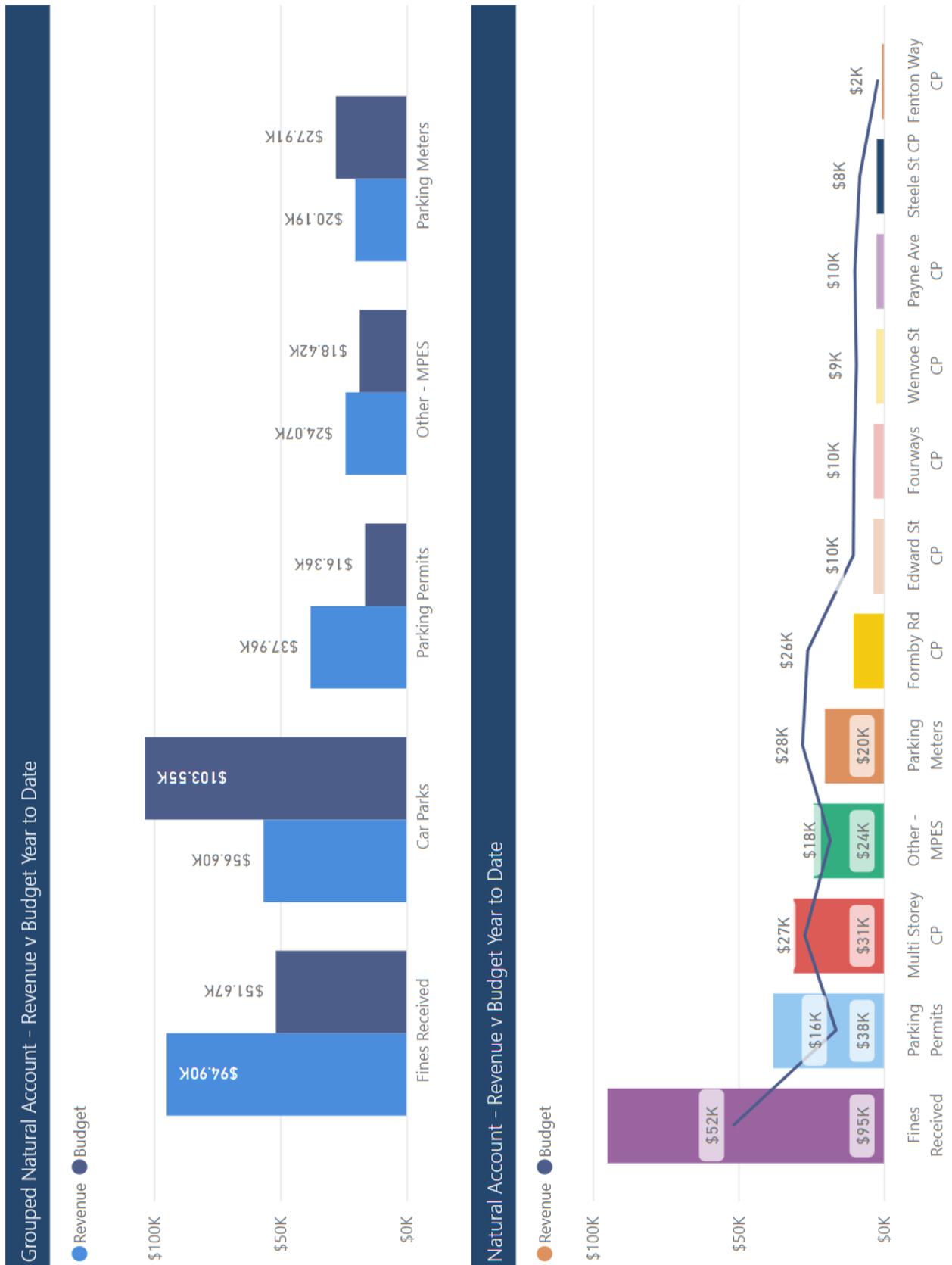
| Description | Budget \$ | Revenue \$ | Variance \$ | Variance % |
|-----------------|---------------------|---------------------|--------------------|------------|
| Edward St CP | \$10,475.17 | \$3,603.43 | (\$6,871.74) | -66% |
| Fenton Way CP | \$2,115.58 | \$633.15 | (\$1,482.43) | -70% |
| Fines Received | \$51,666.67 | \$94,899.00 | \$43,232.33 | 84% |
| Formby Rd CP | \$26,108.08 | \$10,396.07 | (\$15,712.01) | -60% |
| Fourways CP | \$10,192.08 | \$3,483.98 | (\$6,708.10) | -66% |
| Multi Storey CP | \$27,115.42 | \$30,964.82 | \$3,849.40 | 14% |
| Other - MPES | \$18,416.67 | \$24,066.88 | \$5,650.21 | 31% |
| Parking Meters | \$27,906.10 | \$20,192.96 | (\$7,713.14) | -28% |
| Parking Permits | \$16,355.42 | \$37,961.36 | \$21,605.94 | 132% |
| Payne Ave CP | \$9,976.75 | \$2,477.18 | (\$7,499.57) | -75% |
| Steele St CP | \$8,213.00 | \$2,388.97 | (\$5,824.03) | -71% |
| Wenvoe St CP | \$9,351.33 | \$2,648.93 | (\$6,702.40) | -72% |
| Total | \$217,892.27 | \$233,716.73 | \$15,824.46 | 7% |

