



**ORDINARY MEETING
OF COUNCIL**

**MINUTES
OPEN MEETING**

16 March 2020

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THE PUBLIC IS ADVISED THAT IT IS COUNCIL POLICY TO RECORD THE PROCEEDINGS OF MEETINGS OF COUNCIL ON DIGITAL MEDIA TO ASSIST IN THE PREPARATION OF MINUTES AND TO ENSURE THAT A TRUE AND ACCURATE ACCOUNT OF DEBATE AND DISCUSSION OF MEETINGS IS AVAILABLE. THIS AUDIO RECORDING IS AUTHORISED BY THE *LOCAL GOVERNMENT (MEETING PROCEDURES) REGULATIONS 2015*

**MINUTES OF AN ORDINARY MEETING OF THE WARATAH-WYNYARD COUNCIL
TO BE HELD AT THE COUNCIL CHAMBERS, 21 SAUNDERS STREET, WYNYARD
ON MONDAY 16 MARCH 2020, COMMENCING AT**

	From	To	Time Occupied
Open Council	6.06PM	6.19PM	13MINS
Planning Authority	6.19PM	7.21PM	62MINS
Open Council	7.21PM	7.52PM	31MINS
Closed Council	8.15PM	8.44PM	29MINS
Open Council	8.44PM	8.44PM	0MINS
TOTAL TIME OCCUPIED			135MINS

AUDIO RECORDING OF COUNCIL MEETINGS POLICY

The Chairman is to declare the meeting open (time), welcome those present in attendance and advise that the meeting will be recorded, in accordance with the Council Policy ‘**GOV.017 - Audio Recording of Council Meetings**’ to “record meetings of Council to assist in the preparation of minutes and ensure a true and accurate account of debate and discussion at meetings is available”.

VIDEO RECORDING OF COUNCIL MEETINGS

The Mayor to advise that Council will be filming the meeting and that the recording for testing purposes, if test successful the film will be made available to the public.

ACKNOWLEDGEMENT OF COUNTRY

I would like to begin by acknowledging the traditional owners and custodians of the land on which we meet today, the Tommeginne people, and to pay our respect to those that have passed before us, their history and their culture.

1.0 RECORD OF ATTENDANCE

1.1 ATTENDANCE

Mayor Robby Walsh
Councillor Mary Duniam
Councillor Darren Fairbrother
Councillor Celisa Edwards
Councillor Allie House
Councillor Gary Bramich
Councillor Kevin Hyland

IN ATTENDANCE

Shane Crawford - General Manager
Sam Searle – Director Organisational Performance
Bronwyn Folden – Manager Community Activation
Corey Gould – Manager Engineering and Projects
Ashley Thornton - Manager Development and Regulatory Services
Jasmin Briggs – Graduate Town Planner
Sally Blanc - Executive Officer

1.2 APOLOGIES

Cr Andrea Courtney

1.3 LEAVE OF ABSENCE PREVIOUSLY APPROVED

Nil received.

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

2.1 CONFIRMATION OF MINUTES OF PREVIOUS ORDINARY COUNCIL MEETING

MOVED BY	CR DUNIAM
SECONDED BY	CR HOUSE

That the Minutes of the Ordinary Meeting of the Waratah-Wynyard Council held at Council Chambers, 21 Saunders Street, Wynyard on Monday 17 February 2020, a copy of which having previously been circulated to Councillors prior to the meeting, be confirmed as a true record.

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

3.0 DECLARATIONS OF INTEREST
--

Councillor and Agenda Item Number

Nil

Staff and Agenda Item Number

Nil

4.0 COUNCILLORS ANNOUNCEMENTS AND REPORT

4.1 ANNOUNCEMENTS BY MAYOR

Nil received.

4.2 MAYOR'S COMMUNICATIONS

10/2/20	Guest Speaker Probus
10/2/20	Councillor Workshop
11/2/20	Meeting with General Manager
17/2/20	Council Meeting
18/2/20	Meeting with General Manager
20/2/20	Community Forum Waratah
20/2/20	CCA Representatives Meeting
24/2/20	Mayors Message ANZAC Park
24/2/20	Councillor workshop
25/2/20	Meeting with General Manager
25/2/20	Mayors Message – Wynyard Rec Ground Change Rooms
26/2/20	Community and Business Breakfast
29/2/20	Gone Nuts Smithton
2/3/20	Meeting with Deputy Mayor
3/3/20	GM Performance Review meeting with Deputy Mayor and General Manager
4/3/20	Wyn Matters Function
5/3/20	Australian Tourism Awards - Canberra
10/3/20	Councillor Workshop
11/3/20	Minister Mark Shelton
11/3/20	Visit to constituent

MOVED BY	CR DUNIAM
SECONDED BY	CR BRAMICH

That the Council note the Mayors Communications

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

4.3 REPORTS BY DELEGATES

Nil received.

4.4 NOTIFICATION OF COUNCIL WORKSHOPS

Upcoming Workshops – Indicative Only

10/3/20	Discuss 20/21 Capital Works Budget
10/3/20	Review Long Term Financial Plan
18/3/20	Boat Harbour Beach Community Conversation
23/3/20	Tulip Festival Report
23/3/30	CCA Representative Update
30/3/20	Open Space Sport & Recreation Plan – Fees and Charges Review
1/4/20	Visit by Minister Roger Jaensch

Councillor Attendance Record

Meetings attended during 2019/20 (to 10/2/20)

	Ordinary Meetings 2019/20 (8)	Special Meetings 2019/20 (1)	Workshops 2019/20 (20)	Weeks Leave Approved
Mayor Robert Walsh	8	1	20	
Deputy Mayor Mary Duniam	7	1	19	3
Cr Gary Bramich	7	1	20	
Cr Andrea Courtney	6	1	12	3
Cr Celisa Edwards	8	1	17	2
Cr Darren Fairbrother	8	1	20	
Cr Allie House	6	1	15	1
Cr Kevin Hyland	5	1	10	2

MOVED BY	CR HOUSE
SECONDED BY	CR FAIRBROTHER

That the Council note the following Councillor Workshops

24/2/20	Goldie Street Crossing Point
24/2/20	Open Space Sport & Recreation Plan – Fees and Charges Review
2/3/20	Discuss Capital Budget Process
2/3/20	Discuss IGA Junction
2/3/20	Discuss Sisters Beach Hardstand
2/3/20	Capital Works Tour
2/3/20	General Managers Performance Review

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

5.0 PUBLIC QUESTIONS AND STATEMENTS

5.1 RESPONSE(S) TO PUBLIC QUESTIONS TAKEN ON NOTICE FROM PREVIOUS MEETING

5.1.1 MRS R CAMERON - WYNYARD YACHT CLUB DEVELOPMENT

QUESTION

Mrs Cameron of Wynyard asked how much the Federal Government is contributing to the proposed Yacht Club project and when does the funding expire, she also asked how much the state government is providing and when does it expire.

OFFICERS RESPONSE

Mrs Cameron was provided the following response in writing:

5.1.2 MR B CAMERON - WYNYARD YACHT CLUB DEVELOPMENT

QUESTION

Mr Cameron of Wynyard asked that if costs for Café came in over budget when tender was assessed would council consider reducing the size and incorporate a smaller café/light lunch and takeaway facility. Mr Cameron also asked when details of tender would be available.

The General Manager took the questions on notice and advised that the tender report is due to go to the March meeting.

OFFICERS RESPONSE

The proposed construction of the building will provide for a café/restaurant. The Expression of Interest process for operators will determine market demand for such a facility and whether alternatives including light lunch/takeaway need to be considered.

The tender report is now proposed to be presented to Council at a Special Council Meeting on a date to be determined, most likely end March/early April.

5.1.3 MR B CAMERON - WYNYARD YACHT CLUB DEVELOPMENT

QUESTION

Mr Cameron of Wynyard noted that documents show that approximately 70% of the site will be used as builders work area during construction and that there will be a temporary to the boat ramp. Mr Cameron asked if a section of the present grassed area could be retained beyond the builder's site to provide vehicle parking for residential area and overflow activities from other areas.

OFFICERS RESPONSE

Council will work with the successful tenderer to ensure the construction period causes as little disruption as possible. Appropriate traffic and parking arrangements will be determined as a part of this process.

5.2 PUBLIC QUESTIONS RECEIVED IN WRITING

5.2.1 C HUTCHISON - FREEDOM CAMPING

QUESTION

Has an alternate freedom site been identified in Sisters Beach and / or the Greater Wynyard area following Council's decision in August 2019, to prohibit camping along the Boat Harbour Beach foreshore, and if not, when does Council predict that it will be identified?

OFFICERS RESPONSE

Investigations and discussions continue to be undertaken to explore other opportunities within the municipal area. When an appropriate site/s are identified appropriate public consultation will occur before a final decision is made by Council. A discussion paper will be circulated to residents of Sisters Beach during March and engagement sessions coordinated, to obtain the community's thoughts on public camping and allow for informed decision making.

5.2.2 MR C HUTCHISON - VIDEO RECORDING OF COUNCIL MEETINGS

QUESTION

In the middle of October 2019 - Council made the following announcement:

"MEDIA RELEASE Tuesday, October 15, 2019 Council set to live stream meetings with social media driving community expectations for greater connectedness, access and visibility, Waratah-Wynyard Council has voted in favour of live streaming Council meetings. At the September meeting Councillors voted to implement live streaming by January 2020, pending a successful trial of equipment prior to the end of the year."

And on February 2, I received an email from Council, stating

"Unfortunately, we had an equipment failure during testing at the (JANUARY) meeting which has resulted in video not being available. We will now be looking at different equipment to sort out the problem which has been identified."

On the constant changing of dates of the council meeting in January, I cut short a holiday just to be present at the meeting because I knew from past experience that there would probably be a mysterious 'technical glitch'. Unfortunately I was ill on the night of the February council meeting, and still unable to view the live stream or video that was supposedly going to be uploaded following the meeting.

My question is, when will the publishing of council meeting video / live streaming take place as determined in August 2019, and promised in January of this year?

OFFICERS RESPONSE

The resolution made at the Council Meeting on 16 September 2019 stated “if testing is successful...with the aim of implementing of live streaming of Council Meetings by January 2020”.

The resolution clearly states that “if” testing is successful, implementation will occur by January 2020. Unfortunately, this has not been the case and officers are now working to ensure implementation occurs at the earliest opportunity. In January, the camera battery life did not last the duration of the meeting.

5.3 PUBLIC QUESTIONS WITHOUT NOTICE

5.3.1 C HUTCHISON - PREOLENNA HALL EOI

Mr Hutchison of Preolenna asked if the public would be informed about the expressions of interest received for the Preolenna Hall including how many received and the details of each submission.

The General Manager advised there would be a report at the April Council Meeting.

5.3.2 C HUTCHISON - PREOLENNA HALL

Mr Hutchison of Preolenna asked why Council is making provisions for continued use of the turning circle and parking on site, is this a recognition that residents and visitors regularly use and need this space and if so why is council disposing of the site. What guarantees will Council give to ensure this space will be available indefinitely (or what alternatives will be allowed for).

The General Manager advised there would be a report at the April Council Meeting.

5.3.3 R CAMERON - MULTI-PURPOSE FACILITY DEVELOPMENT

Mrs Cameron of Wynyard asked the following:

1. Has Council completed a viability study in the last six months to see if a restaurant would be viable (at the new multi-purpose facility)?
2. How much will the development of the multi-purpose facility cost rate payers and who will pay any over spend on the project.
3. How much of the election commitment of \$1,100,000 was spent on Camp Creek which is still not complete and was the funding Federal or State. She also asked for details on what the \$1,978,800 has already been spent on.

The General Manager took the questions on notice and also advised that the tender report for the facility would include full financial details.

5.4 PUBLIC STATEMENTS RECEIVED IN WRITING

Nil received.

5.5 PUBLIC STATEMENTS WITHOUT NOTICE

5.5.1 C HUTCHISON - PREOLENNA HALL EOI

Mr Hutchison of Preolenna made the following statement:

Preolenna Hall

Cr. Hyland said at December 2019 council meeting -

"Obviously if you are going to take something away from someone, you need to provide an alternative"

Cr. Hyland

& again:

"As I said, if you intend in taking something away from a community, you obviously need to give them an alternative" Cr. Hyland

What was the context?

You were proposing to deny access to certain spaces to a group in the community, but offering to provide an alternate recreation space.

What was the space? The beach, and the group were dog owners and their dogs.

How did many people feel? Pissed off. And if it weren't from the strong community voice opposing the changes, many dog owners would have felt poorly represented.

But what about freedom camping? Where is the alternate space now that Boat Harbour Beach is now restricted to campers?

What about an alternate recreation space for Preolenna residents?

So I ask, does council think that the Preolenna community is happy with the Councils decision to deny access to the community centre?

Maybe it's not as easy to protest as a dogs on beaches ban, because you can simply lock the door and throw away the key, whereas a beach you cannot really stop dogs, only reactively punish non-conforming individuals.

I ask again, what is the alternative. I have asked for a lease. Rejected. I have asked for alternative public spaces in the Preolenna community. Ignored.

SO Cr. Hyland, are you going to suggest an alternative offer to pacify our frustrations?

Are we going to have gold passes to the lobster ponds?

Or maybe Cr. Fairbrother might you might give the Preolenna Community free camping at your holiday park in BHB after Councilors took away the privilege to have a getaway in one of our favourite camping spots?

5.5.2 S HARTLEY - OLDINA FOREST COUPE

Ms Hartley of Oldina, on behalf of the Friends of Oldina Forest, stated that, given the strong response to a recent petition, Council should consider a motion to support a more thorough environmental and social impact assessment regarding the coupe.

6.0 PLANNING AUTHORITY ITEMS

PLANNING AUTHORITY OPENED AT 6.19PM

6.1 PUBLIC QUESTIONS WITHOUT NOTICE – RELATING TO PLANNING MATTERS

Nil

6.2 PUBLIC STATEMENTS - RELATING TO PLANNING MATTERS

6.2.1 I RAY - WYNYARD MULTI-PURPOSE DEVELOPMENT

Mr I Ray made the following statement:

The Mayor, Councillors Waratah-Wynyard Council 16th March 2020

I would like to comment on the pending vote you have for the Wynyard Yacht Club Redevelopment.

I have worked in my capacity as a Building Designer within the Wynyard Municipality for many years and have been witness to and participated in numerous Planning decisions or outcomes. I have found the Waratah Wynyard Council Planning Staff to be always knowledgeable and professional, I'd also suggest at the top of their game. However, on this occasion with the Wynyard Yacht Club Redevelopment, for some reason, have lowered the Planning Department Professional Bar, in making very soft, poor judgement assessments of both the Development Applicant and the Representations. I suspect to appease the aspirations of higher management.

The Development location is all about Open Space Recreation. Key word here being **OPEN SPACE**. The bulk & size of the proposed building with its infrastructure, suggests otherwise. Whilst a café is a permitted use, what is being proposed is a commercial restaurant with a fully equipped \$400,000 kitchen. This restaurant together with 3 meeting rooms upstairs, dictate parking requirements which far exceed the ability of this site to accommodate.

I'd like to indicate a couple of areas of concern.

1. The 2013 Interim Planning Scheme Code E9.1 (e) says: - **"Adjacent on road car parking spaces must not be included to satisfy minimum parking space requirements."** Waratah Wynyard Council Planning Staff have completely **ignored** this crucial code requirement, **which they should not**. If you take this into account, then the development is **deficient** by at least **22 Car parking Spaces**.
2. Clause 29.4.4 Subdivision. The proposal requires a subdivision in the environmental management Zone, along Camp Creek, with additional reclamation of Camp Creek to cater for Car/trailer parking. This subdivision has been commented on by Planning Department, with regards cultural & aesthetic values, however, they have failed to comment on the likely impact on Flood mitigation, due to the added extra reclamation. Except to say, "with no increase in risk to exposure to flooding" This statement has no qualification by a relevant Hydraulic Consultant, it should.

Whilst this building was borne out of a need to upgrade WYC premises, the Council has wrongly, sought to use the opportunity to develop a commercial operation. This could turn out to be WWC's \$4M White Elephant moment.

The site simply isn't big enough to accommodate a large building, with the many Car/Boat trailers parking spaces required.

In general, the WWC Planning Department has failed to act with due diligence, in assessing this application against the 2013 Interim Planning Scheme requirements.

Councillors, I urge you to reject this proposal. In my opinion this Development Proposal has not been assessed impartially by Council Planning staff.

6.2.2 MR B CAMERON - MULTI-PURPOSE FACILITY

Mr B Cameron of Wynyard made the following statement:

I have worked on designs for hundreds of buildings around Tasmania for Councils, State Government, Businesses, Welfare groups and Individuals.

In this instance where it is a Council project I would expect the overall design to follow the intent and guidelines of the planning scheme. It does not. The approach by planners seems to be that the project must proceed. The development is bursting at the seams and they have indicated they will sort the parking problems out later.

In this instance representations have been poorly summarized for councillors which then allows brief, misleading and qualified reports from the planners and comments like "substantially in accordance with".

The GHD assessment of the 20/1/20 should be based on survey facts. As stated in the report it is based on estimates, assumptions, expectations and likely figures. One expectation is that demand for Cafe/restaurant parking will not coincide with car and trailer parking. Observation clearly indicates clashes will occur over weekends during daylight hours. This is when restaurants expect to be busy. The assessment has no idea how the present northern car park is used to support land based passive recreation pursuits, eg runners, walkers, walkers with dogs, mothers with prams, families fishing etc.

If I was assigned this project I would analyse current use of the site. In this development current use and the purpose and character of an open space zone (clause 19.1.2) in the councils own planning scheme have hardly been considered by the applicant, the approving planner or GHD. The provision of 3 boat ramps clearly indicates it is for water sports which are a permitted use within the zone. They must be given priority.

Present use should be encouraged and enhanced since it complies totally with PERMITTED and supporting Discretionary use in the zone. As we expand the discretionary use the site is unable to meet desired or required parking requirements.

My wife and I surveyed the present parking on Saturday 22nd of February 2020 and it is included in our representation but not passed on to councillors in the planners summary. The Mayor visited the site on the same day and I hope other councillors have done the same since this is a council project and councillors should be aware how the site is used. Over the last 2 years there is no doubt that use of the site by cars with trailers has increased substantially and we have been advised that sales of motorised craft is increasing.

On the 7th & 8th of March the yacht club held a major 2 day event with 30 yachts but due to tide levels this had to be held at the old port. If it had been held at the Yacht club site parking requirements would have swelled above those recorded in our survey.

Our 4 hour continuous observation on Saturday 22nd between 7am and 11am recorded 33 cars with boat trailers and 60 cars entering the area and parking. This number is often exceeded but could be regarded as a Saturday average.

The proposed development site allows for 19 cars with trailers and 12 cars.

Surely we must plan to maintain current use and add appropriate support for those using the site to the extent the site area permits.

Let us do a quick analysis of what is happening on site.

If we add discretionary uses on site that are clearly for the improved functioning of those who use and need improved facilities on site but omit the Cafe / restaurant and adjust for the demolition of the present building, the area available for parking is reduced by 600square metres. This is equivalent to the parking and manoeuvring space for 30 cars.

The space lost by the provision the Cafe /restaurant is 239square metres which is equivalent to parking space for another 12 cars.

Clearly a detailed analysis is required to determine a balanced development.

Your Planning Scheme states under clause 19.1.1.1 and 19.3.1 P1. The following

"The OPEN SPACE ZONE is to provide land for open space purposes including for passive recreation and natural and landscape amenity"

4 million dollars spent and there is a decrease in potential use on site.

"The discretionary use permit **MUST NOT** have potential to distort or displace the existing or likely use on the site or on adjacent land."

This condition has not been met due to the huge reduction in parking and the loss of flexibility the site currently offers.

Councillors this is your project. I believe a superior less expensive, balanced, scaled down solution that does not restrict current use or the aesthetic presentation of the overall area is required and achievable.

This project should not be approved.

6.2.3 K BOYLE - MULTI-PURPOSE FACILITY

Mr K Boyle of Wynyard made the following statement:

This Open Space encourages people to get moving; use has increased exponentially in the last few years. It caters for the changing demands. Yesterday afternoon, a dozen ski paddlers, a dozen boat trailers, and activity in the Yacht Club. On Saturday morning, about 25 Park Runners, a dozen boat trailers, and the Yacht Club in full sail. Next week, maybe only walkers and runners, cyclists and anglers. Or a Yacht Club carnival. The area allows for these different demands, and can cater for varying use. That complexity and flexibility of use is what this Development Application cannot give.

*The Application misses the complexity of the site and fails to keep and build on what is done very well. Instead it puts more activities onto a constrained site – and thus threatens existing use; only by breaching the Planning Scheme can it be approved. A **“Discretionary permit use MUST NOT have a potential to distort or displace existing and likely use on the site”**. MUST NOT!*

The proposal meets the boat ramp parking formula. But existing demand is already in excess of this. Not enough now; not enough for the future.

*And 13 car parking spaces! A 50 seat café/restaurant, 4 meeting rooms, plus current users; where will they all go? Sharing by different users is in breach of the Code. And an off-site park is not permitted under the Code. A café of this size must have at least 30 spaces on site. And classifying 4 meeting rooms as an “ancillary activity” of the yacht club and the boat ramp does not wash as a way of hiding their demand. For multi-use sites, the parking **“MUST be calculated for each component use, added together and rounded up to the next whole number”**. Code E9 just does not give the latitude that the applicant needs, and this dilemma will distort or displace current activities.*

Why is the building so large?

“Multi-purpose buildings” hold promise. As secretary of the Burnie Surf Club, I experienced the ongoing tensions between a commercial operator and a voluntary organization; fixed only by more ratepayer funds. The Makers Workshop! The fully equipped commercial kitchen and restaurant vacant in the Ulverstone Sports Centre? The unused commercial kitchen at the Wharf in Ulverstone? Special leasing arrangements to get and retain tenants? Multi-purpose buildings are not delivering.

*The proposed building fits into the size parameters of the Planning Scheme. But it is 32metres wide and long and 7 metres high – the size of these Council Chambers! Is this having **“regard to minimizing visual impact on the shoreline”**? A huge building; carparks and roads! Is this really the best we can do? Do you want this put up close to your home? This edifice is out of place here.*

The Yacht Club needs attention. But other current activities will be constrained by the large building and new activities. We lose the beautiful vistas from the south. We lose the flexibility that allows diverse activities.

This is not the best plan for this area. It will distort and displace. We need priority for present activities to thrive and grow; a smaller, lower building; and more flexible parking. This Application is not value for our money.

6.2.4 R CAMERON - MULTI-PURPOSE FACILITY

Mrs Cameron of Wynyard made the following statement:

I hope you have all read all the full representations and not just the summaries as the summaries do not give a true and honest assessment of our representations.

Wynyard is a lovely sea side town please don't spoil it by building an ugly expensive building which will spoil the vista as you enter the township. Only sailors and fishermen will view the building from the river!

If a restaurant is part of this multipurpose development it will take away business from the local businesses in the town. The town planning Scheme says councils should be looking after businesses in the towns.

I have read Warren Moore Consulting report dated 1st March 2020 which clearly states that a restaurant would not be viable in the proposed development. I have emailed this report to you all individually and to the General Manager.

I have been frequently told that multipurpose buildings in Ulverstone, Devonport and Burnie have become a noose around the Councils and ratepayers necks due to vacant and non use of the restaurants and buildings. Wynyard does not need for this to happen.