Previous Years Revenue

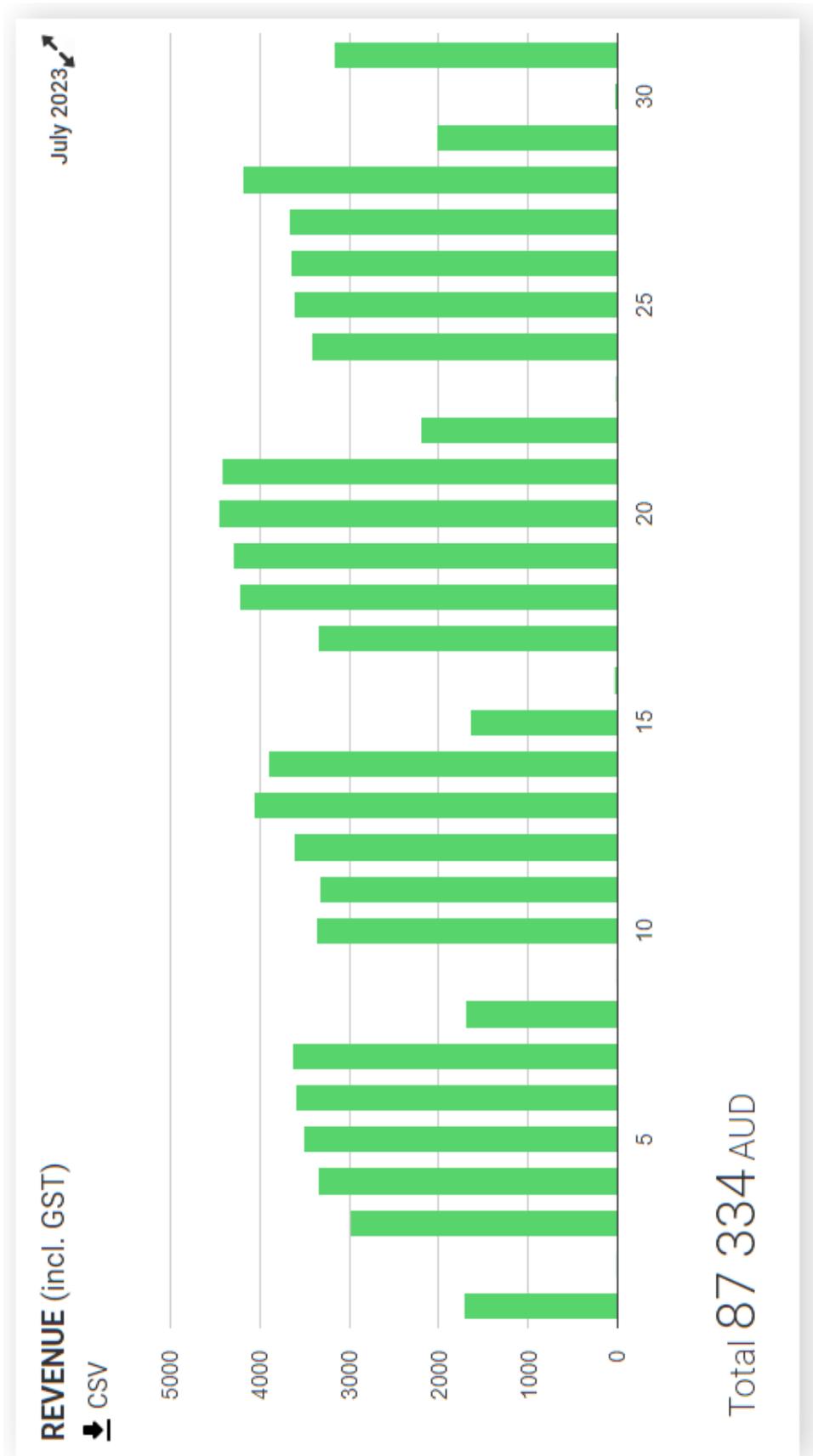


NOTE: The timing of cash collection from parking meters usually results in revenue falling in the next period. Cash collected in July will be recognised in August.