Members of the Yacht Club have indicated they do not want a restaurant and would just like a café to service visitors and members.

I am greatly concerned that the Multifunction Café/Restaurant will be open from 7am to 11pm 7 days a week. Noise and odours from a restaurant so close to a residential area will impinge upon the local residents. Staff would arrive before 7am and leave well after 11pm. The collection of rubbish during the early morning usually 6.30am daily would add to the noise pollution levels.

Noise and odours from the plant room will also impinge on the residential area.

The Waratah Wynyard council should be looking after the residents who live in close proximity. People leaving restaurants are usually very noisy, talking, slamming car doors and bright car lights will be shining into bedroom windows.

A café on site would not take up as much room on this picturesque piece of open public space. The hours could be kept to 8am to 8pm. Wynyard becomes extremely quiet at 8.30pm.

Surely Sense and Sensibility will not pass this proposal in its present form.

6.3 YACHT CLUB REDEVELOPMENT INCLUDING CAFE, BOUNDARY ADJUSTMENT AND CAR PARKING - LOCATED AT 2A OLD BASS HIGHWAY WYNYARD - DA 15/2020

To:	Council
Reporting Officer:	Town Planner
Responsible Officer:	Manager Development and Regulatory Services
Report Date:	5 March 2020
File Reference:	7077609
Supporting Documents:	<ol style="list-style-type: none">1. Proposal Documents- Under Separate Cover2. TasWater Further Info Request3. Response to TasWater4. Representation 15. Representation 26. Representation 37. TasWater Conditions

PURPOSE

The purpose of this report is for Council to consider the merits of an application for a subdivision (boundary adjustment), café (food services), sport and recreation (club rooms, boat storage, control/meeting rooms) and pleasure boat facility (boat ramp) inclusive of turning and manoeuvring areas, car parking, demolition of existing Yacht Club, and landscaping, against the provisions of the *Waratah-Wynyard Interim Planning Scheme 2013* (Planning Scheme).

BACKGROUND

This proposal is for a re-design of the multipurpose facility that was approved in 2018 (DA 153/2017) following some additional input from stakeholders which resulted in changes that were too significant to be accommodated within the previous approval, or through a minor amendment under section 56 of the *Land Use Planning and Approvals Act 1993*.

The site is identified as 2A Old Bass Highway, Wynyard (PID 7077609), with a second parcel of land also untitled, which does not have a PID and includes Camp Creek.

The Wynyard Foreshore & Environs Masterplan was finalised and endorsed in April 2016 by Waratah-Wynyard Council. The subject proposal is generally aligned with the masterplan in that it included the demolition of the existing yacht club, the construction of a new yacht club, the reclamation of part of Camp Creek and the construction of additional car parking (including for boat trailers), manoeuvring and turning areas.

A locality plan with the area shaded in blue identifying the property is provided in Figure 1 below. A plan that identifies the zoning of the site and surrounding properties is provided in Figure 2.



*Figure 1: Site location identified by blue dot, includes part of reclaimed Camp Creek
(Source : TheList)*



Figure 2: Site area is zoned Environmental Management (area of Camp Creek that has been reclaimed) and Open Space. (Source: Thelist)

DETAILS

This report assesses the proposal against the relevant provisions of the Planning Scheme, specifically the requirements of the Open Space Zone, the Environmental Management Zone, the Change in Ground Level Code, the Traffic Generating Use and Parking Code and the Water and Waterways Code. The report also takes into account the representations received during the public exhibition period.

The proposal includes the demolition of the existing yacht club and the construction of a new yacht club with an overall footprint of 959m² which includes an area of 364m² for

boat storage (plus 309m² mezzanine storage over), 184m² for the club rooms and a 309m² for an office space, control room, meeting rooms and storage. In addition to the club rooms area, are the amenities which include showers and change rooms (151m²), with additional toilets being available to the public (20m²) and a café that has an area of 239m² with an associated deck area of 289m² that is shared with the club rooms. This represents a slight increase of decrease of 232m² in the building footprint from that previously approved. The proposed facility has effectively been condensed into the north-east of the site, largely to limit the impact on the public boat ramp.

The building will be a maximum of 7.05m in height, includes colorbond roof and wall sheeting, translucent polycarbonate cladding, timber composite vertical cladding and powder coated aluminium framed windows and doors, with one roller door and one section panel lift doors accessing the boat storage areas.

Further, the proposal includes the upgrade of the manoeuvring area associated with the boat ramp, a landscaping plan and a boundary adjustment to ensure all buildings are within a title boundary.

The proposal will also involve a small section of reclamation of Camp Creek to accommodate the row of 12 car parking spaces to the southern side of the facility. These works however, constitute works covered by the previous application DA67/2017 where reclamation has not occurred to the extent for which approval was given.

Other significant changes to the previous approval are the revision of the parking, and the deletion of the reclamation works to Camp Creek as this was completed through a separate approval.

The proposed uses fall within the use classes of Pleasure Boat Facility, Sport and Recreation and Food Services.

The applicant is applying for discretion under the following clauses: -

- Clause 19.3.1 P1 - Discretionary permit use;
- Clause 19.4.2 P4 and P6 - Location and configuration of development;
- Clause 19.4.3 P1 - Setback from zone boundaries;
- Clause 29.4.3 P1 and P3 - Location and configuration of development;
- Clause E3.6.1 P1 - Protection of a threatened native vegetation community or native vegetation providing habitat for a threatened species;
- Clause E3.6.2 P1 - Clearing of vegetation on land of scenic or landscape value;
- Clause E9.5.1 P1 - Provision for parking;
- Clause E10.6.1 P1 Development in proximity to a water body, watercourse or wetland; and
- Clause E10.6.2 P1 Development in a shoreline area.

CONSULTATION PROCESS

The consultation process was the public exhibition period set out in the Land Use Planning and Approvals Act 1993 (LUPAA) and involved notification of adjoining land owners, public notices onsite and advertising in a daily newspaper. The application was placed on public exhibition for a period of 14 days as required under LUPAA. The period for representations closed on 02 March 2020. Three (3) representations were received within the statutory period. The representations and planning responses to the issues raised are provided below.

While every effort has been made to include all issues raised, this summary should be read in conjunction with the representations which are included as an enclosure to this report.

Representor – Bruce and Robin Cameron
<p>The representors' issues raised have been summarised as the following:</p> <p><i>In reference to the application form submitted, Clause 19.3.1 relating to discretionary uses and Clause E9 Traffic Generating Use and Parking Code</i> - The application does not sufficiently address all of the existing uses of the site and their intensity, and has subsequently not addressed these other uses in the parking assessment.</p> <p><i>In reference to Clause 19.1.1 and 29.1.1 relating to the Zone Purpose Statements</i> - The development of a large facility reduces the available area for public passive recreation which is the purpose of the Open Space zone and Environmental Management Zone and will displace parking usually utilised for that purpose.</p> <p><i>In reference to Clause 19.1.2 relating to Local Area Objectives and 19.1.3 relating to Desired Future Character Statements</i> - The development of a café/restaurant and associated parking does not enhance the attraction and function of the public space, is an unsuitable fit in the zone, and is unjustifiable against the relevant performance criteria</p> <p><i>In reference to the Clause 19.2 Use Table and 19.3.1 relating to discretionary uses</i> – A bar within the restaurant is prohibited, and the development of food services will displace other uses from the locality. In addition, the café/restaurant should be prevented from having a liquor license as it will then constitute a Hotel Service not related to a passive recreation participants.</p> <p><i>In reference to Clause 19.4.2 relating to location and configuration of development and 19.4.3 relating to setback from zone boundaries</i> -Massing, height, and reflectance of building does not blend with adjacent streetscape and its use will impact on the amenity of the neighbouring dwellings and waterfront users.</p> <p><i>In reference to Clause 19.4.2 relating to location and configuration of development</i> -The north (existing) and south carpark areas are not sufficiently landscaped or screened from roadways and public areas.</p> <p><i>In reference to Clause 19.4.2 relating to location and configuration of development and E10 Water and waterways code</i> - Views of the waterfront area from outside the site will be obstructed by the mass of the building.</p> <p><i>In reference to Clause 19.4.4 and 29.4.4 relating to subdivision</i> – The justification for the boundary adjustment is not consistent with the purpose of the Open Space zone.</p> <p><i>In reference to E9 Traffic Generating Use and Parking Code</i> - Parking and road construction is not safely designed and car parking for visitors to neighbouring dwellings is reduced. In addition, no turn around area is provided for long vehicles entering the public car park.</p> <p><i>In reference to E9 Traffic Generating Use and Parking Code</i> - The proposed development impedes on boat users not part of the boat club by reducing the area available to park trailers and not providing sufficient parking for a growing recreational activity. Currently up to 32 cars with trailers can park, plus providing space for up to 40-50 cars for other activities.</p> <p><i>In reference to E9 Traffic Generating Use and Parking Code</i> - Generally inadequate supply of parking.</p> <p><i>In reference to Clause 19.4.2 relating to location and configuration of development</i> - Natural ground level has been measured from top of the reclaimed land level, not the original Camp Creek creek bed therefore the building height measurements are not accurate.</p> <p><i>In reference to Clause 19.4.3 relating to setbacks from zone boundaries</i> - The building features design elements that could cause disruption to neighbouring dwellings.</p> <p><i>In reference to E10 Water and waterways code</i> - Flooding is a concern since the holding capacity of flood waters above the weir is being reduced by filling areas. Studies clearly show that no properties are at risk of flooding, but such studies have not been based on an actual stream flow gauge figure for the lower entry to Camp Creek, nor do they take into account the joint probability of high river levels and storm tide</p>

which is stated as being above the scope of the current assessment. Also, there is not allowance for rising sea levels except in relation to the recommended floor level for the building at 3.31m.

Planning Response:

The Food Services (café) is considered to complement the recreational uses of the facility and nearby recreation area. Though it introduces a commercial component to the public area, it does not prevent the use of the surrounds for passive recreation for which there is a substantial amount of which will not be subject to re-development. It is considered that the added path and landscape infrastructure will enhance the useability of the site substantially, providing improved pedestrian access and linkages to the beach and foreshore. This matter is discussed further in the report under Clause 19.3.1.

The proposal includes the demolition of the existing building and the construction of new facility. It is considered that the facility, albeit larger, is not out of scale with the townscape and the vegetated backdrop when viewed from the Inglis River. Façade treatment and landscaping are proposed to minimise the bulk of the structure as viewed from public spaces on the foreshore and along Old Bass Highway. This matter is discussed further in the report under Clause 19.4.2 and E10.6.2.

It is acknowledged that there may be some amenity impact on the adjacent residential area, however as established in the body of the report the proposed setback of the restaurant is substantially in accordance with the acceptable solution, thereby having a negligible impact on the amenity outcome. A condition is recommended that requires a construction management plan given the public nature of the site and the adjacent residential area. This matter is discussed further in the report under Clause 19.4.3.

The boundary adjustment proposed is for uses permissible in the zone and a permit condition will require a subdivision plan to include the reclaimed area and all of the works involved in this application. This matter is discussed further in the report under Clause 19.4.4. and 29.4.4.

The number of trailer parks provided exceed the scheme requirements for boat ramps. Figures quoted on existing capacity are not formally constructed spaces and do not meet any standards. The parking spaces proposed will meet the relevant standards in relation to size and circulation requirements.

The Traffic Impact Assessment and Addendum provided outline that sufficient parking and circulation space for the intended vehicles will be provided. In addition, the road width and parking spaces indicate a capacity to meet the relevant Australian Standards and municipal road design requirements. A standard permit condition requires that detailed compliant designs be submitted to Council for approval prior to construction. It is also noted that the area to the north of the building is a rigging area which would allow for some level of informal expansion of long trailer parking when necessary. This matter is discussed further in the report under Clause E9.

The assessment provided suggests that Council consider expansion of the northern car park at some point. This application does not rely on an expansion, but Council will monitor use of the site to determine whether future expansion is warranted.

Natural ground level is the level at which the site is found to be at when considering the application. The original creek bed depth would not be considered as the site has been in its current form for a long period of time. In addition, the recent reclamation works altered the ground level to some areas which are, for the purpose of a new application, considered to be the new natural ground level.

The Water Technology report concluded that there will be no risk of increase flooding to buildings or infrastructure. The report is considered to have sufficiently addressed the Scheme requirements. This matter is discussed further in the report under Clause E10.

Representor – Ian Ray

The representors' issues raised have been summarised as the following:

1. *In reference to E9.1 Provision of parking spaces and loading areas* - Public toilets are defined as 'Utilities' under the Scheme but have not been considered in parking demand. Additionally, the Meeting Rooms are defined as 'Community Meeting and Entertainment' on the first floor have not been considered.
2. *In reference to 29. 2 relating to uses in the Environmental Management Zone* - The application has not applied for 'Vehicle Parking' for the trailer parking as a separate use that is prohibited in the Environmental Management Zone.
3. *In reference to E9 Traffic Generating Use and Parking Code* - Outdoor dining capacity has not been considered in car parking demand calculated for the club room and café spaces.
4. *In reference to E9 Traffic Generating Use and Parking Code* - The supply of parking is inadequate and overlapping uses of the site will conflict.
5. *In reference to E9 Traffic Generating Use and Parking Code* - Car parking relies on spaces outside of the development site.
6. *In reference to Clause 29.4.4 relating to subdivision* – The lot created doesn't include all of the parking areas.
7. *In reference to E9 Traffic Generating Use and Parking Code* - The modified access road is not wide enough for expected usage and does not meet the relevant standards.
8. *In reference to E9 Traffic Generating Use and Parking Code* - There is insufficient consideration of on-site loading and passenger pick up and set down.
9. *In reference to Clause 19.4.3, 29.4.2 and 29.4.3 relating to setbacks from lot and zone boundaries* – There will be an impact on amenity of adjoining residences from plant equipment on roof, odours, and vehicle movements accessing the facility late at night. In addition, the setbacks to lot boundaries have not been considered.

Planning Response:

Pursuant to clause 8.2.2 of the scheme the proposed public toilets, the meeting rooms, and the car parking areas are all considered ancillary to boat ramp (Pleasure Boat Facility), and yacht club (Sports and Recreation), and café (Food Services) use of the site. As such, consideration of these ancillary uses in isolation is not required. The primary uses proposed are not prohibited.

The parking areas proposed are a response to the requirement for parking generated by the proposed uses of the site, and are informed by Table E9.1. The table outlines the number of parks required to service each use on the site. The Traffic Impact Assessment and addendum provided acknowledges that the 14 car parking spaces cannot all be provided adjacent the building but relies on the public carpark on the northern portion of the site for an additional 22 spaces. The assessment is considered to have sufficiently addressed relevant performance criteria as discussed further in this report under section E9.

The potential for outdoor dining is not required to be considered by the scheme when determining parking demand. This is consistent with other applications for Food Services development.

The parking assessment provided takes into consideration the cycle of possible uses on the site. It is also noted however that car and trailer parking are typically longer stays, with limited circulation throughout the day. The car parking spaces provided for the club use and café use will cycle more regularly, with a typical stay being between one and two hours for a café visitor or attendance at a meeting. Thus, a significant clash between conflicting uses is not anticipated. It is acknowledged that there will be times of high demand, such as a yacht club event, where there will be pressure on the parking provided. However, with the exception

of these handful of occasions throughout a year, there will be an ample supply of car parking. This matter is discussed further in the report under Clause E9.

The lot arrangement where the parking area is concerned satisfies the Scheme requirements for the Environmental Management zone. Nonetheless, a permit condition is proposed which requires the incorporation of the reclaimed land (and parking area) to formalise and regularise the lot boundaries on the site. This matter is discussed further in the report under Clause 29.4.4.

A permit condition will require a revised subdivision plan that incorporates all of the reclaimed area and carparking proposed. In addition, this condition will require all of the constructed drop off areas and accessible spaces to be incorporated into the new lot. This will partially address the concern relating to some parking spaces off-site being used to meet the Scheme requirements. This matter is discussed further in the report under Clause 19.4.4 and 29.4.4

The Traffic Impact Assessment and Addendum provided outlines that parking and circulation spaces can be achieved for the intended vehicles with the plan proposed. In addition, the road width and parking spaces have been assessed by Council's officers and indicate a capacity to meet and exceed the relevant Australian Standards and municipal road design requirements. A standard permit condition requires that detailed compliant designs be submitted to Council for approval prior to construction. This matter is discussed further in the report under Clause E9.

A dedicated loading area of sufficient size has been provided within the proposal plans, as have four drop-off spaces directly adjacent the facility. The provision of these spaces meets the requirements of the Scheme and assessment from Council's officers has deemed that it will be possible for these areas to meet all of the relevant operational and construction standards. This matter is discussed further in the report under Clause E9.

The development occurring within the 4m setback to the Residential zone only include infrastructure associated with the yacht club access road including the footpath, drop-off/pick-up zones, accessible parking space, and a pedestrian crossing. The impact of this infrastructure on the amenity of neighbouring residential areas is deemed to be minimal given the re-location of the access road to the boat ramp being 20m further south, away from the nearest dwellings. A permit condition limiting the hours of operation to between 7am and 11pm is considered appropriate to limit the impact the proposal can have on the adjoining residential area. This is discussed further in the report under Clause 19.4.3.

The plant equipment located on the roof of the food services component of the building will be setback approximately 26m from the General Residential zone boundary so is not subject to performance criteria assessment. It is also approximately 31m to the boundary of the nearest lot containing a dwelling and it is considered that this large separation distance, coupled with the proposed screening at roof level will minimise likely impact through excessive noise or odours on the adjoining sensitive uses.

The setback of the car parking area to the Old Bass Highway and Camp Creek in the Environmental Management Zone is deemed to have been considered through the proposed landscaping for the site. This matter is discussed further in the report under Clause 29.4.3.

Representor – Keith Boyle and Wendy Boyle

The representors' issues raised have been summarised as the following:

1. Loss of Crown reserve to commercial enterprise.
2. *In reference to Clause 19.3.1 relating to discretionary uses* - The proposal will displace other user groups and prevent growth of these other user groups

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3. *In reference to Clause 19.3.1 relating to discretionary uses and 19.4.2 relating to location and configuration of development* - The scale of the building is inappropriate for a shoreline area, is too large for the constrained site, and it will create conflict with other user groups.
 4. *In reference to E9 Traffic Generating Use and Parking Code* - Insufficient carparking to accommodate the current or proposed uses. In addition, circulation areas have not been demonstrated to meet relevant standards.
 5. *In reference to Clause 19.4.3 relating to setbacks from zone boundaries* - Increased traffic movements, plus noise and smell from café/restaurant will impact on neighbouring residential zone.

Planning Response:

The development of the crown land is considered to be an enhancement of the existing facility. Grassed open space will be reduced somewhat, though a significant portion will remain to allow for passive recreation to occur. Increased trafficability of the site will likely encourage movement between the foreshore areas, and the addition of a café can promote extended use of the area.

The area is currently and largely used for the launching of boats, the rigging of boats and the parking of cars and trailers. The development will enable these to continue, and the only additional use is the food services which is considered to complement the recreational opportunities available on the site. This matter is discussed further in the report under Clause 19.3.1.

The proposed building is deemed to be suitably designed for the shoreline area as it will be well below the dominant trees near to the site, which will act as a backdrop to the building when viewed from the water, with the proposal to include planting on the eastern and western façade and around the perimeter of the site (generally Camp Creek and both frontages to Old Bass Highway). The proposed building will also use a mix of materials, dark tones and includes articulated roofline with minimal large stretches of blank walls. This matter is discussed further in the report under Clause 19.4.2 and E10.6.2.

A traffic impact statement was provided with the documentation, which satisfies the performance criteria outlined in the Code. An assessment of the vehicle swept path requirements was undertaken in the assessment of the application and has been determined to exceed the minimum requirements. This matter is discussed further in the report under Clause E9.

Concerns relating to traffic impact, noise and smell from the food services and club rooms component have been addressed above.

INTERNAL REFERRALS

Engineering Services Department

- (1) All costs associated with proposed development, including those related to infrastructure extensions or upgrades to Council assets are to be met by the Developer.
- (2) Construction of civil engineering work associated with the Development is to comply with the requirements of Council's Policy PR003 - Standard requirements for the construction of new infrastructure assets and the replacement of existing infrastructure.
- (3) On completion of work covered by a Construction Certificate a Chartered Professional Engineer is to certify by declaration that all work has been carried out fully in accordance with the approved plans, specifications, calculations and computations.

“Works as Constructed” drawings that comply with the requirements of Council’s “Submission of digital-as-constructed information” template are to be supplied. (Note: Template can be obtained from Council’s website)

- (4) Relevant engineering plans, specifications, calculations and computations are to be prepared or certified by a Chartered Professional Engineer and submitted to the Director Infrastructure & Development Services for approval. No work is to commence until a Construction Certificate has been issued by the Director Infrastructure & Development Services.
- (5) In the course of undertaking the development/use there is to be no damage caused to any Council owned infrastructure or property.
- (6) A twelve (12) month maintenance period is to apply to all works within the development which are to become Council infrastructure. A maintenance bond of 5% of the cost of the civil works as approved by the Director Infrastructure and Development Services is to be lodged with Council prior to the issue of the Maintenance Period Commencement document.
- (7) Off-street parking accommodation and associated driveways and turning areas are to be designed in accordance with AS 2890.1 and be approved by the Director Infrastructure and Development Services.
- (8) Loading and un-loading of vehicles is to be confined to within the boundaries of the property.
- (9) Off street car parking and hardstand areas are to be surfaced in an all-weather material such as concrete, asphalt or bitumen spray seal. All stormwater runoff from the car parking and hardstand areas is to be collected onsite and directed to a stormwater system designed to cater for a 1 in 20 year ARI storm and discharged to a legal point of discharge to the reasonable requirements of the Director Infrastructure and Development Services.
- (10) Vehicular access to and egress from the site is to occur only in a forward motion.
- (11) A piped drainage system designed to contain 1 in 20-year ARI intensity storm run-off with provision for a major drainage path to contain a 1 in 100-year intensity storm run-off, including piped discharge into Camp Creek, or Inglis River, is to be provided to the reasonable requirements of the Director Infrastructure and Development Services.
- (12) Vehicular access during the development is to be confined to the areas designated on the endorsed or approved plans.
- (13) Before site disturbance or construction commences an environmental management plan is to be prepared and submitted for approval by the Director Infrastructure and Development Services, the plan is to outline proposed practices in relation to:
 1. Temporary run-off and erosion controls, which are to be installed before the development commences. Controls are to include, but are not limited to:
 - o Minimisation of site disturbance and vegetation removal;
 - o Diversion of up-slope run-off around cleared and/or disturbed areas, areas to be cleared and/or disturbed or filled providing such diverted

run-off does not cause erosion and is directed to a legal discharge point;

- o Installation of sediment retention traps (e.g. sediment fences, etc.) at the down slope perimeter of a disturbed area or stockpile to prevent unwanted sediment and other debris escaping from the land;
- o Rehabilitation of all disturbed areas as soon as possible.

2. Weed management

3. Storage facilities for fuels, oils, greases, chemicals and the like

4. Litter management

Erosion control measures are to be maintained at full operational capacity until the land is effectively rehabilitated and stabilised after completion of the development.