5.5.2. Revenue (Revenue v Budget – type breakdown; location breakdown):

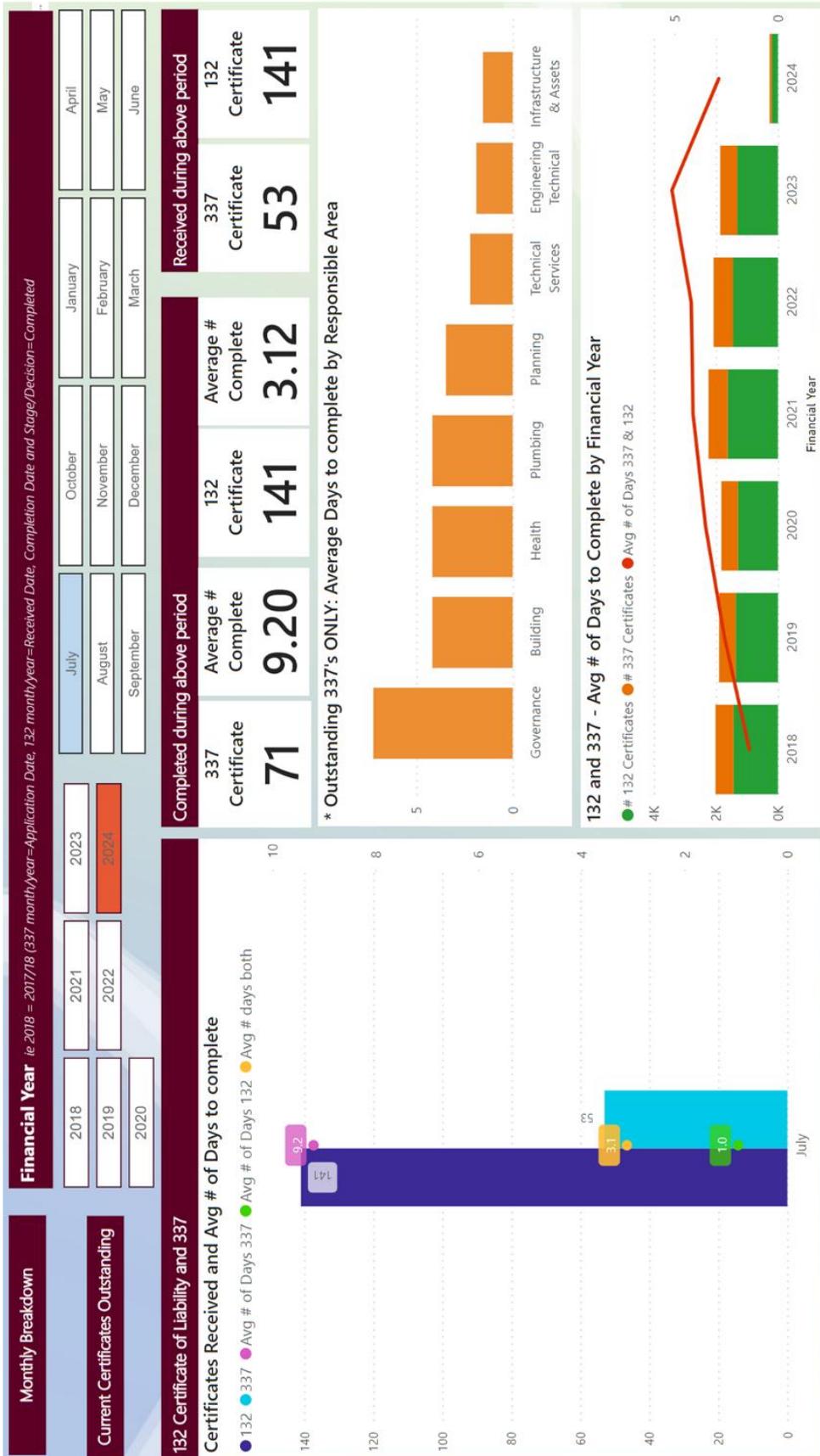


5.5.3. EasyPark statistics:



Section 132 & 337 Certificates:

5.5.4. Statistics on completed certificates:



5.6. Annual Plan Action Update:

5.6.1. Current status as at 31 July 2023:



5.6.2. Action Highlights:

Design, tender and commence construction on an improved and upgraded Waste Transfer Station which optimises waste diversion

Detail design has been undertaken for the Waste Transfer Station upgrades to support changes in business towards resource recovery and charging by weight to allow for the State Waste Levy increases. Detailed design plans are almost complete with work progressing on the Tender Specification documents. Construction is expected to commence January 2024.

Launch and promote the Council Term Plan 2022-26

The Council's Term Plan was launched in July 2023 and promoted to community and broader sector. The Term Plan provides an important link between the 20-year horizon of the Strategic Plan and Council's Annual Plan action plans ensuring clarity and focus across the four yearly horizon of the elected Councillors.

Launch and promote the Devonport City Investment Prospectus

Following on from an independent analysis and report commissioned by Council and undertaken by Ethos Urban Pty Ltd of the Devonport retail catchment, one of the actions recommended in response to the study was the incorporation of the background data and statistics in the independent report into an Investment Prospectus. The Investment Prospectus is not in final production and the digital prospectus content is expected to be completed in August 2023.