- (14) Landscaping and planting is to be installed in accordance with the drawings submitted for approval. Landscaping is to be completed before the permitted use may commence and is to be maintained to the reasonable requirements of the Director Infrastructure and Development Services.
- (15) The internal road, parking areas & turning circle is to be of compacted crushed rock pavement, designed in accordance with the Austroads Pavement Design Guidelines, with a pavement width measured face of kerb to face of kerb (FOK) and a minimum total pavement thickness of 300mm plus a 40mm asphalt seal, concrete kerb and channel all in accordance with the Tasmanian Standard Drawing TSD-R06-v1, Urban Roads Typical Sections and Pavement Widths, and is to be constructed to the reasonable requirements of the Director Infrastructure & Development Services.
- (16) Concrete kerb and Channel type KC & BK is to be constructed in accordance with Tasmanian Standard Drawing TSD-R14-v1, Approved Concrete Kerbs and Channels Profile Dimensions on both sides of internal roads and parking areas. Subsoil drains are to be installed at the back of kerb, both sides of internal roads, in accordance with the Tasmanian Standard Drawing TSD-R12-v1, Subsoil Drains Construction Details.
- (17) Footpaths of 1.5-metre width and otherwise in accordance with the Tasmanian Standard Drawing TSD-R11-v1 Urban Roads Footpaths are to be constructed at least one side of the Yacht Club Access Road (yet to be determined) and be located immediately adjacent lot boundaries. All pedestrian ramps are to be in accordance with TSD-R18-v1, Concrete Kerbs and Channels Access Ramps, "Type A".
- (18) Pedestrian road crossings are to be in accordance with TSD-R21-v1, Road Humps Thresholds and Roundabouts, Flat Top Humps, Typical Threshold Treatment.
- (19) Roads hump is to be constructed in accordance with TSD-R21-v1, Road Humps Thresholds and Roundabouts, Flat Top Humps.
- (20) The applicant is to supply and install traffic management devices that include, but are not limited to, signage and line marking in accordance with the suite of AS 1742 standards and which meet the requirements of the Department of State Growth. Before a Construction Certificate may be issued, the applicant or their designer is to prepare a set of traffic management drawings that are to be submitted and approved by the Department of State Growth.

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- (21) Street lighting is to be provided in accordance with AS 1158 and the requirements of Aurora Energy Pty Ltd and the Director Infrastructure and Development Services. The street lighting is to be designed to minimise off-site glare and reflected light. The use of non-standard lighting poles is not permitted in the development.
 - (22) Underground power is to be provided to each lot in the development in accordance of the requirements of Aurora Energy and IPWEA standard drawings and specifications.
 - (23) Telecommunication services are to be provided to each lot in the development in accordance of the requirements of Telstra and IPWEA standard drawings and specifications.
 - (24) Before site disturbance or construction commences, a plan of management is to be prepared and submitted for approval by the Director Infrastructure & Development Services. The plan is to provide relevant project management information and outline proposed construction practices, including, but not limited to:
 1. Contact details for principal, consultants and contractors including after-hours numbers;
 2. Traffic management plan including road works signage;
 3. Proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on site);
 4. Identification of potentially noisy construction phases, such as operation of rock-breakers, explosives or pile drivers, and proposed means to minimise impact on the amenity of neighbouring buildings;
 5. Site facilities to be provided; and
 6. Procedures for washing down vehicles to prevent soil and debris being carried onto the street.
 - (25) An oil interceptor pit is to be constructed to any outfall discharge into Camp Creek and Inglis River.
 - (26) A court bowl of radius 9.0 metres and otherwise in accordance with Tasmanian Standard Drawing TSD-R07-v1, Urban Roads Cul-De-Sac Turning Heads is to be provided at the termination of the internal road to facilitate the turning movement of large service vehicles. Construction is to be of equivalent standard to the internal road.

Environmental Health

The application was referred to the Environmental Health Officer who recommended as follows:

1. Control measures are to be installed for the duration of the construction phase so as to limit the loss of soils and other debris from the site.

Note: This development/use is not to result in the generation of environmental harm or nuisance as defined in the *Environmental Management and Pollution Control Act 1994*.

EXTERNAL REFERRALS

The application was referred to TasWater on 14 February 2020. The response was received on 6 March 2020 and forms Part B of this permit.

PLANNING ASSESSMENT

The subject site is zoned Open Space and Environmental Management under the Waratah-Wynyard Interim Planning Scheme 2013. The uses proposed are Sport and Recreation (yacht club), a Permitted use in both the Open Space Zone and the Environmental Management Zone, Food Services (café) is a Discretionary use in both zones; and Pleasure Boat Facility (boat ramp) is a Discretionary use in both zones.

In addition to Food Services being a Discretionary use in both the Environmental Management Zone and the Open Space Zone and a Pleasure Boat Facility being a Discretionary use in the Open Space Zone, the proposal does not meet all of the acceptable solutions relevant to the proposed use and development and therefore a discretionary application is made under Section 57 of the *Land Use Planning & Approvals Act 1993* and assessed under the Planning Scheme and relevant State Policies and Acts. Section 57(1) (b) of LUPAA allows Council to relax or waive the provisions of its Planning Scheme under a discretionary status.

An assessment of the proposal against the relevant provisions for the Open Space Zone, the Environmental Management Zone and relevant Codes is provided below.

Open Space Zone

19.1.1 Zone Purpose Statements

19.1.1.1 To provide land for open space purpose including for passive recreation and natural or landscape amenity.

Planning Comment:

The proposal includes the demolition of the existing yacht club and the construction of a new yacht club, together with the upgrade of the turning circle, access and parking area for the existing boat ramp. The existing rigging area will remain unchanged with bike access around the site being slightly relocated further south along the new access point. The opportunity for passive recreation will be minimally affected with the food services component considered to complement the passive recreation opportunities as well as the yacht club and boat ramp area. The café will act as an attractor, with the linkages provided to the beach and foreshore encouraging recreational use. The proposal is consistent with the Zone Purpose Statements.

19.1.2 Local Area Objectives

(a) Provide for unstructured physical activity, aesthetic, buffer, environmental, relaxation and cultural purposes at a municipal, sub-regional or regional scale;

(b) Enhance the attraction, function and performance of urban and rural places.

Planning Comment:

The yacht club is an important recreational facility for the local community with the new building contributing to both its functionality and viability. The opportunity for passive recreation and unstructured physical activity is minimally affected, with the modernisation of the yacht club and the proposed cafe considered to enhance the attraction of the area. The proposal is consistent with the Local Area Objectives.

19.1.3 Desired Future Character Statements

19.1.3 Desired Future Character Statements

(a) Use or development on open space land may –

(i) provide public areas for passive recreational use;

(ii) meet anticipated need in accordance with a State, regional or municipal open space plan if incorporated into the provisions of this planning scheme;

(iii) provide a representative system or network of open space areas in accordance with a municipal, regional or State open space plan if incorporated into the provisions of this planning scheme;

(iv) protect land containing an identified of ecological, scientific, cultural or aesthetic value, including as a habitat corridor or wildlife refuge, that does not warrant conservation and protection under a statutory management plan;

(v) provide for pathways and connections within an urban area;

(vi) provide for passive recreation dependent on attributes of natural area;

(vii) assist management of stormwater through provision for detention, retention and filtration systems and drainage corridors;

(viii) provide space to attenuate, buffer, separate, transition, or protect against incompatible development, exposure to natural or environmental hazard or minimise impact of use or development on land of high conservation value;

(ix) enhance individual built elements and activity places in urban and rural settings;

(x) provide areas for mental, physical and spiritual contemplation and relaxation;

(xi) support lifestyle attraction and active communities;

(xii) provide for retention of native vegetation and natural landform;

(xiii) provide for the rehabilitation of degraded natural and cultural

(xiv) provide for monuments and memorials

(b) Use or development of open space land –

(i) assists diversity in the purpose, scale, type and character of open space areas;

(ii) may involve a significant modification or embellishment of natural conditions and landform, and potentially range from remnant pockets of native bushland to highly formalised places;

(iii) is not required to be comparable with use and development on adjacent land;

(iv) may include business, community, primary industry, recreation and utility activity;

(v) is to have low impact on prescribed ecological, scientific, cultural or aesthetic value;

(vi) may retain or rehabilitate native vegetation and natural systems; and

(vii) may impact on the amenity of use or development on adjacent land through factors associated with the occupational and operational characteristics of an open space activity.

Planning Comment:

The proposed use and development includes an upgrade to the existing boat ramp facilities, and the modernisation of the yacht club, with minimal changes to the passive recreation opportunities of the area. The proposed food services use is considered to complement these permitted activities, providing for the opportunity to undertake yachting, fishing and passive recreation pursuits and finish or start the activity with coffee, lunch, dinner and the like. The proposal is considered to be consistent with the desired future character statements, making the most of the location overlooking the north of the Inglis River.

19.2 Use Table

Use Class	Qualification	Status
Passive recreation	If a public park or reserve or a building or structure for local municipal or regional community.	No permit required
Pleasure boat facility	If a boat launch and recovery ramp primarily for trailer borne recreation vessels.	Permitted
Sports and recreation	If dependent on an attribute of the site	Permitted
Food services	If not including a drive through in take away food premises	Discretionary

19.3 Use Standards

19.3.1 Discretionary permit use

Acceptable Solutions	Performance Criteria
A1 There is no acceptable solution	P1 <i>Discretionary permit use must –</i> <i>(a) Be consistent with local area objectives;</i> <i>(b) Be consistent with any applicable desired future character statement for the zone;</i> <i>(c) be required to meet likely needs of the municipal, sub-regional or regional community; and</i> <i>(d) Not have a potential to distort or displace existing and likely use on the site or on adjacent land.</i>
<p>Planning Comment:</p> <p>The discretionary use proposed is the cafe (food services). All other uses that form part of the development proposed are permitted within the Open Space zone.</p> <p>The cafe component (Food Services) is approximately 25% of the internal floor area of the building. This use is considered to complement the existing uses of the site by offering a food service to the visitors of the area that are utilising the yacht club, boat ramp and nearby open areas. It is therefore considered to meet the requirements of (a) and (b). In regard to subclause (c) having a food service on the waterfront complementing a hub for water activities is common and having easy access to coffee and the like is becoming an expectation of a community and visitors rather than just a desirable service. Such examples in the north-west include the Boat Harbour Beach Surf Club and the Burnie Surf Club. Subclause (d) is met as the food service forms part of an overall masterplan for the site and does not distort or displace existing and potential future uses on the site.</p> <p>The development also includes a car park on land that is zoned Open Space and Environmental Management. This car park will be designated for use by vehicles with trailers, being recreational boat users and yacht club users. Since the reclamation works in Camp Creek, this area of land has been used for informal parking of cars and trailers whilst the land has been settling. This proposal will formalise the current use of the area. The design of the car park provides for a landscaped access around the edge of Camp Creek.</p> <p>The proposal is considered to satisfy P1.</p>	

19.4.2 Location and configuration of development

Acceptable Solutions	Performance Criteria
<p>A4</p> <p><i>A building or utility structure must be –</i></p> <ul style="list-style-type: none"> <i>(a) not less than 15m below the level of any adjoining ridgeline;</i> <i>(b) not less than 30m from any shoreline to a marine or aquatic water body, water course, or wetland;</i> <i>(c) below the canopy level of any adjacent forest or woodland vegetation; and</i> <i>(d) clad and roofed with materials with a light reflectance value of less than 40%.</i> 	<p>P4</p> <ul style="list-style-type: none"> <i>(a) The location, height and visual appearance of a building or structure must have regard to –</i> <ul style="list-style-type: none"> <i>(i) minimising the visual impact on the skyline;</i> <i>(ii) minimising height above the adjacent vegetation canopy;</i> <i>(iii) minimising visual impact on the shoreline or a marine or aquatic water body, water course, or wetland where possible; and</i> <i>(iv) minimising excessive reflection of light from an external surface; or</i> <i>(b) the location of a visually apparent building or structure must –</i> <ul style="list-style-type: none"> <i>(i) be essential and unavoidable in order to provide an overriding community benefit; or</i> <i>(ii) incapable of change due to an exceptional circumstance.</i>
<p>Planning Comment:</p> <p>The proposal does not adjoin a ridgeline or is it adjacent to forest or woodland vegetation, as such subclause (a) and (b) do not apply. The materials identified do not comply with subclause (d) in that the polycarbonate material will have a light reflectance value of greater than 40%. The proposed development also has several components within 30m of Camp Creek and the Inglis River, thereby requiring assessment against the corresponding performance criteria, specifically (a)(iii),(iv) and (b)(i).</p> <p>Response to Performance Criteria:</p> <p>(a) The proposed building has been architecturally designed, is located in an area that has been significantly disturbed, including modifications to Camp Creek, with several buildings visible from the site including the nearby residential dwellings and the Waterfront Wynyard Motel. The existing yacht club, which has minimal design merit and is located closer to Camp Creek than the building proposed, will be removed as part of the development. Furthermore, the proposed building is well below the dominant trees in the landscape, which will act as a backdrop to the building when viewed from the water (Inglis River). The proposal also includes a detailed landscape plan that identifies planting on the eastern façade together with landscaping around the perimeter of the site along Camp Creek and Old Bass Highway. Screening of the car parking areas is to be provided by garden beds along the Camp Creek edge which will sufficiently transition from hard surfaces to the water's edge. The proposed building is considered to minimise visual impact on the shoreline and water course of Camp Creek.</p> <p>(b) Though visually apparent from the river and creek, the presence of a build structure is unavoidable to provide a key community building. The location of a yacht club must be located within close proximity to a water body.</p> <p>For these reasons it is considered that the proposal meets the requirements of P4.</p>	
<p>A6</p> <p><i>An external car parking and loading area, and any area for the display, handling, or storage of goods, materials or waste, must be located behind the primary frontage elevation of a building</i></p>	<p>P6</p> <p><i>An external car parking and loading area, and any area for the display, handling, or storage of goods, materials or waste, must –</i></p> <ul style="list-style-type: none"> <i>(a) not dominate the architectural or visual frontage of the site;</i> <i>(b) be consistent with the streetscape;</i>

	<p>(c) <i>be required by a constraint imposed by size, shape, slope, orientation, and topography on development of the site; and</i></p> <p>(d) <i>provide durable screening to attenuate appearance of the a parking or loading area from a frontage and adjacent land</i></p>
<p>Planning Comment:</p> <p>The loading zone proposed is located between the building and the primary frontage on the south-eastern corner of the building. The proposal must therefore be assessed against the provisions of P6.</p> <p>Response to Performance Criteria:</p> <p>The loading area is a single space located between an area of landscaping and the building, and is approximately 56m from the primary frontage with the Old Bass Highway. The setback includes a trailer parking area and two areas of landscaping which will substantially buffer the loading area from the main road frontage, and the access road frontage. It will therefore appear discretely and will not dominate the visual frontage of the site.</p> <p>For these reasons the proposal meets the requirements of P6.</p>	

19.4.3 Setback from zoned boundaries

Acceptable Solutions	Performance Criteria
<p>A1</p> <p><i>Development of land with a boundary to another zone must –</i></p> <p>(a) <i>be setback from the boundary of land in an adjoining zone by not less than the distance for that zone shown the Table to this Clause;</i></p> <p>(b) <i>not include within the setback area required from a boundary to land in a zone shown on the Table –</i></p> <p>(i) <i>a building or work;</i></p> <p>(ii) <i>vehicular or pedestrian access from a road if the boundary is not a frontage;</i></p> <p>(iii) <i>vehicle loading or parking area;</i></p> <p>(iv) <i>an area for the display, handling, operation, manufacturing, processing, servicing, repair, or storage of any animal, equipment, goods, plant, materials, vehicle, or waste;</i></p> <p>(v) <i>an area for the gathering of people, including for entertainment, community event, performance, sport or for a spectator facility;</i></p> <p>(vi) <i>a sign orientated to view from land in another zone; or</i></p> <p>(vii) <i>external lighting for operational or security purposes; and</i></p>	<p>P1</p> <p><i>The location of development must –</i></p> <p>(a) <i>minimise likelihood for conflict, constraint or interference from sensitive use on land in an adjoining zone; and</i></p> <p>(b) <i>minimise likely impact on the amenity of the sensitive use on land in an adjoining zone</i></p>

<p>(c) <i>a building with an elevation to a zone boundary must be contained within a building envelope determined by –</i></p> <p>(i) <i>the setback distance from the zone boundary as shown on the Table to this clause; and</i></p> <p>(ii) <i>projecting upward and away from the zone boundary at an angle of 45° above the horizontal from a wall height of 3.0m at the setback distance from the zone boundary; and</i></p> <p>(d) <i>the elevation of a building to a zone boundary must not contain an external opening other than an emergency exit, including a door, window to a habitable room, loading bay, or vehicle entry.</i></p>	
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Planning Comment:

The proposal includes works (car parking, access and landscaping) within 4m of the General Residential Zone, from which the Table to the clause requires a 4m setback. The proposal must therefore be assessed against the corresponding performance criteria. It is noted that the General Residential zone extends 5-7m beyond the boundary of the adjoining residential lots to the centre of the access road (see image below).



Response to Performance Criteria:

(a) The landscaping and access is not dissimilar to how the site currently operates with the car parking/access area being directly adjacent to the existing road. There will be the addition of 4 drop-off spaces and 1 accessible parking space between the nearest residence and the food services component of the building. This will create some activity during the use of the facility, though the likelihood for interference of neighbouring sensitive uses is minimised by a 15m setback to the nearest dwelling (2 Old Bass Highway).

(b) Additional landscaping within the setback to the General Residential zone will assist with softening the impact of the physical intensification of this area. The majority of activity for users of the facility will come from the proposed car parking areas to the south of the building, and in the existing public parking area to the north-east. Additionally, some daytime amenity will be gained as the access to the boat ramp is re-located approximately 20m further south, away from the nearest residences.

The applicant has stated operating hours to be between 7am and 11pm, 7 days a week. This is considered appropriate for the Open Space zone adjacent a residential area when compared with the Commercial and Local Business zones which do not usually require a restriction on hours of operation. To reinforce these hours of operation it is considered appropriate to apply a permit condition which reflects these hours of operation.

For these reasons, with the addition of the permit condition above, it is considered that the proposal is consistent with the performance criteria.

19.4.4 Subdivision

Acceptable Solutions	Performance Criteria
<p>A1</p> <p><i>Each new lot on a plan of subdivision must be –</i></p> <p>(a) <i>a lot required for public use by the State government, a Council, a Statutory authority or a corporation all the shares of which are held by or on behalf of the State, a Council or by a statutory authority</i></p>	<p>P1</p> <p><i>Each new lot on a plan of subdivision must be –</i></p> <p>(a) <i>for a purpose permissible in the zone.</i></p>

Response to Performance Criteria:

The proposal includes a boundary adjustment to accommodate the new building. The new lot is not required by the agencies listed, thereby requiring an assessment against P1. The new lot is for the yacht club and car parking which will be utilised by the pleasure boat facility and food services; all of which are permissible uses in the zone.

29.0 Environmental Management Zone

29.1.1 Zone Purpose Statements

29.1.1.1

To provide for the protection, conservation and management of areas with significant ecological, scientific, cultural or aesthetic value, or with a significant likelihood of risk from a natural hazard.

29.1.1.2

To only allow for complementary use or development where consistent with any strategies for protection and management.

Planning Comment:

The area to be developed does not contain significant ecological or scientific values, or have significant cultural or aesthetic value. The works proposed do not pose a risk from a natural hazard. The area is not subject to any strategies for protection and management.

The site area is largely open space with minimal vegetation, generally flat and is located on the edge of both the Inglis River and Camp Creek. The site does not contain significant landscape features such as Table Cape nor does it contain significant buildings or structures. The area is considered to be utilised by the community as part of a foreshore area commonly found in coastal towns.

The proposed use and development includes an upgrade to the existing boat ramp facilities, and the modernisation of the yacht club, with minimal changes to the passive recreation opportunities of the area.

29.1.2 Local Area Objectives

Environmental management land is protected, conserved and managed to –

- (a) *sustain biodiversity and ecological process;*
- (b) *retain habitat value for native vegetation communities and fauna species;*

- (c) protect significant geological features, natural landforms, and aesthetic or scenic landscape, including within the coastline and waterways;
- (d) protect places of special cultural value or heritage importance;
- (e) retain capacity of naturally occurring or renewable resources for productive economic use;
- (f) support recreation and tourism use;
- (g) minimise against intrusion and impact of conflicting use such as settlement and intensive primary production; and
- (h) Restrict new use or development on land with a high level of risk from exposure to a natural hazard.

Planning Comment:

As discussed further in this report, the proposed works will have a negligible effect on the ecological processes with no increase in risk to exposure to flooding. The proposal is consistent with the Local Area Objectives.

29.1.3 Desired Future Character Statements

- (a) Use or development –
 - (i) is in accordance with any conservation management requirement applying for the land in accordance with a law of or an agreement enforceable by the Commonwealth of Australia;
 - (ii) is in accordance with any reserve management plan applying for the land;
 - (iii) is in accordance with a municipal management plan for protection or conservation applying for the land and incorporated as a document forming part of this planning scheme; or
 - (iv) is in accordance with best practice management principles for protection and conservation of an area of significant ecological, scientific, cultural or aesthetic value, or with a significant likelihood of risk from a natural hazard; or
- (b) Use or development on land of significant ecological, scientific, cultural, or aesthetic value –
 - (i) is required to enhance conservation and protection; or
 - (ii) may involve an activity dependent on access to land of significant ecological, scientific, cultural, or aesthetic value;
 - (iii) involves minimal clearing and conversion of native vegetation and modification of natural topography; and
 - (iv) is typically self-sufficient with respect to provision for a water supply and for drainage and disposal of sewage and stormwater

Planning Comment:

No management plans are applicable to the site. The development includes an architecturally designed building, the removal of a building with little design merit, the retention of majority of the established trees and a landscape plan on the western edge of the site with Camp Creek. The site is not considered to be significant ecologically, scientifically or aesthetically.

The proposal is consistent with the desired future character statements.

29.2 Use Table

Use Class	Qualification	Status
Passive recreation	None	Permitted
Pleasure boat facility	None	Discretionary
Sports and recreation	If dependent on an attribute of the site	Permitted
Food services	If not including a drive through in take away food premises	Discretionary

29.4.3 Location and configuration of development

Acceptable Solution	Performance Criteria
A1 A building and any development area must be setback –	P1 The setback of a building and development area from the frontage or from a side or rear boundary must –

<p><i>(a) not less than 20.0m from the frontage to a road; or</i></p> <p><i>(b) if the development is on land that adjoins a road specified in the Table to this Clause, not less than the setback specified from that road; and</i></p> <p><i>(c) not less than 10.0m from each side boundary;</i></p> <p><i>(d) not less than 10.0m from the rear boundary; or</i></p> <p><i>(e) in accordance with any building area shown on a sealed plan.</i></p>	<p><i>(a) be consistent with prevailing frontage setbacks for any existing and approved building or structure on the site or on adjacent land;</i></p> <p><i>(b) provide a sufficient physical and visual separation between the road and any use on the site sufficient to buffer or screen the site to view from a road or public place; and</i></p> <p><i>(c) provide measures to attenuate visual impact of the site</i></p>
<p>Planning comment</p> <p>The proposal involves the construction of carparking within 10m of Camp Creek and Old Bass Highway and therefore must be assessed against the performance criteria.</p> <p>A landscape plan has been submitted with the application, which demonstrates the provision vegetation screening between Old Bass Highway and Camp Creek. This is considered sufficient to screen the site and reduce the visual impact of the expanse of the car parking area.</p> <p>For these reasons the proposal is considered to have met the performance criteria.</p>	
<p>A3</p> <p><i>A building or a utility structure must be –</i></p> <p><i>(a) not less than 15m below the level of any adjoining ridgeline;</i></p> <p><i>(b) not less than 30m from any shoreline to a marine or aquatic water body, water course, or wetland;</i></p> <p><i>(c) below the canopy level of any adjacent forest or woodland vegetation; and</i></p> <p><i>(d) clad and roofed with materials with a light reflectance value of less than 40%.</i></p>	<p>P3</p> <p><i>(a) a building or structure must –</i></p> <p><i>(i) not be visually apparent on a skyline;</i></p> <p><i>(ii) not be visually apparent above the adjacent vegetation canopy;</i></p> <p><i>(iii) not be visually apparent on the shoreline or a marine or aquatic water body, water course, or wetland where possible; and</i></p> <p><i>(iv) not be visually apparent as a result of the reflection of light from an external surface; or</i></p> <p><i>(b) the location of a visually apparent building or structure must –</i></p> <p><i>(i) be essential and unavoidable in order to provide an overriding community benefit; or</i></p> <p><i>(ii) incapable of change due to an exceptional circumstance.</i></p>
<p>Planning Comment:</p> <p>The building will be located within 30m of a marine water body and watercourse, plus feature components of polycarbonate wall cladding with a reflectance level greater than 40%. The proposal must therefore be assessed against performance criteria.</p> <p>As per the assessment against 19.4.2, it is expected that the overall impact of the building is to be minimal within the landscape as elements of reflective cladding will be interspersed among the dominant natural wood colours and materials. Additionally, a landscape plan will reduce the visual bulk of the building when viewed from shoreline areas.</p>	

Though visually apparent from the river and creek, the presence of a built structure is unavoidable to provide a key community building. The location of a yacht club must be located within close proximity to a water body in order to function.

For the reasons discussed the proposal is considered to meet P3.

29.4.4 Subdivision

Acceptable Solutions	Performance Criteria
<p>A1</p> <p><i>Each new lot on a plan of subdivision must be –</i></p> <p><i>(a) a lot required for public use by the State government, a Council, a Statutory authority or a corporation all the shares of which are held by or on behalf of the State, a Council or by a statutory authority</i></p>	<p>P1</p> <p><i>(a) A plan of subdivision to reconfigure land must –</i></p> <ul style="list-style-type: none"> <i>(i) be required to restructure, re-size, or reconfigure land for natural and cultural value management; and</i> <i>(ii) not create a new lot;</i> <p><i>(b) A plan of subdivision to create a new lot must –</i></p> <ul style="list-style-type: none"> <i>(i) be required for a purpose permissible in the zone;</i> <i>(ii) be of a size and configuration that is not more than is required to accommodate the nominated use in accordance with the applicable standards of this planning scheme for such use;</i> <i>(iii) retained the balance area for ecological, scientific, cultural or aesthetic purposes;</i> <i>(iv) minimise unnecessary and permanent loss of land for existing and potential ecological, scientific, cultural or aesthetic purposes; and</i> <i>(v) minimise constraint or interference to existing and potential ecological, scientific, cultural or aesthetic purposes on the site and adjacent land in the zone; or</i> <p><i>(c) A plan of subdivision to reduce the area of an existing lot on a sealed plan containing a lawful use, including a residential use, must –</i></p> <ul style="list-style-type: none"> <i>(i) not be land containing a residential use approved by a permit granted under the Land Use Planning and Approvals Act 1993 as a required part of a permitted use;</i> <i>(ii) incorporate the excised area into an existing ecological, scientific, cultural or aesthetic purposes lot by amalgamation in a manner acceptable to the Recorder of Titles;</i> <i>(iii) minimise likelihood for the existing use on the reduced area lot to further constrain or interfere with use of the balance area or adjacent land for an existing or potential ecological, scientific, cultural or aesthetic purposes; and</i> <i>(iv) retain a lot with a size and shape to–</i> <p><i>a. accommodate the lawful existing use or development in accordance with the applicable standards for that use; or</i></p>

	<i>b. not further increase any non-compliance for use or development on the existing lot</i>
<p>Planning Comment:</p> <p>The proposal does not satisfy the acceptable solution in that the subdivision is not required for use by a listed agency and therefore must be assessed against the corresponding performance criteria.</p> <p>The proposed subdivision satisfies subclause (b) in that it is required for uses permissible in the zone; is of a size and configuration that is the minimum necessary to accommodate the uses; the balance will be retained as Camp Creek and managed accordingly. In regards to cultural and aesthetic purposes, Camp Creek is already highly disturbed and modified with the proposal including a landscape plan and public access area along the edge of the creek.</p> <p>Nonetheless, the lot boundaries proposed do not align with the newly re-claimed area which will result in development (carparking area and landscaping) occurring un-titled area into the future. Additionally, the proposed eastern boundary does not relate to the re-aligned road edge. As such, a permit condition will require a revised subdivision plan to include in the new lot all of the reclaimed Camp Creek area, plus all land west of the re-aligned road curb.</p> <p>For these reasons, and with the addition of a condition, the proposal is consistent with P1.</p>	

Part E Codes

E3 Clearing and Conversion of Vegetation Code

E3.6.1 Protection of a threatened native vegetation community or native vegetation providing habitat for a threatened species.

Acceptable Solution	Performance Criteria
<p>A1</p> <p>(a) <i>Vegetation must not be any of the following -</i></p> <p>(i) <i>a threatened native vegetation community;</i></p> <p>(ii) <i>contain threatened flora or be threatened fauna habitat; or</i></p> <p>(iii) <i>be within 30m of a water body, watercourse, wetland, or coastal shoreline; or</i></p> <p>(b) <i>the removal or destruction of any rare or threatened species or rare or threatened communities protected under state or commonwealth legislation must not occur unless authorised by the appropriate agency.</i></p>	<p>P1</p> <p><i>The harvesting of timber or the clearing and conversion of native vegetation must –</i></p> <p>(a) <i>be justified by exceptional circumstance; or</i></p> <p>(b) <i>be necessary to deliver an overriding environmental benefit for the region; and</i></p> <p>(c) <i>be unlikely to have adverse effect on –</i></p> <p>(i) <i>value of the habitat for a species managed under the Threatened Species Protection Act 1995 or the Nature Conservation Act 2002;</i></p> <p>(ii) <i>ability to contribute to the Tasmanian comprehensive, adequate, and representative vegetation conservation reserve system; or</i></p> <p>(iii) <i>value of shoreline vegetation for water quality management; and</i></p> <p>(d) <i>have regard to any advice or decision of the relevant entity for applicable native vegetation or wildlife protection and conservation for –</i></p> <p>(i) <i>impact of the use or development on the objectives and outcomes for protection and conservation of native vegetation and wildlife; and</i></p> <p>(ii) <i>any condition or requirement for protection or conservation of a threatened native vegetation community or of vegetation providing threatened species habitat</i></p>
<p>Planning Comment:</p> <p>The proposal involves the possible removal of some Boobialla and Blackwood (non-threatened) vegetation where the existing yacht club demolition and reinstatement is to occur. The vegetation may be able to retained, though if not, it is within 30m of the water body/water course, so its possible removal requires assessment against the performance criteria.</p>	

The removal of any vegetation is considered justifiable on the basis that it is required to facilitate a community project which includes the re-configuration of the public boat ramp and associated parking area. The tree species are not a threatened species, and the proposed landscape plan seeks to re-plant the shoreline areas with suitable native plants which complement the scale of the project and result in a significantly more vegetated river edge than what is existing.

For the reasons discussed the proposal is considered to meet P1.

E3.6.2 Clearing of vegetation on land of scenic or landscape value

Acceptable Solution	Performance Criteria
<p>A1</p> <p><i>There is no acceptable solution.</i></p>	<p><i>P1</i></p> <p><i>(a) Clearing and conversion of vegetation must –</i></p> <p><i>(i) be necessary to deliver an overriding social, economic or environmental benefit to the community; or</i></p> <p><i>(ii) be justified by exceptional circumstances; and</i></p> <p><i>(iii) there is no suitable alternative site; or</i></p> <p><i>(b) be consistent with the objectives and outcomes for any scenic or landscape management plan incorporated as a document forming part of this planning scheme; and</i></p> <p><i>(c) the extent of clearing and conversion must –</i></p> <p><i>(i) retain a sufficient intensity and distribution of vegetation to screen cleared and converted areas;</i></p> <p><i>(ii) not impact on the visual qualities of a shoreline, skyline, ridge, or other prominent landform feature;</i></p> <p><i>(iii) not be exposed to view from a road, public place, or settlement area; and</i></p> <p><i>(iv) include measures to minimise likely adverse impact for scenic or landscape value</i></p>
<p>Planning Comment:</p> <p>As discussed above, the proposal involves the possible removal of some Boobialla and Blackwood (non-threatened) vegetation where the existing yacht club demolition and reinstatement is to occur. Though it is not within a scenic management area under the Scheme, it is considered an area of landscape value and requires assessment against the performance criteria.</p> <p>The removal of any vegetation is considered justifiable on the basis that it is required to facilitate a community project which includes the re-configuration of the public boat ramp and associated parking area. As the area of vegetation would not number more than a few small individuals, the impact on the landscape value is considered to be very low. Additionally, as discussed, the proposed landscape plan seeks to re-plant the shoreline areas with suitable native plants which complement the scale of the project and result in a significantly more vegetated river edge than what is existing.</p> <p>For the reasons discussed the proposal is considered to meet P1.</p>	

E9 Traffic Generating Use and Parking Code

E9.5.1 Provision for parking

Acceptable Solutions	Performance Criteria
<p>A1</p> <p><i>Provision for parking must be –</i></p> <p>(a) <i>the minimum number of on-site vehicle parking spaces must be in accordance with the applicable standard for the use class as shown in the Table to this Code;</i></p>	<p>P1</p> <p>(a) <i>It must be unnecessary or unreasonable to require arrangements for the provision of vehicle parking; or</i></p> <p>(b) <i>Adequate and appropriate provision must be made for vehicle parking to meet –</i></p> <p>(i) <i>anticipated requirement for the type, scale, and intensity of the use;</i></p> <p>(ii) <i>likely needs and requirements of site users; and</i></p> <p>(iii) <i>likely type, number, frequency, and duration of vehicle parking demand</i></p>

Planning Comment:

Table 9.1 requires the following parking provisions:

Use Class	Minimum Parking Space Requirement	Minimum Loading Area Requirement
Pleasure Boat Facility	Boat launching ramps 6 x spaces with capacity for vehicle trailer	No requirement
Sport and recreation	None specified	None specified
Food Services	Cafe or restaurant a) 15 x spaces/ 100m ² gross floor area; or b) 1 x space/ 3 seats whichever is the greater	Nil

The development proposed therefore requires the following parking be provided:

Use	Spaces Required
Pleasure Boat facility	12 (6 per ramp)
Sport and Recreation	None specified
Food Services	
239m ²	36
Total	36 plus 12 car and trailer spaces

The proposal exceeds the requirements for boat trailer spaces but can only provide 12 spaces of the 36 required spaces within the lot boundaries (22 spaces relied upon in adjacent public carpark plus accessible space and drop off zone adjacent access road).

Additionally, the yacht club and club rooms do not fit within any of the categories provided under the use class of Sport and recreation under Table 9.1, as such no specific number of spaces are required to be provided to comply.

For these reasons the proposal cannot meet the acceptable solutions and it is necessary to address the performance Criteria.

A Traffic Impact Assessment and addendum were submitted to discuss the expected road and parking demand created by the proposal. It indicated that the peak parking periods of the proposed uses were unlikely to overlap

considerably, and therefore the number of spaces provided could adequately service the facility, as well as providing for general public use.

The proposal includes the construction of 1 loading bay and 33 car parking spaces – that is 19 car and trailer spaces and 14 car parking spaces (of which 3 are accessible).

The public carpark located immediately adjacent the site to the north-east of the proposed development has capacity for approximately 22 additional car spaces. This carpark is already used in conjunction with the site, is often underutilised and would be typically available for overflow parking if required. This will then provide a total of 36 car parking spaces, and 19 car and trailer spaces.

Car and trailer parking are typically longer stays, with limited circulation throughout the day. The car parking spaces will cycle more regularly, with a typical stay being between one and two hours for a café visitor or attendance at a meeting.

It is acknowledged that there will be times of high demand, such as a yacht club event, where there will be pressure on the parking provided. However, with the exception of these handful of occasions throughout a year, there will be an ample supply of car parking. It is not be reasonable to require parking provision for the maximum possible use.

For the small number of occasions when demand exceeds supply, there are also two substantial public car parks within 300m (Wynyard wharf), and 500m (East Wynyard Foreshore).

It is therefore determined that the proposal will provide adequate provision of car parking and is consistent with the requirements of P1.

E10 Water and Waterways Code

E10.6.1 Development in proximity to a water body, watercourse or wetland

Acceptable Solution	Performance Criteria
A1 <i>There is no acceptable solution</i>	P1 <i>Development must –</i> <i>(a) minimise risk to the function and values of a water body watercourse or wetland, including for -</i> <i>(i) hydraulic performance;</i> <i>(ii) economic value;</i> <i>(iii) water based activity;</i> <i>(iv) disturbance and change in natural ground level;</i> <i>(v) control of sediment and contaminants;</i> <i>(vi) public access and use;</i> <i>(vii) aesthetic or scenic quality;</i> <i>(viii) water quality management arrangements for stormwater and sewage disposal;</i> <i>(ix) modification of a natural drainage channel;</i> <i>(x) biodiversity and ecological function;</i> <i>(xi) level of likely risk from exposure to natural hazards of flooding and inundation; and</i> <i>(xii) community risk and public safety; and</i> <i>(b) be consistent with any advice or decision of a relevant entity administering or enforcing compliance with an</i>

	<p><i>applicable protection and conservation regulation for –</i></p> <p><i>(i) impact of the development on the objectives and outcomes for protection of the water body, watercourse or wetland; and</i></p> <p><i>(ii) any condition or requirement for protection of the water body, water course or wetland</i></p>
<p>Planning Comment:</p> <p>The application included a detailed report and response to the Water and Waterways Code that is summarised as follows:</p> <ul style="list-style-type: none"> • The results from the detailed hydraulic modelling indicate no significant change to the performance of Camp Creek from the previous re-alignment and reclamation works to Camp Creek. • The recommended floor level for the building is 3.31m. <p>In terms of public access, the proposal includes the upgrade of the boat ramp, the formalisation of a car parking area that is currently used as an overflow parking area, the demolition of the existing yacht club with the development of the proposed yacht club and cafe. The landscaping plan and the car parking layout still allow for public access along the foreshore of Camp Creek, improved access in the form of an upgraded boat ramp and ultimately improved access to the Inglis River and foreshore area for water based activities.</p> <p>The proposal will contribute to the viability of the area and improve the services for the existing water based activities. It will also improve connectivity through the site between the key foreshore precincts of Wynyard.</p> <p>Given the sensitivity of the riparian environment, a permit condition will require sediment control measures to be undertaken during all works on the site until completion. In addition, an oil interceptor put will be required for any stormwater run-off points from the carpark area.</p> <p>For these reasons and with the conditions outlined, the proposal is considered to meet the requirements of P1.</p>	

E10.6.2 Development in a shoreline area

<p>A1</p> <p><i>There is no acceptable solution</i></p>	<p>P1</p> <p><i>Development must –</i></p> <p><i>(a) be required to locate in, over, on or under the shoreline, sea or tidal waters for operational efficiency;</i></p> <p><i>(b) avoid unreasonably or unnecessarily impact on existing or potential access by the public to shoreline land or waters;</i></p> <p><i>(c) minimise impact on scenic quality of the sea-shore area;</i></p> <p><i>(d) minimise impact on amenity or aesthetic appearance of the sea-shore area as a result of –</i></p> <p><i>(i) nature and operational characteristics of the development;</i></p> <p><i>(ii) location;</i></p> <p><i>(iii) bulk, size, and overall built form of any building or work;</i></p> <p><i>(iv) overshadowing; or</i></p> <p><i>(v) obstruction of views from a public place; and</i></p> <p><i>(e) minimise immediate or cumulative adverse effect for –</i></p> <p><i>(i) tidal, wave, current, or sediment movement processes;</i></p> <p><i>(ii) coastal landforms, seabed, and other geomorphic features, including sand dunes and mobile landforms;</i></p> <p><i>(iii) vulnerability to erosion and recession;</i></p>
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	<ul style="list-style-type: none"> (iv) <i>natural cycles of deposition and erosion;</i> (v) <i>conservation of biodiversity and marine habitat, including during critical lifecycle stages of individual and migratory species;</i> (vi) <i>drainage from a water course, wetland, ground water, flood, stormwater, or tidal water;</i> (vii) <i>coastal water quality;</i> (viii) <i>likely interference or constraint on use of public areas;</i> (ix) <i>any scientific, architectural, aesthetic, historic or special cultural value;</i> (x) <i>exposure to or increased risk from a natural hazard, including sea level rise, storm surge, or inundation as a result of climate change;</i> (xi) <i>coastal protection and rehabilitation works required to address erosion, instability, regression, or inundation;</i> (xii) <i>collection, treatment, and disposal of waste, including bilge waters and excavated or dredged sediment;</i> (xiii) <i>economic activity dependent for operational efficiency on a sea-shore location;</i> (xiv) <i>public safety and emergency services;</i> (xv) <i>marine navigation and communication systems;</i> (xvi) <i>safety of recreational boating; and</i> (xvii) <i>be consistent with the current edition of Tasmanian Coastal Works Manual DPIPWE 2011</i>
<p>Planning Comment:</p> <p>The application included a detailed report and response the Water and Waterways Code that is summarised as follows:</p> <ul style="list-style-type: none"> • The hydraulic modelling showed negligible change in shear stress, velocity and hence sediment transport condition in the Inglis River as a result of the reclamation. • The proposal does not include any changes to the coastal waters or alteration of the shoreline except for the launching ramp which will be refurbished but does not alter the form of the shoreline or impact on coastal processes. • The Camp Creek entrance downstream of the weir and the adjacent upstream bank of the Inglis River are protected from erosion and recession by vertical seawalls. The downstream bank of the Inglis River is also armoured in sections with rock which limits future erosion and recession. The proposed redevelopment does not include changes to these areas. • No change to the coastal water quality is expected. • The finished floor level is set at 3.31m with the no risk of inundation of the building or new car park as a result of the 1% AEP. • No additional coastal protection nor rehabilitation work are required as part of the proposed redevelopment. <p>The proposed building has been architecturally designed, is located in an area that has been significantly disturbed including modifications to Camp Creek with several buildings visible from the site including the nearby residential dwellings and the Waterfront Wynyard Motel. The removal of the existing yacht club which has minimal design merit and is located closer to Camp Creek than the building proposed will be removed as part of the development. Furthermore, the proposed building is well below the dominant trees near to the site, which will act as a backdrop to the building when viewed from the water, with the proposal including a detailed landscape plan with planting on the eastern façade and around the perimeter of the site (generally Camp Creek and both frontages to Old Bass Highway). The proposed building will use a mix of materials, dark tones and includes articulated roofline with minimal large stretches of blank walls. For these reasons it is considered that the proposal is consistent with P2.</p>	

STATUTORY IMPLICATIONS

Land Use Planning and Approvals Act 1993

The Council is established as a Planning Authority by definition under Section 3(1) of the *Land Use Planning and Approvals Act 1993 (the Act)*, and must enforce the *Waratah-Wynyard Interim Planning Scheme 2013* (the Planning Scheme) under S.48 of the Act.

In accordance with section 57 of this Act and Council's Planning Scheme, this proposal is an application for a discretionary permit. Council may approve or refuse discretionary permit applications after considering both Council's Planning Scheme and the public representations received.

Local Government (Building & Miscellaneous Provisions) Act 1993

The application has been considered against the requirements of section 85 of the *Local Government (Building & Miscellaneous Provisions) Act 1993*. The application is generally consistent with these provisions.

STRATEGIC IMPLICATIONS

There are no policy implications identified.

POLICY IMPLICATIONS

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

FINANCIAL IMPLICATIONS

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

RISK IMPLICATIONS

There is limited risk for the Council acting as a Planning Authority, provided that decisions made are in accordance with the Planning Scheme.

Should the Planning Authority wish to make a decision against professional advice provided, the reasons will need to be detailed.

The Land Use Planning and Approvals Act 1993 provides for penalties against a Planning Authority that fails to enforce its planning scheme (ss. 63a & 64). Going against advice provided in the planning report, without seeking alternate qualified advice, may create unnecessary risk for the Council in exercising its statutory functions as a Planning Authority.

Should a decision by the Planning Authority be contrary to professional advice provided and the matter is taken to the appeal tribunal, Council would need to obtain separate professional advice to represent Council through the appeal process. There are no risk implications as a result of this report.

COMMENT

This report is presented for Council's consideration, together with the recommendations contained at the beginning of this report.

The application is a Yacht club redevelopment including café, and site works. The application is generally considered to meet the relevant standards of the Waratah-Wynyard Interim Planning Scheme 2013 subject to conditions.

The application is considered to comply with the Open Space Zone and the Environmental Management Zone and all other applicable codes of the *Waratah-Wynyard Interim Planning Scheme 2013*. It is therefore recommended that Council approve a planning permit for the proposed development.