6. COMMITTEES, AUTHORITIES & EXTERNAL ORGANISATIONS:

6.1. Minutes:

There are no minutes to table for the month of July 2023.

COMMUNITY ENGAGEMENT

This report includes information that relates to community engagement undertaken in relation to operational activity.

FINANCIAL IMPLICATIONS

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

There is not expected to be any impact on Council's operating budget as a result of this report.

RISK IMPLICATIONS

Any specific risk implications have been outlined in the commentary included as part of this report. Any specific risk that is identified as an issue for Council would result in a separate report to Council.

CONCLUSION

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

ATTACHMENTS

1. 20230731 Consolidated Financial Report- Council [**6.4.1** - 10 pages]

7 CLOSED SESSION

The General Manager advises that in his opinion, the agenda items listed below are prescribed items in accordance with Clause 15 of the *Local Government (Meeting Procedures) Regulations 2015* (ie confidential matters), and therefore Council may by absolute majority determine to close the meeting to the general public.

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 |
|----------------|---|---|
| 3.1 | Confirmation of Closed Minutes – Council Meeting – 24 July 2023 | 15(2)(g) |
| 3.2 | Application for Leave of Absence | 15(2)(h) |
| 4.1 | Confidential Attachments | 15(2)(g) |
| 5.1 | General Manager's Performance Review | 15(2)(g) |

8 CLOSURE