MOVED BY	CR HYLAND
SECONDED BY	CR DUNIAM

That Council, in accordance with Section 51 and Section 57 of the *Land Use Planning and Approvals Act 1993* and the *Waratah-Wynyard Interim Planning Scheme 2013*, approve a Yacht Club Redevelopment including café, boundary adjustment and site works, at 2a Old Bass Highway Wynyard subject to the following conditions:

PART A CONDITIONS:

- (1) The development is to be generally in accordance with the application as submitted and endorsed documents as listed:**
 - a) Proposal plans with project number 17.306 and page numbers Ap01C, Ap03E, Ap04B, Ap05D, and Ap06D dated 28 January 2020, and Ap02H dated 13 February 2020, as prepared by 6ty⁰.**
 - b) Proposed Landscape Concept Plan prepared by LANGE design and dated 7 February 2020.**
 - c) Planning Submission Report with project number 17.306 as prepared 6ty⁰ and dated January 2020.**
 - d) Camp Creek Hydraulic Model Report dated November 2016, Yacht Club development supporting information dated 5 December 2017, and Memorandum dated 5 September 2019, as prepared by Water Technology.**
 - e) Traffic Impact Statement dated November 2017, and Addendum to Traffic Impact Statement dated 28 January 2020, as prepared by GHD.**
- (2) The minimum floor level of the building must be 3.31AHD.**
- (3) The food premises is only to be open for the permitted use between the following hours:**

7 a.m. to 11 p.m. 7 days a week.
- (4) All works involving disturbance of creek sediment are to be scheduled to occur outside of major fish migration periods within the creek.**
- (5) All costs associated with proposed development, including those related to infrastructure extensions or upgrades to Council assets are to be met by the Developer.**
- (6) Construction of civil engineering work associated with the Development is to comply with the requirements of Council's Policy PR003 - Standard requirements for the construction of new infrastructure assets and the replacement of existing infrastructure.**
- (7) On completion of work covered by a Construction Certificate a Chartered Professional Engineer is to certify by declaration that all work has been carried out fully in**

accordance with the approved plans, specifications, calculations and computations. “Works as Constructed” drawings that comply with the requirements of Council’s “Submission of digital-as-constructed information” template are to be supplied. (Note: Template can be obtained from Council’s website)

- (8) Relevant engineering plans, specifications, calculations and computations are to be prepared or certified by a Chartered Professional Engineer and submitted to the Director Infrastructure & Development Services for approval. No work is to commence until a Construction Certificate has been issued by the Director Infrastructure & Development Services.
- (9) In the course of undertaking the development/use there is to be no damage caused to any Council owned infrastructure or property.
- (10) A twelve (12) month maintenance period is to apply to all works within the development which are to become Council infrastructure. A maintenance bond of 5% of the cost of the civil works as approved by the Director Infrastructure and Development Services is to be lodged with Council prior to the issue of the Maintenance Period Commencement document.
- (11) Off-street parking accommodation and associated driveways and turning areas are to be designed in accordance with AS 2890.1 and be approved by the Director Infrastructure and Development Services.
- (12) Loading and un-loading of vehicles is to be confined to within the boundaries of the property.
- (13) Off street car parking and hardstand areas are to be surfaced in an all-weather material such as concrete, asphalt or bitumen spray seal. All stormwater runoff from the car parking and hardstand areas is to be collected onsite and directed to a stormwater system designed to cater for a 1 in 20-year ARI storm and discharged to a legal point of discharge to the reasonable requirements of the Director Infrastructure and Development Services.
- (14) Vehicular access to and egress from the site is to occur only in a forward motion.
- (15) A piped drainage system designed to contain 1 in 20-year ARI intensity storm run-off with provision for a major drainage path to contain a 1 in 100-year intensity storm run-off, including piped discharge into Camp Creek, or Inglis River, is to be provided to the reasonable requirements of the Director Infrastructure and Development Services.
- (16) Vehicular access during the development is to be confined to the areas designated on the endorsed or approved plans.
- (17) Before site disturbance or construction commences an environmental management plan is to be prepared and submitted for approval by the Director Infrastructure and Development Services, the plan is to outline proposed practices in relation to:
 - 1. Temporary run-off and erosion controls, which are to be installed before the development commences. Controls are to include, but are not limited to:
 - o Minimisation of site disturbance and vegetation removal;

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- o Diversion of up-slope run-off around cleared and/or disturbed areas, areas to be cleared and/or disturbed or filled providing such diverted run-off does not cause erosion and is directed to a legal discharge point;
 - o Installation of sediment retention traps (e.g. sediment fences, etc.) at the down slope perimeter of a disturbed area or stockpile to prevent unwanted sediment and other debris escaping from the land;
 - o Rehabilitation of all disturbed areas as soon as possible.

2. Weed management

3. Storage facilities for fuels, oils, greases, chemicals and the like

4. Litter management

Erosion control measures are to be maintained at full operational capacity until the land is effectively rehabilitated and stabilised after completion of the development.

- (18) Landscaping and planting is to be installed in accordance with the drawings submitted for approval. Landscaping is to be completed before the permitted use may commence and is to be maintained to the reasonable requirements of the Director Infrastructure and Development Services.
- (19) The internal road, parking areas & turning circle is to be of compacted crushed rock pavement, designed in accordance with the Austroads Pavement Design Guidelines, with a pavement width measured face of kerb to face of kerb (FOK) and a minimum total pavement thickness of 300mm plus a 40mm asphalt seal, concrete kerb and channel all in accordance with the Tasmanian Standard Drawing TSD-R06-v1, Urban Roads Typical Sections and Pavement Widths, and is to be constructed to the reasonable requirements of the Director Infrastructure & Development Services.
- (20) Concrete kerb and Channel type KC & BK is to be constructed in accordance with Tasmanian Standard Drawing TSD-R14-v1, Approved Concrete Kerbs and Channels Profile Dimensions on both sides of internal roads and parking areas. Subsoil drains are to be installed at the back of kerb, both sides of internal roads, in accordance with the Tasmanian Standard Drawing TSD-R12-v1, Subsoil Drains Construction Details.
- (21) Footpaths of 1.5-metre width and otherwise in accordance with the Tasmanian Standard Drawing TSD-R11-v1 Urban Roads Footpaths are to be constructed at least one side of the Yacht Club Access Road (yet to be determined) and be located immediately adjacent lot boundaries. All pedestrian ramps are to be in accordance with TSD-R18-v1, Concrete Kerbs and Channels Access Ramps, "Type A".
- (22) Pedestrian road crossings are to be in accordance with TSD-R21-v1, Road Humps Thresholds and Roundabouts, Flat Top Humps, Typical Threshold Treatment.
- (23) Road humps are to be constructed in accordance with TSD-R21-v1, Road Humps Thresholds and Roundabouts, Flat Top Humps.
- (24) The applicant is to supply and install traffic management devices that include, but are not limited to, signage and line marking in accordance with the suite of AS 1742 standards and which meet the requirements of the Department of State Growth. Before a Construction Certificate may be issued, the applicant or their designer is to

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- prepare a set of traffic management drawings that are to be submitted and approved by the Department of State Growth.
- (25) Street lighting is to be provided in accordance with AS 1158 and the requirements of Aurora Energy Pty Ltd and the Director Infrastructure and Development Services. The street lighting is to be designed to minimise off-site glare and reflected light. The use of non-standard lighting poles is not permitted in the development.
- (26) Underground power is to be provided to each lot in the development in accordance of the requirements of Aurora Energy and IPWEA standard drawings and specifications.
- (27) Before site disturbance or construction commences, a plan of management is to be prepared and submitted for approval by the Director Infrastructure & Development Services. The plan is to provide relevant project management information and outline proposed construction practices, including, but not limited to:
1. Contact details for principal, consultants and contractors including after hours numbers;
 2. Traffic management plan including road works signage;
 3. Proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on site);
 4. Identification of potentially noisy construction phases, such as operation of rock-breakers, explosives or pile drivers, and proposed means to minimise impact on the amenity of neighbouring buildings;
 5. Site facilities to be provided; and
 6. Procedures for washing down vehicles to prevent soil and debris being carried onto the street.
- (28) An oil interceptor pit is to be constructed to any outfall discharge into Camp Creek and Inglis River.
- (29) A court bowl of radius 9.0 metres and otherwise in accordance with Tasmanian Standard Drawing TSD-R07-v1, Urban Roads Cul-De-Sac Turning Heads is to be provided at the termination of the internal road to facilitate the turning movement of large service vehicles. Construction is to be of equivalent standard to the internal road.
- (30) A Final Survey Plan is to be submitted to Council for sealing. The plan is to be drawn to scale and prepared in accordance with the requirements of the Recorder of Titles and will form part of this Permit when sealed. The Final Survey Plan is to be substantially the same as the endorsed plan with the following exception:
- New western lot boundary is to follow re-aligned creek edge, encompassing the reclaimed area.
 - New eastern lot boundary is to follow western edge of re-aligned access road.

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- (31) A Final Survey Plan submitted for sealing by the Council is to show all easements required for powerlines, sewerage, water, drainage purposes and legal access.
- (32) A final Site Plan/s at a suitable scale detailing the extent of all works which includes: property boundaries, final channel widths and final reclaimed heights relative to AHD, the location of TasWater services, the weir height and location as specified in 'Revised Scenario 2' in the Water Technology report dated November 2016, and the landscaping proposed for reclaimed areas, is to be submitted to and approved by the Manager Development and Regulatory Services prior to the commencement of any works.

PART B CONDITIONS:

- (1) The person responsible for the activity must comply with the conditions contained in Schedule 2 of Permit Part B which the Regulated Entity (trading as TasWater) has required the planning authority to include in the permit, pursuant to section 56Q of the Water and Sewerage Industry Act 2008, reference TWDA 2020/00198-WWC.

Notes: -

The following is provided for information only and does not constitute condition(s) of permit.

- This project must be substantially commenced within two years of the issue of this permit.
- A "Works within the Road Reservation" permit must be obtained from Council for all activity within the Road Reservation.
- Additional permits will be required for any works within the watercourse.
- The applicant is advised to consult with a building surveyor to ensure the development is constructed in accordance with *Building Act 2016*.
- The development/use is not to result in the generation of environmental harm or nuisance as defined in the *Environmental Management and Pollution Control Act 1994*.
- This permit is based on information and particulars set out in Development Applications 15/2020. Any variation requires an application for further planning approval of Council.
- Attention is drawn to existing or proposed electricity infrastructure, please be sure to contact Aurora Energy on 1300 132 003 to ensure these works do not impede on existing electricity easements and are at a safe distance from powerlines. Failure to do so could result in the relocation of electricity assets at your cost.
- For any access or works within Crown Land, please contact Crown Land Services prior to commencement.
- Under Section 61 (4) of the *Land Use Planning and Approvals Act 1993*, the applicant has the right to lodge an appeal against Council's decision. Notice of appeal should be lodged on the prescribed form together with the required fee within fourteen days after the date on which notice of the decision was served on that person, to the Resource Management and Planning Appeal Tribunal, GPO Box 2036, Hobart, 7001.

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

6.4 SAND WASHERY- INCREASE IN PRODUCTION AT CALDER ROAD, OLDINA DA164/2019

To:	Council
Reporting Officer:	Town Planner
Responsible Officer:	Manager Development and Regulatory Services
Report Date:	4 February 2020
File Reference:	3104657
Supporting Documents:	<ol style="list-style-type: none">1. Proposal documentation- Under Separate Cover2. Representation3. EPA letter to Council4. Environmental Assessment Report- EPA5. Part B Conditions - EPA6. Signed Extension of Time Agreement

PURPOSE

The purpose of this report is for Council to consider the merits of the application DA164/2019 against the requirements of the *Waratah-Wynyard Interim Planning Scheme 2013* (Planning Scheme).

BACKGROUND

The subject development site is located on Calder Road between 321 and 465 Calder Road, this particular site does not have a street address assigned to it as there is no dwelling on site. The title is accessed by many points given its size and much of it is used for tree plantation. The site is owned by Forestry Tasmania. The portion of the site covered by a mining lease is located at Calder Road. The access to the sand washery is via the existing access on Calder Road. Currently a mining lease covers a small portion of the land title and has been in operation for approximately 9 years.

The site of the proposed sand washery facility is currently cleared and disturbed from previous exploration activities.

The site is zoned Rural Resource, with adjoining land to the north, south, east and west also zoned Rural Resource.

DETAILS

The applicant is seeking approval for the increase in production to an existing Sand Washery and sand quarry with associated dam and settling pond on the property. It is worth noting that this operation is currently operating with a Level 2 permit and various other permits. However, as each permit does not provide an accrued total product amount approved over each permit, the need for a planning permit to establish an approval for a larger amount of product as a larger Level 2 permit has been required.

The site currently has approvals to be operating as a fine sand operation which supplies materials for construction companies, industrial applications, fill as well as bulk haulage. On site there are two settlement ponds. They allow the discharge water quality to be improved.

The quarrying process is the extraction of sand from the site and the simple screening and washing of material to produce a high-quality sand. The production volume of sand per year is classed as a Level 2 activity and will increase from 12,000m³ to 20,000m³ per year.

The increase in processing of the proposal will use one additional 14 tonne excavator and one additional 8 tonne truck.

Crushing does not occur on-site, however screening is required to relevant specifications. When the material has gone through a screening and washing process it is then stockpiled on-site prior to being transported off site. No permanent structures are on-site, and none are proposed by the expansion. Figure 1 provides a breakdown of the site. The closest dwelling to the site is approximately 600m away and located to the north-east of the site.

It is noted that Beswicks Creek flows through the mining lease in a north-easterly direction. Beswicks Creek flows into the existing approved settling pond and from this pond the water course flows into Blackfish Creek and is a permanent creek flowing all year to the north and into the Inglis River.

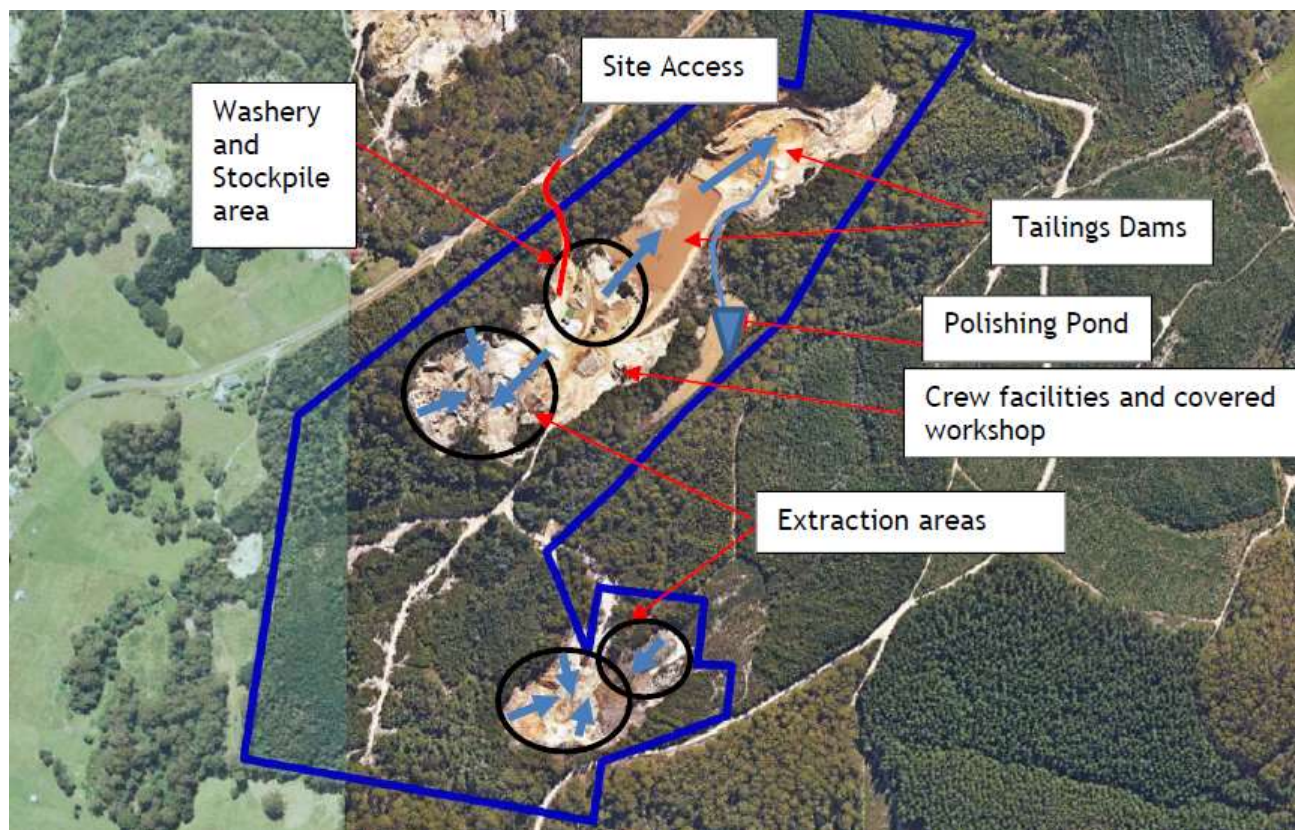


FIGURE 1: SANDWASHERY SITE – SOURCED ENVIRONMENTAL EFFECTS REPORT

CONSULTATION PROCESS

The consultation process was the public exhibition period set out in the *Land Use Planning and Approvals Act 1993* (LUPAA) and involved notification of adjoining land owners, public notices on-site and advertising in a daily newspaper. The application was placed on public exhibition for a period of 14 days as required under LUPAA. The period for representations closed on 6 January 2020. One (1) representation has been received. While every effort has been made to include all issues raised, this summary should be read in conjunction with the representation which are included as an enclosure to this report.

Representor: Mr E A Blackwell

Issue raised:	Response:
<p>Water Quality matters particularly in relation to Beswicks Creek and Blackfish Creek downstream. Concerns in relation to the monitoring the water quality within Beswicks Creek and Blackfish Creek particularly as local streams in the general area are home to the endangered Tasmanian Giant freshwater lobster which is known to be sensitive to water quality issues.</p> <p>The water management does not reference any monitoring of the water within Beswicks Creek or Blackfish Creek.</p>	<p>EPA have addressed water quality and potential impacts on habitat for the Giant Freshwater Crayfish. The increase in materials handling on the site is not expected to increase discharge due to the reuse of water through the washery process, and as a result of conditions recommended and imposed regarding the surface water management and rehabilitation. The EPA have provided their assessment in relation to the sand Washery increase in production and have provided a copy of required permit conditions. These can be found in the attachments to this report. Stormwater, water management and runoff conditions are addressed in conditions E1, E2, E3, FF1 and FF2.</p>
<p>Questions the stated direction of the flow of water as stated in the report flowing to the south-west and Blackfish flowing north to south are correct. The representor assumed the drainage in that catchment was toward the Inglis River to the north-east.</p>	<p>Beswicks Creek flows through the mining lease in a north-easterly direction. Refer to Figure 1. Beswicks Creek flows into the existing approved settling pond and from this pond, the watercourse flows into Blackfish Creek and is a permanent creek flowing all year to the north and subsequently into the Inglis River.</p>
<p>The proposal quotes the existing permits for the tailings dam already require water quality monitoring to ensure operations are occurring appropriately. Are these permits still relevant since the proposal is to be substantially increased? Or are they revised?</p>	<p>The subject application was required to be referred to the Environment Protection Authority (EPA) who are required to assess the application in this case the operation in its entirety.</p> <p>Please also find attached a copy of the EPA's assessment and recommended conditions.</p>

INTERNAL REFERRALS

Engineering Services Department

The application was referred to the Engineering Services Department. The following conditions were recommended:

1. All costs associated with the proposed development including those related to infrastructure extensions or upgrades to Council assets are to be met by the Developer.
2. In the course of undertaking the development/use there is to be no damage caused to any Council owned infrastructure or property.
3. Loading and unloading of vehicles is to be confined to within the boundaries of the property.
4. Vehicular access to and egress from the site is to occur only in a forward motion.
5. Surface water management is to be in accordance with the Environmental Effects Report as prepared by Rowell D J Revisions C dated November 2019.

Note:

An “Activity within the Road Reservation” permit must be obtained from Council for all activity within the Road Reservation.

Environmental Health

The application was referred to the Environmental Health Officer. The following conditions were recommended:

1. Control measures are to be installed for the duration of the operation of the site so as to limit the loss of soils and other debris from the site.

Note:

This development/use is not to result in the generation of environmental harm or nuisance as defined in the *Environmental Management and Pollution Control Act 1994*.

EXTERNAL REFERRALS

The application was referred to the Board of the Environment Protection Authority (the Board) for assessment under EMPCA on 22 November 2019. The Board completed an environmental assessment of the application on 18 February 2020 and provided conditions and associated attachments to be included as Part B of the permit.

PLANNING ASSESSMENT

The subject site is zoned Rural Resource under the *Waratah-Wynyard Interim Planning Scheme 2013*. The use is an Extractive Industry use which is a permitted use within the zone, should the application meet all the relevant acceptable solutions of the planning scheme.

The proposal does not meet all relevant acceptable solutions of the planning scheme and is therefore submitted as a discretionary application under Section 57 of LUPAA and assessed under the *Waratah-Wynyard Interim Planning Scheme 2013* and relevant State Policies and Acts. Section 57 91) (b) of LUPAA allows Council to relax or waive the provisions of its Planning Scheme under a discretionary status.

An assessment of the proposal against the relevant discretionary provisions for the relevant Code is provided below.

E10.6.1 Development in proximity to a water body, watercourse or wetland

A1 There is no acceptable solution	P1 Development must – (a) minimise risk to the function and values of a water body watercourse or wetland, including for – (i) hydraulic performance; (ii) economic value; (iii) water based activity; (iv) disturbance and change in natural ground level; (v) control of sediment and contaminants;
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	<ul style="list-style-type: none"> (vi) public access and use; (vii) aesthetic or scenic quality; (viii) water quality management arrangements for stormwater and sewage disposal; (ix) modification of a natural drainage channel; (x) biodiversity and ecological function; (xi) level of likely risk from exposure to natural hazards of flooding and inundation; and (xii) community risk and public safety; and <p>(b) be consistent with any advice or decision of a relevant entity administering or enforcing compliance with an applicable protection and conservation regulation for –</p> <ul style="list-style-type: none"> (i) impact of the development on the objectives and outcomes for protection of the water body, watercourse or wetland; and (ii) any condition or requirement for protection of the water body, water course or wetland
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Planning Comments:

The subject site includes an existing property used as a sand washery with associated tailings dam storage facilities located alongside, and therefore located within 30m, of the existing waterbody. The proposal must address the performance criteria.

Beswicks Creek is located along the eastern boundary running south west to north east in the Figure 1.

The current tailings dam is located to the north-east of the existing modified dam bordering the site located on Beswick's Creek. No changes are proposed as part of the application in relation to the on-site dam, settling pond or its tributaries. The hydraulic performance of the water courses are unlikely to be impacted by the increase in production of the site. The site will continue to be managed by PVC pipes and will have little impact on the existing man-made dam alongside Beswick's Creek. The economic value of the dam and its tributaries will be further improved as the tailings dam to west will also assist with a location to hold the product longer, whilst the older tailings dam is able to be cleaned. The two tailings dams will continue to operate for the purposes of the mining lease.

No further disturbance and change in natural ground level is proposed to the existing arrangements.

The subject site has the potential to impact Beswicks Creek during high rainfall events, due to sedimentation from the cleared areas of the site. Stormwater from the mining area is currently captured within the existing polishing pond on the site. The increase in processing will increase water use on the site. Washery water that enters the tailings storage facility is currently detained to allow the sand to settle out of suspension. Once the water reaches the top of the outfall pipe, it travels along the pipe to the existing polishing dam.

The increase and consolidation of production is unlikely to impact water-based activities targeted for the public. Public access to Beswicks Creek is not reduced or modified by the proposal. Beswicks Creek is unlikely to support water-based activities due to mature forestry plantation restricting access for boating activity, however it may support some local fishing. This is not envisioned to be altered further.

The land is currently owned by Sustainable Timbers and is managed by a mining lease. Public access and use is not permitted for the dam or settling pond. The current dam and associated water bodies have no

aesthetic or scenic value as they have been man-made and created for the purposes of the extractive industry waste retention. The subject dam is not visible from the public road (Calder Road).

Sewerage from the site is contained in a portable toilet and wastewater is removed periodically by a licensed waste contractor.

The proposal does not include a modification of a natural drainage channel, as the dam is located greater than 200m away from any tributary watercourses.

The sand processing area is cleared of vegetation and the sand washery is surrounded by *Eucalyptus ovata* and woodland and plantation as identified by the List mapping. *Eucalyptus ovata* and woodland is a community listed under the *Nature Conservation Act 2002*. However, no further clearing is proposed as part of the application. The EPA have stated that no records of threatened flora or fauna have been found within 1 km of the processing location and no records within the mining lease. There may be potential for some species to traverse the site, however there is limited feeding and breeding habitat given that the location of the sand washery is within an existing cleared and highly disturbed area. There are records within 500m of the mining lease boundary of the Tasmanian Devil and the Grey Goshawk (sightings and a nest identified) both listed as endangered under the *Threatened Species Protection Act 1995* and the *Environment Protection and Biodiversity Conservation Act 1999*. The development is also within range for the Giant Freshwater Crayfish, listed as vulnerable under the *Threatened Species Act 1995* and the *Environment Protection and Biodiversity Conservation Act 1999*.

The Grey Goshawk nest record identified on the Natural Values Atlas is over 10 years old. The EPA have suggested it would be unlikely to be impacted due to the distance to the site, the vegetation barrier on-site and the ongoing historic operation of the sand washery. The EPA have conditioned that no clearing will occur to the threatened *Eucalyptus ovata* and woodland community.

With regard to potential impacts on water quality and the potential habitat for the Giant Freshwater Crayfish, EPA have stated that the increase in material handling on the site is not expected to increase discharge due to the reuse of water through the washery process, and as a result of conditions imposed regarding surface water management and rehabilitation. There are no indications that there will be any alteration to stream flow, runoff, removal or destruction of riparian vegetation, bank erosion, removal or creation of culverts or dams which are all current threats to the Giant Freshwater Crayfish.

Movement of vehicles into the site does introduce the potential to spread weeds and disease into the site and EPA have conditioned machinery washdown procedures as part of their recommendation.

The site is identified as having some mapped Pampas Grass listed as a weed species under the *Weed Management Act 1999* and therefore a weed management plan condition has been recommended from the EPA within 6 months of issuing the permit. Recommendation has been made to use minimal sprays and herbicides for this proposal plan as to limit the impact of drift to any of the water courses or tributaries, particularly due to the aquatic organisms being sensitive to agricultural chemicals and any impact on potential Giant Freshwater Crayfish habitat.

The biodiversity and ecological function are considered to not be further impacted by the proposal with the inclusion of EPA's recommended conditions.

The proposal provided a Hazard Risk Assessment as part of the application that provides recommendation to ensure the design and construction of the tailings dam adequately addresses the risks. It must be noted that no new exposure to natural hazards of flooding or inundation are identified. The Tasmanian Water and Environmental Services undertook a hazard consequence assessment, that considered the implications of a tailings storage dam failure by means of a flood wave. It was concluded that should this ever occur it would mostly be contained and restricted to the immediate bushland where it would disperse. It was estimated that any flood wave would minimally cross Beswicks Road (low use forestry road), as the head wall is above the 600mm diameter culvert beneath the road, would contain slower moving and already dispersed dam break.

The proposal will not impact or increase the community risk or alter the public's safety profile of the site.

The proposal is consistent with advice from the relevant entity administering or enforcing compliance with the protection of the water course. The proposal is an operational Level 2 facility and was referred to the Environmental Protection Authority (EPA) as part of the assessment process. The EPA had the Water Specialist, Regulator and Noise Specialist Divisions of the Department of Primary Industries, Parks, Water

and Environment provide advice based on the Environmental Effects Report in addition to referral to Mineral Resources Tasmania, Department of State Growth (MRT) and Sustainable Timbers.

EPA evaluated the environmental issues and considered permit conditions were suitable. These conditions will form part of the permit.

The proposal is considered to comply with the performance criteria.

STATUTORY IMPLICATIONS

Land Use Planning and Approvals Act 1993

The Council is established as a Planning Authority by definition under Section 3(1) of the *Land Use Planning and Approvals Act 1993 (the Act)*, and must enforce the *Waratah-Wynyard Interim Planning Scheme 2013* (the Planning Scheme) under S.48 of the Act.

In accordance with section 57 of this Act and Council's Planning Scheme, this proposal is an application for a discretionary permit. Council may approve or refuse discretionary permit applications after considering both Council's Planning Scheme and the public representations received.

Local Government (Building & Miscellaneous Provisions) Act 1993

The application has been considered against the requirements of section 85 of the *Local Government (Building & Miscellaneous Provisions) Act 1993*. The application is generally consistent with these provisions.

STRATEGIC IMPLICATIONS

POLICY IMPLICATIONS

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

FINANCIAL IMPLICATIONS

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

RISK IMPLICATIONS

There is limited risk for the Council acting as a Planning Authority, provided that decisions made are in accordance with the Planning Scheme.

Should the Planning Authority wish to make a decision against professional advice provided, the reasons will need to be detailed.

The *Land Use Planning and Approvals Act 1993* provides for penalties against a Planning Authority that fails to enforce its planning scheme (ss. 63a & 64). Going against advice provided in the planning report, without seeking alternate qualified advice, may create unnecessary risk for the Council in exercising its statutory functions as a Planning Authority.

Should a decision by the Planning Authority be contrary to professional advice provided and the matter is taken to the appeal tribunal, Council would need to obtain separate professional advice to represent Council through the appeal process.

COMMENT

This report is presented for Council's consideration, together with the recommendations contained at the beginning of this report.

The proposed application for the increase in production of a Sand Washery meets the relevant performance criteria of the planning scheme. The proposal details and has further be conditioned by the EPA suitable measures to assist with minimising any impacts from the proposed sand washery and on-site processing to the watercourse and associated tributaries.

There will be no further changes to the existing utilities, and car parking arrangements will remain in the current configuration.

The application is considered to comply with the Water and Waterways Code and all other applicable codes of the *Waratah-Wynyard Interim Planning Scheme 2013*. It is therefore recommended that Council approve a planning permit for the proposed sand washery increase in production.

MOVED BY	CR BRAMICH
SECONDED BY	CR DUNIAM

That Council, in accordance with Section 51 and Section 57 of the *Land Use Planning and Approvals Act 1993* and the *Waratah-Wynyard Interim Planning Scheme 2013*, approve a Sand Washery (increase in production) at Calder Road, Oldina subject to the following conditions:-

Part A Conditions

- (1) The development is to be generally in accordance with the application as submitted and endorsed documents as listed:**
 - a) Environmental Effects Report as prepared by Rowell DJ, Revision C and dated November 2019.**
 - b) Environmental Assessment Report, Increase in Production (Sand Washery) Calder Road, Wynyard DJ Rowell as prepared by Environment Protection Authority Tasmania and dated February 2020.**
- (2) In the course of undertaking the development/use there is to be no damage caused to any Council owned infrastructure or property.**
- (3) Loading and unloading of vehicles is to be confined to within the boundaries of the property.**
- (4) Vehicular access to and egress from the site is to occur only in a forward motion.**
- (5) Control measures are to be installed for the duration of the operation of the site so as to limit the loss of soils and other debris from the site.**
- (6) Surface water management is to be in accordance with the Environmental Effects Report as prepared by Rowell D J Revisions C dated November 2019.**

-
- (7) Control measures are to be installed for the duration of the construction phase so as to limit the loss of soils and other debris from the site.
- (8) Stormwater from the development is to be fully contained within the boundaries of the property in accordance with the Environmental Effects Report prepared by Rowell DJ and dated November 2019.

Part B Conditions

- (1) The person responsible for the activity must comply with the conditions contained in Schedule 2 of Permit B, which the Board of the Environment Protection Authority (EPA) has required the planning authority to include in the permit, pursuant to section 25 (5) of the *Environmental Management and Pollution Control Act 1994*.

Notes: -

The following is provided for information only and does not constitute condition(s) of permit.

- An "Activity in Road Reservation" permit must be obtained from Council for all activity within the Road Reservation.
- This project must be substantially commenced within two years of the issue of this permit.
- The applicant is advised to consult with a building surveyor to ensure the development is constructed in accordance with *Building Act 2016*.
- This permit is based on information and particulars set out in Development Application DA 164/2019. Any variation requires an application for further planning approval of Council.
- This development/use is not to result in the generation of environmental harm or nuisance as defined in the *Environmental Management and Pollution Control Act 1994*.
- Attention is drawn to existing or proposed electricity infrastructure, please be sure to contact TasNetworks on 1300 137 008 to ensure these works do not impede on existing electricity easements and are at a safe distance from powerlines. Failure to do so could result in the relocation of electricity assets at your cost.
- Under Section 61 (4) of the *Land Use Planning and Approvals Act 1993*, the applicant has the right to lodge an appeal against Council's decision. Notice of appeal should be lodged on the prescribed form together with the required fee within fourteen days after the date on which notice of the decision was served on that person, to the Resource Management and Planning Appeal Tribunal, G.P.O. Box 2036, Hobart, 7001. Updated Notices of Appeal are available on the Tribunal's website at www.rmpat.tas.gov.au.

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

6.5 DWELLING, MECHANICAL WORKSHOP & CAR RECYCLING YARD LOCATED AT 1510 MOUNT HICKS ROAD, YOLLA - DA 120/2019

To:	Council
Reporting Officer:	Graduate Town Planner
Responsible Officer:	Manager Development and Regulatory Services
Report Date:	26 February 2020
File Reference:	7411558
Supporting Documents:	1. Advertised Application Documents- Under Separate Cover 2. Signed Extension of Time Request

PURPOSE

The purpose of this report is for Council to consider the merits of Development Application DA 120/2019 against the requirements of the *Waratah-Wynyard Interim Planning Scheme 2013*.

BACKGROUND

The subject site (CT 30108/1) is located at 1510 Mount Hicks Road, Yolla and has an area of 2.106ha. The site was previously used by Mt Cam Sawmills and currently contains a number of disused buildings formerly utilised by the sawmill. The lot is primarily comprised of areas of scrub and gravel and is accessed from Mount Hicks Road via an existing gravel driveway.

The site and surrounding lots are located within the Rural Resource zone. The adjoining lots to the north, west and south of the site are established farming lots and contain agricultural land used for cropping purposes. The lot to the north-east across Mount Hicks Road is also an established farm and contains cleared land sown to pasture and used for grazing purposes. The lot to the south-east contains a commercial timber plantation and the lot immediately east can best be defined as a hobby farm.

It is noted that the subject site is currently being used for vehicle storage and service purposes without the appropriate approvals. This was confirmed by a site inspection undertaken by Council's Environmental Health Officer on 13 February 2020 where an employee was present. The following photos were also included on the land capability assessment dated 31 October 2019 and submitted as part of the application.



Figure 1: Site view looking north-west



Figure 2: Site view looking west

A locality plan identifying the subject property is provided in Figure 3 below.

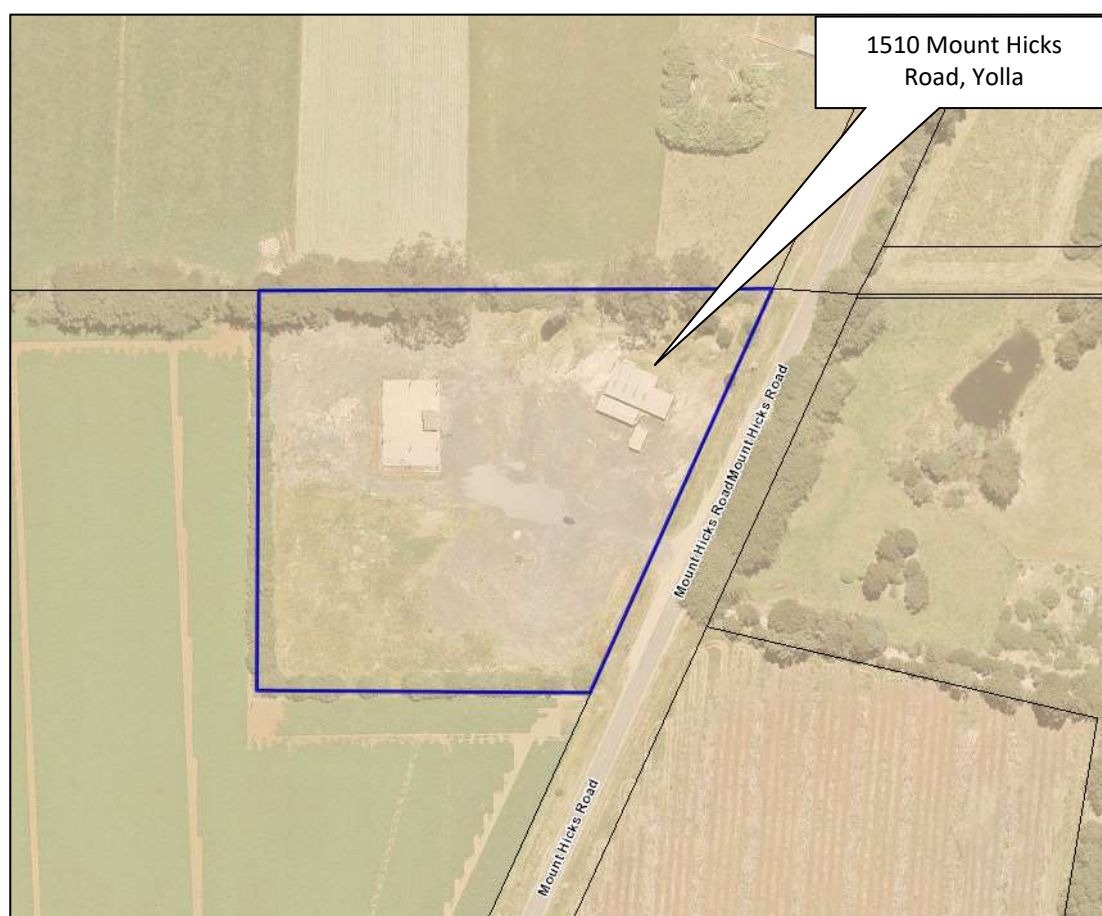


Figure 3: Subject Site with Zoning

DETAILS

The applicant is seeking approval for development on land described as 1510 Mount Hicks Road, Yolla (CT 30108/1). The proposal is for the establishment of a mechanical workshop, car recycling yard and manager's residence on a former sawmill site. The proposed development will introduce a new residential use and a new discretionary non-residential use (car recycling yard) on rural land.

The buildings associated with these proposed uses include a dwelling, shed and amenity block. The existing outbuildings on the site may also be utilised by the proposed development.

The dwelling has a floor area of 84m², a maximum height of 4.4m and is intended as a manager's residence. It comprises a combined kitchen/lounge area, three bedrooms, a laundry and bathroom with separate toilet. A 28.8m² verandah adjoins the northern elevation of the dwelling, which is clad and roofed in Colorbond. The proposed dwelling is setback 20m from the boundary to Mount Hicks Road, 10m from the southern title boundary and further than 85m from the northern and western title boundaries.

The proposed shed has a floor area of 600m² and a maximum height of 8.4m. The proposed 14m², 2.86m high amenity block adjoins the southern elevation of the shed. It contains two toilets, a shower and laundry facilities. These buildings are setback 81m from the boundary to Mount Hicks Road, 31.38m from the northern title boundary, 43.71m from the western title boundary and at least 70m from the southern title boundary.

Proposed signage comprises a 5m by 1.5m panel between the main doors of the proposed shed's eastern elevation as well as a double sided sign midway along the frontage with a height of 3m and a width of 2m.

No details regarding car parking arrangements, proposed hours of operation or number of employees were submitted with the application.

This report assesses the proposal against the *Waratah-Wynyard Interim Planning Scheme 2013* (the Planning Scheme) and takes into account any representations received during the public exhibition period. The subject property is zoned Rural Resource under the Planning Scheme. The proposal is defined as being within the Residential, Service Industry and Recycling and waste disposal use classes. Residential and Recycling and waste disposal are both Discretionary uses within the zone. The applicant is applying for discretion under the following clauses: -

- Requirement for discretionary non-residential use to locate on rural resource land (26.3.1 P1);
- Required residential use (26.3.2 P1);
- Location of development for sensitive uses (26.4.3 P1); and
- Development Standards (E7.6 P1).

CONSULTATION PROCESS

The consultation process was the public exhibition period set out in the *Land Use Planning and Approvals Act 1993* (LUPAA) and involved notification of adjoining land owners, public notices on-site and advertising in a daily newspaper. The application was placed on public exhibition for a period of 14 days as required under LUPAA. The following documentation was advertised:

- Development Application Form X 3 Pages
- Title Documents X 4 Pages
- Supporting Documentation Report X 17 Pages
- Email Correspondence X 3 Pages
- Agricultural Assessment Report X 18 Pages
- On-site Wastewater Disposal Site Evaluation X 13 Pages
- Proposal Plans X 6 Pages
- Additional Information Request X 2 Pages
- Additional Information Response X 3 Pages

The period for representations closed on 19 February 2020. No representations were subsequently received.

INTERNAL REFERRALS

Engineering Services Department

The application was referred to the Engineering Services Department. The following conditions were recommended:

1. All costs associated with the proposed development including those related to infrastructure extensions or upgrades to Council assets are to be met by the Developer.
2. In the course of undertaking the development/use there is to be no damage caused to any Council owned infrastructure or property.
3. Loading and unloading of vehicles is to be confined to within the boundaries of the property.

-
4. Stormwater from the proposed dwelling, mechanical workshop and car recycling yard is to be fully contained within the boundaries of the property.

Environmental Health

The application was referred to Council's Environmental Health Officer. A site inspection was undertaken on 13 February 2020 and the following conditions were recommended:

1. Control measures are to be installed for the duration of the construction phase so as to limit the loss of soils and other debris from the site.

Notes: This development/use is not to result in the generation of environmental harm or nuisance as defined in the *Environmental Management and Pollution Control Act 1994*.

A full assessment of the proposed on-site wastewater disposal system and stormwater disposal system will be undertaken at the building/plumbing application stage.

EXTERNAL REFERRALS

The application did not require any external referrals.

PLANNING ASSESSMENT

The subject site is zoned Rural Resource under the *Waratah-Wynyard Interim Planning Scheme 2013*. The proposal is categorised Residential, Service Industry and Recycling and waste disposal use. Residential use and Recycling and waste disposal use are both Discretionary Uses within the zone. Service Industry use is a Permitted within the zone, if not on prime agricultural land, for the service of for repair or maintenance of equipment, plant or vehicles associated with a primary industry use of a type conducted on land in the zone and provided the should the application meet all the relevant acceptable solutions of the planning scheme. There is no Discretionary Use pathway for Service Industry Use.

The proposal does not meet all relevant acceptable solutions of the planning scheme and is therefore submitted as a discretionary application under Section 57 of LUPAA and assessed under the *Waratah-Wynyard Interim Planning Scheme 2013* and relevant State Policies and Acts. Section 57(1) (b) of LUPAA allows Council to relax or waive the provisions of its Planning Scheme under a discretionary status.

An assessment of the proposal against the applicable clauses for the Rural Resource Zone and relevant Codes is provided below.

26.0 Rural Resource Zone

26.3.1 Requirement for discretionary non-residential use to locate on rural resource land

A1 There is no acceptable solution	P1 Other than for residential use, discretionary permit use must – (a) be consistent with the local area objectives; (b) be consistent with any applicable desired future character statement; (c) be required to locate on rural resource land for operational efficiency –
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	<ul style="list-style-type: none"> (i) to access a specific naturally occurring resource on the site or on adjacent land in the zone; (ii) to access infrastructure only available on the site or on adjacent land in the zone; (iii) to access a product of primary industry from a use on the site or on adjacent land in the zone; (iv) to service or support a primary industry or other permitted use on the site or on adjacent land in the zone; (v) if required – <ul style="list-style-type: none"> a. to acquire access to a mandatory site area not otherwise available in a zone intended for that purpose; b. for security; c. for public health or safety if all measures to minimise impact could create an unacceptable level of risk to human health, life or property if located on land in a zone intended for that purpose; (vi) to provide opportunity for diversification, innovation, and value adding to secure existing or potential primary industry use of the site or of adjacent land; (vii) to provide an essential utility or community service infrastructure for the municipal or regional community or that is of significance for Tasmania; or (viii) if a cost-benefit analysis in economic, environmental, and social terms indicates significant benefits to the region; and (d) minimise likelihood for – <ul style="list-style-type: none"> (i) permanent loss of land for existing and potential primary industry use; (ii) constraint or interference to existing and potential primary industry use on the site and on adjacent land; and (iii) loss of land within a proclaimed irrigation district under Part 9 <i>Water Management Act 1999</i> or land that may benefit from the application of broadscale irrigation development
<p>Planning Comments: Does not comply</p> <p>Council is in receipt of an application for a mechanical workshop, car recycling yard and manager's residence. The proposed car recycling yard is considered to fall within the <i>Recycling and waste disposal</i> use category under the Planning Scheme and is a discretionary use in the Rural Resource zone. The proposed car recycling yard requires assessment against Performance Criteria P1 for this Clause.</p>	

It is noted that a mechanical workshop is considered to be a *Service industry* use under the Planning Scheme and is Permitted in the Rural Resource zone provided it is not located on prime agricultural land and is for the repair or maintenance of equipment, plant or vehicles associated with a primary industry use of a type conducted on land in the zone. Servicing of private vehicles or other equipment not directly associated with mining, forestry and/or agricultural use is prohibited in the Rural Resource zone.

Performance Criteria P1(a) requires discretionary permit use to be consistent with the local area objectives.

The applicant states that the proposal is 'not inconsistent' with the local area objectives for the Rural Resource zone as the proposed vehicle recycling is intended to provide the proposed mechanical workshop with a source of parts. The applicant also states that the proposal is intended to support the local primary industry by repairing vehicles and machinery used by farming communities.

As outlined above, the relevant test for P1(a) requires demonstration that the proposed car recycling yard is 'consistent' with the local area objectives. When addressing this criterion the applicant refers to the proposal as being 'not inconsistent'. The use of 'not inconsistent' as opposed to 'consistent' is relevant as the test of 'consistency' has a much higher bar and requires a proposal to be in harmony with the local area objectives as opposed to merely not directly against or in contravention of those objectives. The phrase 'not inconsistent' suggests an element of neutrality towards the local area objectives and is not sufficient to demonstrate compliance for the purposes of P1(a).

However, it is noted that demonstration of 'consistency' does not go so far as to require strict compliance with every local area objective listed under Clause 26.1.2; it is only necessary for a proposal to be consistent with the local area objectives when considering those as a whole. In terms of the application before Council, local area objectives (f)-(h) are largely irrelevant as they relate to use of land for residential, tourism and recreation uses and economic, community, and utility activities. The remaining local area objectives, (a)-(e), are concerned with the protection of agricultural land.

Local area objectives (a), (b) and (c) in particular relate to the importance of preserving natural resources for primary industry use. Primary industry, although not defined in the planning scheme, is generally understood to mean:

Industry, such as agriculture, mining or forestry that is concerned with obtaining or providing natural raw materials for conversion into commodities and products for the consumer.

A Land Capability Assessment prepared by Mr Jason Lynch of Macquarie Franklin was submitted with the application. Following a site visit, it was determined that the subject site is comprised of Class 4 and Class 5 soils with the surrounding area comprised of Class 3 prime agricultural land. Although acknowledging the limitation placed on the site due to its previous use as a sawmill, Mr Lynch concludes that extensive rehabilitation of the subject site could render it suitable for restricted cropping, and a lesser level of rehabilitation would allow for grazing with minimal/moderate limitations.

Local area objectives (d) and (e) clearly acknowledge that all agricultural land is valuable and that primary industry use can take many different forms. Whilst it is noted that rehabilitating the site for cropping or grazing use is likely to be costly, the land capability assessment does not consider the potential for other forms of primary industry use such as broiler sheds, feedlots, controlled environment agriculture or more innovative uses such as aeroponics which does not require soil or an aggregate medium.

Although use of the subject site for a vehicle recycling yard may not be conflicting to the local area objectives, the proposal cannot be considered to be in harmony with them either. When considered as a whole, the local area objectives for the Rural Resource Zone are centred around the protection and prioritisation of agricultural land and natural resources for primary industry use, whichever form that use may take. It is not considered that the proposal is consistent with the local area objectives for the zone and therefore cannot satisfy P1(a).

Performance Criteria P1(b) requires discretionary permit use to be consistent with the desired future character statements for the zone. Whereas the local area objectives relate to the types of use occurring in the Rural Resource zone, the desired future character statements are primarily concerned with the physical appearance of development associated with those uses. According to LISTmap the subject site does not contain any threatened flora or fauna or any threatened native vegetation communities. The site is not subject to any identified landslip or flood risk, is relatively flat and is located at least 100m from the nearest dwelling in any direction. The development directly associated with the proposed car/vehicle parts recycling yard is comprised of outbuildings similar in size and scale to sheds found throughout the rural resource zone. It is considered that the proposed discretionary non-residential use is broadly consistent with the applicable desired future character statements and satisfies P1(b).

According to P1(c), discretionary non-residential use must be required to locate on rural resource land for operational efficiency due to one of eight reasons. No element of the proposed development, including the vehicle recycling yard, requires access to a naturally occurring resource or primary industry product and therefore neither P1(c)(i) or P1(c)(iii) are satisfied.

Although the applicant states that the proposed vehicles recycling does seek to utilise existing service and support infrastructure on the subject site, the test for P1(c)(ii) refers to a requirement to access infrastructure only available on the site or on adjacent land in the Rural Resource zone. The use of the term 'requirement' suggests a degree of necessity rather than mere convenience. The subject site currently contains disused buildings, a concrete slab and areas of scrub and gravel. It has not been adequately demonstrated by the applicant how this existing infrastructure forms a key part of the proposed vehicle recycling yard nor why such a use can only be located on a rural property such as the subject site.

The applicant also states that the proposed vehicle recycling is intended to provide the proposed mechanical workshop with a source of parts for servicing farm vehicles and the like. As outlined above, servicing of vehicles and other equipment not directly associated with primary industry use is prohibited in the Rural Resource zone. Consequently, any vehicle recycling yard seeking approval based on the need to service/support a rural mechanic would be expected to primarily deal with vehicles capable of providing parts for farm vehicles such as tractors, quad bikes, trucks etc and associated equipment. Provided any permit issued was conditioned to reflect this caveat, the proposed vehicle parts recycling yard could be considered to comply with P1(c)(iv).

The major population centres along the north-west coast, including Wynyard, Burnie, Ulverstone and Devonport, all contain vehicle recycling yards. These businesses are generally located in established industrial areas and/or on the outskirts of settlements. The proposed use is not one which is dependent upon a rural agricultural location for any of the reasons under P1(c)(v).

The properties adjoining the subject site are all used for primary industry purposes. The lots to the north, west, and south are used for cropping, the lot to the north-east across Mount Hicks Road is used for grazing purposes. It is not considered that the proposed discretionary use will have any substantial bearing on the current or future security of adjacent primary industry use, which is already well established. P1(c)(vi) is not met.

The proposed development cannot satisfy P1(c)(vii) or P1(c)(viii) as no cost-benefit analysis was submitted with the application and a vehicle parts recycling yard is not the type of use generally considered to be of significant benefit to the north-west region or provide an essential utility or community service infrastructure. Of the eight options listed under P1(c), the proposal has the potential to comply P1(c)(iv) only.

Satisfaction of P1(d) requires that a proposal minimise the likelihood for permanent loss of land for primary industry use as well as minimise constraint/interference to primary industry activities, both existing and potential. The use of the word "minimise" imposes a requirement to substantially reduce, rather than eliminate, any possible impact.

The proposal does not seek to minimise the loss of land. The applicant instead asserts that primary industry potential has already been removed from the subject site due its previous use as a sawmill. Much of this statement is based on the fact that rehabilitating the site for cropping or grazing use is likely to be costly. The planning scheme does not require consideration of whether primary industry use will be economically

viable on a site, however even considering limitations for uses such as broadscale irrigation development or agisting cattle, the land capability assessment submitted with the application acknowledges that the site currently has some potential for primary industry use, with greater potential possible following rehabilitation of the site.

As outlined under the discussion around consistency with local area objectives above, the subject site contains Class 4 and 5 land which, although primarily suited to grazing, does allow for other more innovative/intensive primary industry uses beyond just cropping or grazing. The construction of additional buildings and storage of vehicles may result in further degradation of the site and the proposal also requires the installation of two additional wastewater systems which will further take away from land that, as demonstrated above, has some potential to be used for primary industry use. It is considered that whilst the proposal satisfies P1(d)(iii), neither P1(d)(i) nor P1(d)(ii) are made out.

In order to satisfy the Performance Criteria for Clause 26.3.1, a proposal must meet the requirements for P1(a), P1(b), one of P1(c)(i)-(viii) and each of P1(d)(i)-(iii). The current application meets P1(b), can be conditioned to meet P1(c)(iv) but does not meet P1(a), P1(d)(i) or P1(d)(ii) and must therefore be refused.

26.3.2 Required residential use

<p>A1</p> <p>Residential use required as part of a use must –</p> <ul style="list-style-type: none"> (a) be an alteration or addition to an existing lawful and structurally sound residential building; (b) be an ancillary dwelling to an existing lawful and structurally sound single dwelling; (c) not intensify an existing lawful residential use; (d) replace a lawful existing residential use; (e) not create a new residential use through conversion of an existing building; or (f) be home based business in association with occupation of an existing lawful and structural sound residential building; and (g) there is no change in the title description of the site on which the residential use is located 	<p>P1</p> <p>Residential use required as part of a use must –</p> <ul style="list-style-type: none"> (a) be consistent with local area objectives; (b) be consistent with any applicable desired future character statement; (c) be required to locate on rural resource land if – <ul style="list-style-type: none"> (i) the type, scale, intensity, or operational characteristics of a permitted use make it necessary for a person to live on the site for the purpose of undertaking such use; (ii) residential use will be integral and subservient to the principal use; and (iii) there is no other available dwelling on the site; and (d) if the required residential use relies on land in two or more titles in different ownership, the written consent of the owner of each title to enter into a Part 5 agreement to be registered on the title for each of the lots and providing <ul style="list-style-type: none"> (i) the dwelling is required as part of a nominated permitted use; and (ii) the lots are not to be sold separately
<p>Planning Comments: Does not comply</p> <p>Council is in receipt of an application for a mechanical workshop, car recycling yard and manager's residence. There is no existing dwelling on the site and the proposed manager's residence is considered to be a new residential use. Assessment against Performance Criteria P1 for this Clause is therefore required.</p> <p>Performance Criteria P1(a) requires discretionary permit use to be consistent with the local area objectives. The applicant states that the proposed dwelling is 'not inconsistent' with the local area objectives for the Rural Resource zone as the proposed use on the subject site comprises a mechanical service and repair</p>	

workshop for farm vehicle repairs and a vehicle recycling yard intended to support the local primary industries through maintenances/repair of the vehicles/machinery used within the surrounding area.

As outlined above during the discussion of compliance with Clause 26.3.1, the relevant test for P1(a) requires demonstration that the proposed dwelling is 'consistent' with the local area objectives. The proposed manager's residence must be considered to be in harmony with the local area objectives as when considering those objectives as a whole. This is a higher bar than being 'not inconsistent', which merely requires that a proposal is not directly against or in contravention of the local area objectives.

In terms of the application before Council, local area objectives (f) & (g) are largely irrelevant as they relate to use of land for tourism and recreation uses or for economic, community, and utility activities. Local area objective (h) states that residential use and development on rural land is appropriate only if it is

- a. required by a primary industry or a resource based activity, or
- b. without permanent loss of land significant for primary industry use and without constraint or interference to existing and potential use of land for primary industry purposes.

Local area objectives, (a)-(e), are concerned with the protection of agricultural land, with (a), (b) and (c) in particular highlighting the importance of preserving natural resources for primary industry use. As defined previously, primary industry use can take many forms. The land capability assessment prepared by Mr Jason Lynch of Macquarie Franklin and submitted with the application identifies the subject site as being comprised of Class 4 and 5 agricultural land. The assessment acknowledges that this land has primary industry potential for grazing or cropping if rehabilitated, albeit somewhat restricted. However, the assessment does not consider the potential for the site to be used for intensive uses such as broiler sheds, feedlots, controlled environment agriculture and/or innovative uses such as aeroponics. Such uses are clearly envisioned for the Rural Resource zone, given the emphasis in local area objectives (d) and (e) that that primary industry use can take many different forms and that all agricultural land is valuable.

The establishment of an additional residential use may result in further degradation of the site and has the potential to negatively impact adjoining prime agricultural land, which is located only 10m from the proposed dwelling and is a well-established cropping operation. Spray drift, use of machinery including irrigation pumps as well as firearm-based methods of wildlife control are not compatible with residential use. Residential uses in close proximity to established primary industry operations and which have the potential to interfere with the carrying out of normal activities associated with such operations are not appropriate in the Rural Resource zone, unless required by another primary industry or a resource based activity. The proposed mechanics and vehicle recycling yard are considered to fall within the Service Industry and Recycling and waste disposal use categories, neither of which are a form of primary industry or a resource based activity. The proposal is not consistent with local area objective (h)(i) or h(ii) and it has not been demonstrated that it consistent with the local area objectives as whole.

It is not considered that the proposal is consistent with the local area objectives for the zone and therefore cannot satisfy P1(a).

Performance Criteria P1(b) states that required residential use must be consistent with applicable desired future character statements for the Rural Resource zone. According to LISTmap the subject site does not contain any threatened flora or fauna or any threatened native vegetation communities. The site is not subject to any identified landslip or flood risk and is relatively flat. Although the proposed dwelling is single storey and is consistent with the size of dwellings in the surrounding area, it's location on the subject site does nothing to further the aim of desired future character statement (d)(ii), which is to reduce loss and constraint on use of land important for sustainable commercial production based on naturally occurring resources. As outlined above, additional dwellings in agricultural areas increases the likelihood for land use conflict and interference from residential uses.

The applicant states that the proposed dwelling needs to be located on the subject site due to security reasons as well as for operational efficiency and concludes that the manager's residence is therefore integral

and subservient to the principle use of land. There is little detail submitted with the application to justify why a permanent on-site presence is required in order to carry out the proposed use beyond the above summarised statements.

The primary purposes for the Rural Resource zone are primary industry/resource development uses. As clearly outlined by local area objective (h), residential use is appropriate only in limited circumstances and a very high bar is set by the Planning Scheme in order to justify new dwellings. For dwellings seeking approval under Clause 26.3.2, it must be established that the residential use is required to locate on the site for the reasons contained in P1(c)(i), P1(c)(ii) and P1(c)(iii).

It has been clearly established by the Resource Management and Appeals Tribunal (RMPAT) that the relevant threshold for being 'required' to locate on a site is whether it is necessary, rather than merely convenient or desirable, for a person to live on site. That the majority of required residential uses are approved for dairies or breeding operations where animal welfare is a concern and irregular hours are the norm is testament to this.

The applicant has not demonstrated why methods employed by other workshops/vehicle repair and/or recycling operations such as fencing, cameras, shift security personnel etc. or a combination thereof could not be used to deal with security matters such as vandalism and theft on the subject site. It has been asserted that the rural location of the property site requires an on-site presence for security purposes but there is little evidence to support this. Generally speaking, mechanical workshops/vehicle repair operations do not include a residential component. Although it is true that the majority of these types of businesses are located in established industrial areas and/or on the outskirts of settlements, these areas are not normally inhabited at night either. In fact, Residential use is prohibited in the industrial zones for health, safety and amenity reasons

The Planning Scheme also requires that a manager's residence be integral and subservient to the principal use on the site. This test requires demonstration that the dwelling serves part of the use and is not merely subordinate or secondary to the main use on the site. It must form a necessary part of the workshop/vehicle repair and recycling operations. The proposal has not adequately demonstrated this and it considered that the proposed dwelling is more akin to a separate and distinct use located on the same property as the proposed Service industry and Recycling and waste disposal uses for convenience rather than as a matter of necessity. As there is no other dwelling on the site P1(c)(iii) is satisfied however neither P1(c)(i) nor P1(c)(ii) have been satisfied.

In order to satisfy the Performance Criteria for Clause 26.3.2, a proposal must meet the requirements for P1(a), P1(b), each of P1(c)(i) to (iii) and each of P1(d)(i) and (ii). It is acknowledged that P1(d) is not applicable to the proposed development in this case as the proposal does not involve land in two or more titles in different ownership. The current application meets P1(c)(iii) but does not meet P1(a), P1(b), P1(c)(i) or P1(c)(ii) and must therefore be refused.

26.4.3 Location of development for sensitive uses

A1	P1
<p>New development, except for extensions to existing sensitive use where the extension is no greater than 30% of the existing gross floor area of the sensitive use, must –</p> <p>(a) be located not less than –</p> <ul style="list-style-type: none"> (i) 200m from any agricultural land; (ii) 200m from aquaculture or controlled environment agriculture; (iii) 500m from the operational area boundary established by a mining lease issued in accordance with the <i>Mineral Resources</i> 	<p>New development, except for extensions to existing sensitive use where the extension is no greater than 30% of the existing gross floor area of the sensitive use, must minimise –</p> <ul style="list-style-type: none"> (a) permanent loss of land for existing and potential primary industry use; (b) likely constraint or interference to existing and potential primary industry use on the site and on adjacent land; (c) permanent loss of land within a proclaimed irrigation district under Part 9 <i>Water</i>

<p><i>Development Act 1995</i> if blasting does not occur; or</p> <p>(iv) 1000m from the operational area boundary established by a mining lease issued in accordance with the <i>Mineral Resources Development Act 1995</i> if blasting does occur; or</p> <p>(v) 500m from intensive animal husbandry;</p> <p>(vi) 100m from land under a reserve management plan;</p> <p>(vii) 100m from land designated for production forestry;</p> <p>(viii) 50m from a boundary of the land to a road identified in Clause 26.4.2 or to a railway line; and</p> <p>(ix) clear of any restriction imposed by a utility; and</p> <p>(b) not be on land within a proclaimed irrigation district under Part 9 <i>Water Management Act 1999</i> or land that may benefit from the application of broadscale irrigation development</p>	<p><i>Management Act 1999</i> or land that may benefit from the application of broadscale irrigation development; and</p> <p>(d) adverse effect on the operability and safety of a major road, a railway or a utility</p>
<p>Planning Comments: Does not comply</p> <p>The proposal includes a manager's residence which is considered to be a sensitive use. The dwelling is located within 200m of agricultural land and 100m of commercial forestry. Assessment against P1 for this clause is therefore required.</p> <p>Satisfaction of P1(a) and P1(b) requires that a proposal minimise the likelihood for permanent loss of land for primary industry use as well as minimise constraint/interference to primary industry activities, both existing and potential. The use of the word "minimise" imposes a requirement to substantially reduce, rather than eliminate, any possible impact. As outlined above under Clause 26.3.1 and reiterated below, the proposal does not seek to minimise the loss of land.</p> <p>A Land Capability Assessment prepared by Mr Jason Lynch of Macquarie Franklin was submitted with the application. Following a site visit, it was determined that the subject site is comprised of Class 4 and Class 5 soils with the surrounding area comprised of Class 3 prime agricultural land. Mr Lynch concludes that extensive rehabilitation of the subject site could render it suitable for restricted cropping, and a lesser level of rehabilitation would allow for grazing with minimal/moderate limitations. The applicant instead asserts that primary industry potential has already been removed from the subject site due its previous use as a sawmill. This statement is largely based on the fact that rehabilitating the site for cropping or grazing use is likely to be costly. The planning scheme does not require consideration of whether primary industry use will be economically viable on a site. However even considering limitations for uses such as broadscale irrigation development or agisting cattle, the land capability assessment submitted with the application acknowledges that the site currently has some potential for primary industry use, with greater potential possible following rehabilitation of the site.</p> <p>Additionally, although Class 4 and 5 land which, is primarily suited to grazing, other primary industry uses beyond just cropping or grazing could be located on the site. In particular the land capability assessment did not consider the potential for other more intensive forms of primary industry use such as broiler sheds, feedlots, controlled environment agriculture or more innovative uses such as aeroponics which does not require soil or an aggregate medium.</p>	

The applicant also states that the location of the dwelling otherwise minimises as far as practicable its impact on adjacent land. As outlined under Clause 26.3.2, additional dwellings in agricultural areas increases the likelihood for land use conflict and interference from sensitive uses. The proposed manager's residence is located only 10m from adjoining prime agricultural land. This land contains a well-established cropping operation. Spray drift, use of machinery including irrigation pumps as well as firearm-based methods of pest control are not compatible with residential use. Residential uses in close proximity to established primary industry operations and which have the potential to interfere with the carrying out of normal activities associated with such operations are not appropriate in the Rural Resource zone.

The cropping activities in closest proximity to the proposed dwelling, immediately to the west and south of the subject site, are currently separated from residential uses on adjoining lots by a minimum distance of 210m. Residential uses on lots to the east and south across Mount Hicks Road are setback anywhere from 200m to 40m however where dwellings are less than 200m from cropping activities a combination of non-habitable outbuildings and roads provide additional buffers/separation. The only buffer between the proposed manager's residence and cropping activities undertaken on adjoining land to the south and west is comprised of sparse vegetation and a nominal setback of 10m. The proposed dwelling on the subject site is in very close proximity to existing primary industry use on adjacent land.

The subject site is not located within a proclaimed irrigation district and there are no a major roads, railways or utilities in the vicinity. The proposal satisfies with P1(c) and P1(d), however the proposal does not comply with P1(a) and P1(b) and must therefore be refused.

Part E Codes

Signs Code

E7.6 Development Standards

<p>A1</p> <p>Signs must –</p> <ul style="list-style-type: none"> (a) identify an activity, product, or service provided on the site; (b) if on a site in a General Residential, Low Density Residential, Rural Living; or Environmental Living zone, must – <ul style="list-style-type: none"> (i) comprise not more than 2 display panels; (ii) be fixed flat to the surface of a building below the eave line; and (iii) have a total combined area of not more than 5.0m²; (c) if on a site in any other zone, must – <ul style="list-style-type: none"> (i) comprise not more than 5 display panels; (ii) have a total combined area of not more than 50.0m²; (iii) be separated from any other freestanding or projecting sign by not less than 10.0m (iv) be fully contained within the applicable building envelope and – <ul style="list-style-type: none"> a. not extend above the parapet or the ridge of a roof; or 	<p>P1</p> <p>A sign must be reasonable taking into account –</p> <ul style="list-style-type: none"> (a) whether the sign relates to an activity, product or service provided on the site; (b) nature of development on the site; (c) purpose, location, number, size, style, and configuration of any existing and approved sign on the site and on adjacent land; (d) whether likely to be visually dominant or intrude on the appearance of the site or the streetscape; (e) whether likely to obscure the visibility of other signs in the locality; (f) whether visible beyond the immediate locality; (g) whether likely to impact on operational efficiency and safety of a railway, road, navigable water, or controlled air space in accordance with the advice and any requirement of the relevant regulatory entity; (h) whether likely to impact on the amenity of a habitable room or private open space in a residential development; and
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<ul style="list-style-type: none"> b. if a freestanding sign, have a height above natural ground level of not more than 5.0m; (v) not involve a corporate livery, colour scheme, insignia or logo applied to more than 25% of the external wall surface of each elevation of a building; (vi) not be located in an access strip, loading area, or car park; (vii) not be animated, scrolling or otherwise continuously or intermittently changing, flashing or rotating as a part of the operation of the sign unless providing advisory or safety information; (viii) not resemble any air or marine navigation device, or a railway or road traffic control or directional device or sign; (ix) not visually obscure any sign or device required for the convenience and safety of air or marine navigation or for use of a railway or a road; and (x) not cause illumination that overspills the boundaries of the site; and (d) not be on land for which a Local Heritage Code forming part of this planning scheme applies 	<ul style="list-style-type: none"> (i) the necessity for the sign to be located on the site having regard for: <ul style="list-style-type: none"> (i) proximity of the service or business being promoted to the sign location; (ii) proximity of other signage for the same business or service; (iii) ability to identify the business or service through other means; and (iv) flow of traffic past the sign and its likely destination
<p>Planning Comments: Complies</p> <p>The proposal includes two signs consisting of a single 5m by 1.5m panel between the main doors of the proposed shed's eastern elevation and a double sided sign midway along the frontage with a height of 3m and a width of 2m. Proposed signage is not completely contained within the applicable building envelope and assessment against P1 for this Clause is therefore required.</p> <p>The proposed signs are intended to identify the proposed mechanical workshop and vehicle parts recycling yard on the site. There is no existing signage either on the subject site or adjoining properties to allow passing motorists to distinguish adjacent sites from each other. The roadside freestanding sign is required in order to allow visitors to the site to properly identify the business. Rural properties are not sequentially addressed and it is often difficult to find rural business premises without appropriate signage.</p> <p>The sign proposed for the shed will not be immediately visible from the road and the freestanding sign is to be located within the boundaries of the subject site, next to the existing crossover. It is unlikely to be visible beyond the immediate streetscape and visual impact on the property immediately the east across Mount Hicks Road is minimised by the established belt of vegetation, which has a height in excess of 8m.</p> <p>Neither sign includes lighting or animated elements and they are unlikely to be confused for road signage. Due to the location of the subject site, impact on residential amenity or on the operational efficiency and safety of railways, navigable water or controlled air space are not relevant concerns.</p> <p>The proposal satisfies P1 for this Standard.</p>	

Traffic Generating Use and Parking Code

E9.5.1 Provision for parking

<p>A1</p> <p>Provision for parking must be –</p> <ul style="list-style-type: none"> (a) the minimum number of onsite vehicle parking spaces must be in accordance with the 	<p>P1</p> <ul style="list-style-type: none"> (a) It must be unnecessary or unreasonable to require arrangements for the provision of vehicle parking; or
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applicable standard for the use class as shown in the Table to this Code;	<p>(b) Adequate and appropriate provision must be made for vehicle parking to meet</p> <p>(i) anticipated requirement for the type, scale, and intensity of the use;</p> <p>(ii) likely needs and requirements of site users; and</p> <p>(iii) likely type, number, frequency, and duration of vehicle parking demand</p>
<p>Planning Comments: Can be conditioned to comply</p> <p>The proposal is considered to fall within the Residential, Service Industry and Recycling and waste disposal use classes. According to Table E9.1, minimum car parking requirements for Service Industry and Recycling and waste disposal use are based on floor area rather than site area. These requirements are as follows:</p> <p>Service Industry - 6 x spaces per workshop bay for vehicle repair or service and 1 x space per 75m² gross floor area for workshops; and</p> <p>Recycling and waste disposal - 1 x space per 300m² gross floor area and 1 x space per 40m² gross floor area office area</p> <p>The combined floor area of existing and proposed buildings on the subject site (excluding the proposed dwelling) is 973m². Assuming an even split between floor area used for the proposed mechanical workshop and car/vehicle parts recycling yard and considering the number of bay doors in the proposed shed, the proposal is likely to require a minimum of 28 car parking spaces for the proposed Service Industry and Recycling and waste disposal uses. An additional two parking spaces are required for the proposed Residential use for a total of 30 car parking spaces.</p> <p>No details regarding car parking arrangements were submitted with the application however the subject site has an area of 2.106ha which should be sufficient to allow for the minimum permitted number of parking spaces to be located on site.</p> <p>It is recommended that any permit issued include the following condition to ensure compliance with the Acceptable Solution for this Clause:</p> <ul style="list-style-type: none"> A parking layout site plan that demonstrates vehicle parking, circulation and manoeuvring is in accordance with the applicable AS/NZS standards is to be supplied to Council's Engineering Department prior to the application for a Certificate of Likely Compliance (Building) being lodged with Council. This plan is to include any loading/unloading areas and is to be approved by the Director of Infrastructure & Development Services and is to become part of the endorsed plans. <p>It is noted that failure to meet minimum parking requirements would trigger reliance on Performance Criteria P1 for this Clause and would therefore require a new discretionary planning application to be submitted to Council.</p> <p>In this manner, the proposal can be conditioned to comply with A1 for this Standard.</p>	

E9.5.2 Provision for loading and unloading of vehicles

<p>A1</p> <p>There must be provision within a site for</p> <p>(a) onsite loading area in accordance with the requirement in the Table to this Code; and</p> <p>(b) passenger vehicle pickup and set down facilities for business, commercial, educational and retail use at the rate of 1 space for every 50 parking spaces</p>	<p>P1</p> <p>(a) It must be unnecessary or unreasonable to require arrangements for loading and unloading of vehicles; or</p> <p>(b) Adequate and appropriate provision must be made for the loading and unloading of vehicles to meet–</p> <p>(i) likely volume, type and frequency of vehicles associated with the delivery and collection of goods and passengers; and</p>
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	(ii) likely frequency and duration of requirements for delivery and collection of goods or people
<p>Planning Comments: Can be conditioned to comply</p> <p>The proposal is considered to fall within the Residential, Service Industry and Recycling and waste disposal use classes. According to Table E9.1, minimum loading and unloading requirements for Service Industry and Recycling and waste disposal use are based on floor area rather than site area. These requirements are as follows:</p> <p>Service Industry - 1 x articulated truck space / 1500m² gross floor area</p> <p>Recycling and waste disposal - 1 x large rigid truck space / 800m² gross floor area</p> <p>The combined floor area of existing and proposed buildings on the subject site (excluding the proposed dwelling) is 973m². Assuming an even split between floor area used for the proposed mechanical workshop and car/vehicle parts recycling yard the proposal is likely to require a minimum of 1 articulated truck space and 1 large rigid truck space for the proposed Service Industry and Recycling and waste disposal uses. There is no loading and unloading requirement for Residential use.</p> <p>No details regarding loading/unloading arrangements were submitted with the application, however the subject site has an area of 2.106ha which should be sufficient to allow for the required truck spaces to be located on site.</p> <p>It is recommended that any permit issued include the following condition to ensure compliance with the Acceptable Solution for this Clause:</p> <ul style="list-style-type: none"> • A parking layout site plan that demonstrates vehicle parking, circulation and manoeuvring is in accordance with the applicable AS/NZS standards is to be supplied to Council's Engineering Department prior to the application for a Certificate of Likely Compliance (Building) being lodged with Council. This plan is to include any loading/unloading areas and is to be approved by the Director of Infrastructure & Development Services and is to become part of the endorsed plans. <p>It is noted that failure to meet minimum parking requirements would trigger reliance on Performance Criteria P1 for this Clause and would therefore require a new discretionary planning application to be submitted to Council.</p> <p>In this manner, the proposal can be conditioned to comply with A1 for this Standard.</p>	

E9.6.1 Design of vehicle parking and loading areas

<p>A1.1</p> <p>All development must provide for the collection, drainage and disposal of stormwater; and</p> <p>A1.2</p> <p>Other than for development for a single dwelling in the General Residential, Low Density Residential, Urban Mixed Use and Village zones, the layout of vehicle parking area, loading area, circulation aisle and manoeuvring area must –</p> <p>(a) Be in accordance with AS/NZS 2890.1 (2004) – Parking Facilities Off Street Car Parking;</p> <p>(b) Be in accordance with AS/NZS2890.2 (2002) Parking Facilities Off Street Commercial Vehicles;</p> <p>(c) Be in accordance with AS/NZS 2890.3 1993) Parking Facilities – Bicycle Parking Facilities;</p>	<p>P1</p> <p>The layout and construction of a vehicle parking area, loading area, circulation aisle, and manoeuvring area must be adequate and appropriate for –</p> <p>(a) the nature and intensity of the use;</p> <p>(b) effect of size, slope and other physical characteristics and conditions of the site;</p> <p>(c) likely volume, type, and frequency of vehicles accessing the site;</p> <p>(d) likely demand and turnover for parking;</p> <p>(e) delivery and collection vehicles;</p> <p>(f) familiarity of users with the vehicle loading and vehicle parking area;</p> <p>(g) convenience and safety of access to the site from a road;</p>
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<p>(d) Be in accordance with AS/NZS 2890.6 Parking Facilities Off Street Parking for People with Disabilities;</p> <p>(e) Each parking space must be separately accessed from the internal circulation aisle within the site;</p> <p>(f) Provide for the forward movement and passing of all vehicles within the site other than if entering or leaving a loading or parking space; and</p> <p>(g) Be formed and constructed with compacted subbase and an all-weather surface.</p>	<p>(h) safety and convenience of internal vehicle and pedestrian movement;</p> <p>(i) safety and security of site users; and</p> <p>(j) the collection, drainage, and disposal of stormwater</p>
<p>Planning Comments: Can be conditioned to comply</p> <p>The subject site comprises 2.106ha and is of sufficient size to dispose of stormwater clear of any areas required for buildings, access or on-site wastewater management. Council's Engineering Department requires the following condition to be included on any permit issued.</p> <ul style="list-style-type: none"> Stormwater from the proposed dwelling, mechanical workshop and car recycling yard is to be fully contained within the boundaries of the property. <p>In this manner, the proposal can be conditioned to comply with A1.1 for this Standard.</p> <p>Clause A1.2 for this Standard is not applicable within the Rural Resource Zone.</p>	
<p>A2</p> <p>Design and construction of an access strip and vehicle circulation, movement and standing areas for use or development on land within the Rural Living, Environmental Living, Open Space, Rural Resource, or Environmental Management zones must be in accordance with the principles and requirements for in the current edition of Unsealed Roads Manual – Guideline for Good Practice ARRB</p>	<p>P2</p> <p>Design of internal access roads and vehicle circulation, movement and standing areas for permitted use on land within the Rural Living, Environmental Living, Open Space, Rural Resource, or Environmental Management zones must be adequate and appropriate for the likely type, volume, and frequency of traffic</p>
<p>Planning Comments: Can be conditioned to comply</p> <p>It is recommended that any permit issued include the following condition to ensure compliance with the Acceptable Solution for this Clause:</p> <ul style="list-style-type: none"> The access strip and vehicle circulation, movement and standing areas for the subject site must be in accordance with the principles and requirements for in the current edition of Unsealed Roads Manual – Guideline for Good Practice ARRB. <p>In this manner, the proposal can be conditioned to comply with A1 for this Standard.</p>	

STATUTORY IMPLICATIONS

Land Use Planning and Approvals Act 1993

The Council is established as a Planning Authority by definition under section 3(1) of LUPAA and must enforce the Planning Scheme under section 48 of LUPAA.

In accordance with section 57 of this Act and Council's Planning Scheme, this proposal is an application for a discretionary permit. Council may approve or refuse discretionary permit applications after considering both Council's Planning Scheme and the public representations received. It is noted that no representations were received during the exhibition period.

STRATEGIC IMPLICATIONS

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

POLICY IMPLICATIONS

There are no policy implications as a result of this report

FINANCIAL IMPLICATIONS

There are no financial implications for Council other than those ordinarily associated with administering the Planning Scheme.

RISK IMPLICATIONS

There is limited risk for the Council acting as Planning Authority, provided that decisions made are in accordance with the Planning Scheme.

Should the Planning Authority wish to make a decision against the professional advice provided, the reasons will need to be detailed.

LUPAA provides for penalties against a Planning Authority that fails to enforce its planning scheme (ss. 63a and 64). Going against advice provided in the planning report, without seeking alternate qualified advice, may create unnecessary risk for the Council in exercising its statutory functions as a Planning Authority.

Should a decision by the Planning Authority be contrary to professional advice provided and the matter is taken to the appeal tribunal, Council would need to obtain separate professional advice to represent Council through the appeal process.

COMMENT

This report is presented for Council's consideration, together with the recommendations contained at the beginning of this report.

It is considered the proposal does not comply with the following clauses; 26.3.1 (Requirement for discretionary non-residential use to locate on rural resource land), 26.3.3 (Required residential use) and 26.4.3 (Location of development for sensitive uses).

The proposal is not consistent with the local area objectives for the zone and is likely to negatively impact agricultural activities on adjacent land. The subject site has potential to be used for more compatible primary industry use in line with the purpose of the zone. Furthermore, the proposed dwelling is not integral and subservient to the other uses proposed for the site and does not need to locate on Rural Resource land. It will unreasonably fetter adjoining agricultural use and contribute to the unnecessary conversion of primary industry land.

The application does not comply with the Rural Resource Zone provisions of the Waratah-Wynyard Interim Planning Scheme 2013. It is therefore recommended that Council refuse a planning permit for the proposed development.

MOVED BY	CR DUNIAM
SECONDED BY	CR HOUSE

That Council, in accordance with Section 51 and Section 57 of the *Land Use Planning and Approvals Act 1993* and the *Waratah-Wynyard Interim Planning Scheme 2013*, refuse an application for a dwelling, mechanical workshop and car recycling yard at 1510 Mount Hicks Road, Yolla (Lot 1 on SP 30108) on the following grounds

1. The application does not demonstrate compliance with Clause 26.3.1 P1(a), P1(d)(i) or P1(d)(ii) of the *Waratah-Wynyard Interim Planning Scheme 2013*. The proposed vehicle parts recycling yard is not consistent with the local area objectives for the Rural Resource zone. It could easily be accommodated in an industrial or business area as there is no direct link between the proposed recycling yard and primary industry use. The subject site has potential to be used for more compatible primary industry use in line with the purpose of the zone.
2. The application does not demonstrate compliance with Clause 26.3.2 P1(a), P1(b), P1(c)(i) or P1(c)(ii) of the *Waratah-Wynyard Interim Planning Scheme 2013*. The proposed dwelling is not consistent with the local area objectives for the Rural Resource zone as well as those desired future character statements which aim to reduce loss and constraint on primary industry use of land. The proposed dwelling is located on the same site as the proposed service industry and recycling and waste disposal for matters of convenience rather than necessity. The location of the dwelling will unreasonably fetter adjoining agricultural use and contribute to the unnecessary conversion of primary industry land.
3. The application does not demonstrate compliance with Clause 26.4.3 P1(a) or P1(b) of the *Waratah-Wynyard Interim Planning Scheme 2013*. The location of the dwelling does not minimise as far as practicable impact adjacent land. It is located only 10m from prime agricultural land and will unreasonably fetter adjoining cropping activities.

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM		CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

AGAINST

		CR FAIRBROTHER	

PLANNING AUTHORITY CLOSED AT 7.21PM

The Manager Development & Regulatory Services and the Graduate Town Planner left the meeting at 7.21pm

7.0 MATTERS RAISED BY COUNCILLORS

7.1 RESPONSE(S) TO COUNCILLOR QUESTIONS TAKEN ON NOTICE FROM PREVIOUS MEETING

7.1.1 CR A HOUSE - SPORTS GRANT PROGRAM

QUESTION

Cr Allie House asked if Council had applied/received any grants through the sports grant funding currently being scrutinised by the Federal Government. She noted her understanding the Council and the Wynyard Basketball Club had applied for funding.

The General Manager advised that council did apply for grant for the Wynyard Basketball Club and advised he would provide details to Councillors as to which grant round and program was included.

OFFICERS RESPONSE

Council applied to Community Sport Infrastructure Grant Program 2018 for funds to upgrade changerooms and associated amenities at the Wynyard Sports Centre. The requested grant was \$390,000. The application was made on 14 September 2018 and Council were notified on 21 December 2018 that the application was unsuccessful.

7.1.2 CR DUNIAM - SUSTAINABLE MURCHISON COMMUNITY PLAN

QUESTION

Cr Mary Duniam noted the report on the Sustainable Murchison Community Plan (SMCP) and the synergies highlighted within with the Cradle Coast Authority Futures Plan (CCAFP). She asked if there is a guarantee that the SMCP will not lose its significance for the five-member Councils – Waratah-Wynyard, Circular Head, West Coast, King Island and Burnie City. For example, she noted the UTAS Northern Transformation Project which by its name does not consider the North West or Cradle Coast, how can councils ensure that the SMCP remains significant.

The question was taken on notice

OFFICERS RESPONSE

This matter will be listed for discussion at the next meeting of the Sustainable Murchison working group and an appropriate reply provided after that discussion. Despite the Cradle Coast Authority Futures Plan, there remains many projects that remain best competed by the member Councils of the SMCP and the working group are currently exploring and working through those opportunities. A united, sub-regional focus is important to securing of funding and project progression.

7.1.3 CR DUNIAM - SUSTAINABLE MURCHISON COMMUNITY PLAN

QUESTION

Cr Mary Duniam noted that Burnie City Council and Waratah-Wynyard Council have entered into a further two year agreement for Economic Development Services and asked what role will Councillors of the five Councils of Murchison region play in the further development and implementation of the Sustainable Murchison Community Plan actions.

The question was taken on notice.

OFFICERS RESPONSE

Currently, a working group of officers are progressing the actions of the Sustainable Murchison Plan and providing regular update to elected members. The matter of further Councillor involvement will be listed for discussion at the next meeting of the working group to determine a direction.

7.1.4 CR FAIRBROTHER - DOCTORS ROCKS CONSERVATION AREA MANAGEMENT PLAN

QUESTION

Cr Darren Fairbrother asked what the impact was of a lack of a management plan for the Drs Rocks Area Conservation Area.

OFFICERS RESPONSE

Following this question, Parks and Wildlife Services personnel have clarified that the lack of a formally adopted management plan has no significant consequence. It is intended to develop a masterplan for the area however given that the Doctors Rocks Conservation Area is small in nature, there are other competing locations that have taken higher priority to date.

7.1.5 CR FAIRBROTHER - DPIPWE AUTOPSY REPORT

QUESTION

Cr Darren Fairbrother asked if staff could investigate obtaining details/release of the autopsy report conducted by DPIPWE on the penguins that died at Doctors Rocks as residents believe the findings are inconclusive and have suggested penguins may have died from wave damage in rough seas and not dog attack

OFFICERS RESPONSE

Parks and Wildlife Services (PWS) personnel convened a meeting with interested community members in relation to dog management in the Doctors Rocks area on 26 February, where the autopsy report was discussed and a copy made available to attendees. Commitment was made by PWS to make this report publicly available with DNA based evidence linking the deaths to dog attack. Council is yet to receive a copy of the report.

7.1.6 CR M DUNIAM - NATURAL BURIALS

QUESTION

Cr Mary Duniam noted that the question of natural burials had been raised at the Waratah Community Board Meeting. She asked that information be provided to Councillors and a decision be made on this matter for the entire municipal area

OFFICERS RESPONSE

The development of a Cemeteries Strategy is a proposed Annual Plan action item for 2020/21 and this will address the question of Natural Burials and allow Council to make a determination whether it supports this concept, and if so, in which locations.

7.2 COUNCILLOR QUESTIONS RECEIVED IN WRITING

Nil received.

7.3 COUNCILLOR QUESTIONS WITHOUT NOTICE

7.3.1 CR FAIRBROTHER - FREEDOM CAMPING AT SISTERS BEACH

Cr Darren Fairbrother asked when the discussion paper on Freedom Camping at Sisters Beach would be presented to the community.

The General Manager took the question on notice, but he indicated he understood that the paper would be circulated in March.

7.3.2 CR HOUSE - ACTIONS FROM COMMUNITY SURVEY

Cr Allie House asked if officers could provide a report detailing action on top five matters raised in the last Community Survey.

The General Manager agreed to provide a report and took the matter on notice.

8.0 NOTICE OF MOTION

Nil received.

9.0 REPORTS OF OFFICERS AND COMMITTEES

9.1 COMMUNITY HEALTH AND WELLBEING PLAN, AGE FRIENDLY COMMUNITIES PLAN AND YOUTH PLAN (YPLAN) 2019 -2024

To:	Council
Reporting Officer:	Director Community and Engagement
Responsible Manager:	General Manager
Report Date:	2 March 2020
File Reference:	01
Enclosures:	<ol style="list-style-type: none">1. Community Plans 2020 Progress Report- Under Separate Cover2. Community Health & Well Being Plan - Year 1 Implementation Plan3. Age Friendly Communities Plan - Year 1 Implementation Plan4. Youth Plan - Year 1 Implementation Plan

PURPOSE

To provide Council with an update on progress of the Community Health and Well-Being Plan, Age Friendly Communities Plan and Youth Plan (YPLAN) 2019-2024.

BACKGROUND

The Community Health and Wellbeing Plan 2019-2024, Age Friendly Communities Plan 2019-2024 and Youth Plan 2019-2024 (YPLAN) ('the Plans') were a major planning initiative of both the Waratah-Wynyard and Circular Head Councils to provide an evidence-based long-term direction for the planning and implementation of health and wellbeing, age friendly and youth specific projects and activities to improve outcomes for the whole community in both the Waratah-Wynyard and Circular Head Municipal Areas over five year period from 2019 to 2024.

DETAILS

The Age Friendly Communities Plan and Youth Plan were adopted by Council in March 2019. The Health and Wellbeing Plan was adopted by Council in April 2019. Once adopted a five-year implementation plan was developed for each of the three plans to ensure actions occurred in a sequence that led to the best outcomes and to spread the workload across the life of the plans.

A more detailed implementation plan was developed for the year one actions with recording of the business as usual activities which support the objectives of each action.

Additionally, the actions have been allocated across the combined Community Activation teams, Waratah-Wynyard and Circular Head. This reduces duplication of effort as actions are rolled out in each community.

There has been a focus in the first year on attracting grant funding for activities.

A successful grant application was made to the Healthy Tasmania Fund for the

Breathe, Eat, Move & Relax for a Healthy Lifestyle project. The project purpose is to implement strategies identified through the Health and Wellbeing Plan for Waratah-Wynyard and Circular Head, and to enhance outcomes for residents in healthy lifestyle choices with respect to diet, exercise and smoking:

The grant of \$180,00 over two years will provide a range of deliverables including:

- Accessible programs which promote increasing individual activity levels for people of all ages in Circular Head and Waratah Wynyard. e.g. gardening, swimming, walking, cycling, kayaking and mindful exercise classes.
- Training place-based activity instructors in Tai Chi, Yoga, Qigong, cycling and walking to create sustainable activity programs for the future.
- Providing Social Prescribing pathways for General Practitioners and Allied Health Workers.
- A smoking cessation incentivization program in Circular Head and support for pharmacists to promote non-smoking in both CH and WW
- Healthy eating workshops and the construction of three demonstration productive home gardens.
- Promotional campaign to encourage engagement with the project.

This funding will enable actions from the first two years of the Health and Wellbeing Plan to be implemented. There are synergies between the actions in each plan and it is anticipated that these funded activities will also address objectives from the youth and Age Friendly Communities plan.

There has also been progress against the year one actions as outlined in the attached Community Plans 2020 Progress Report.

STATUTORY REQUIREMENTS

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

STRATEGIC IMPLICATIONS

Strategic Plan Reference

GOAL 3: Connected Communities
Desired Outcomes
Our community values, encourages and supports physical, social and cultural activities.
Our Priorities
3.6 Facilitate activities and events that promote inclusion, health, safety and a sense of place.

Sustainable Murchison Community Plan 2040

Community Future Direction Theme	Key Challenges & Opportunities:
Strong communities and social capital	Enduring community capital – Growing, proud, self-reliant communities that are inclusive and engaged with volunteers and shared facilities.
Access and infrastructure	Local, regional and global transport and infrastructure access – Safe and efficient access alternatives, growing freight capacity, renewable energy, water management and contemporary communications. Community infrastructure that supports economic development.
Health and Wellbeing	Maintaining good health and wellbeing – Healthy communities, people taking responsibility for their wellness, convenient access to medical services and facilities.
Education	Lifelong learning and education – Education and lifelong learning is valued and there is access to vocational training and tertiary education. Education retention rates have increased.
Place making and liveability	Liveable places for all ages – Liveable attractive townships, relaxed lifestyles and community pride attract people to Murchison. Communities have history and character that drive their place-making strategies. Sport and recreation is widely supported especially by young people. Multi-purpose recreational and cultural facilities are well utilised.

POLICY IMPLICATIONS

There are no policy implications 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.

CONSULTATION PROCESS

There are no consultation requirements as a result of this report.

CONCLUSION

The Community Health and Wellbeing Plan 2019-2024, Age Friendly Communities Plan 2019-2024 and Youth Plan 2019-2024 (YPLAN) ('the Plans') are a major planning initiative of both the Waratah-Wynyard and Circular Head Council. The progress of the Plans has been steady since adoption in 2019. The grant funding of \$180,000 received will provide further resources to deliver the actions over the next two years.

MOVED BY	CR DUNIAM
SECONDED BY	CR HOUSE

That Council note the Annual Status Update for the Community Health and Well-Being Plan, Age Friendly Communities Plan and Youth Plan (YPLAN) 2019-2024.

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

9.2 URBAN STORMWATER ASSET MANAGEMENT PLAN & SERVICE LEVEL DOCUMENT

To:	Council
Reporting Officer:	Director Infrastructure and Development Services
Responsible Manager:	Director Infrastructure and Development Services
Report Date:	4 March 2020
File Reference:	Stormwater
Enclosures:	<ol style="list-style-type: none">1. Urban Stormwater Infrastructure Asset Management Plan 2020- Under Separate Cover2. Urban Stormwater Service Level Document 2020

PURPOSE

To seek Council adoption of the Urban Stormwater Infrastructure Asset Management Plan 2020 and Urban Stormwater Infrastructure Service Level Document 2020.

BACKGROUND

Waratah-Wynyard Council is committed to sustainable and affordable service delivery into the future.

A strategic and coordinated, organisation-wide approach to asset management and service delivery is critical. This is achieved through the development of an asset management framework where the organisation's Long-Term Financial Plan (LTFP) is meaningfully integrated with its Strategic Asset Management Plan (SAMP) to inform Council's ongoing resourcing decisions via the Strategic planning and annual budget process.

In this way Council can provide a transparent, accountable and evidence-based approach to the provision of value-for-money services. This approach will allow Council to communicate the service level and risk consequences of various funding scenarios as it engages with the community to identify agreed levels of service.

DETAILS

Waratah Wynyard Council is responsible for the acquisition, operation, maintenance, renewal and disposal of an urban stormwater drainage network of almost 100kms with a replacement value in excess of \$34,400,000.

The assets covered by the 2020 Urban Stormwater Asset Management Plan provide services essential to our community's quality of life. The service aim of our urban stormwater assets is to minimise the risk of flood damage to people and property in urban areas.

In addition to the Urban Stormwater Infrastructure Asset Management Plan, the service level document is the instrument by which Council delivers this service in a transparent and accountable way to the community. There are known gaps of service provision and also future maintenance and renewal requirements as assets are consumed and they reach the point of no longer being able to provide the intended service.

It should be noted that the Urban Stormwater Infrastructure Asset Management Plan and Service Levels only relates to the urban stormwater drainage network. Other drainage infrastructure (such as on rural roads) are not covered by this asset management plan.

This Asset Management Plan supersedes the previous (2010) plan. The status of improvement plan items identified in the previous plan are shown in the table below:

Task No	Task	Timeline
1	Review and adopt Council's Asset Management Policy	Complete (now due for review again)
2	Develop and adopt Levels of Service for stormwater infrastructure	Complete
3	Estimate new assets from growth factor	Not Started
4	Audit stormwater network and review asset attribute data and valuations	Substantially complete
5	Conduct system capacity analysis	Substantially complete
6	Develop asset condition inspection procedures	Commenced
7	Develop Infrastructure Risk Management Plan	Commenced
8	Formalise maintenance intervention levels for stormwater infrastructure	Complete
9	Develop weighted capital works priority ranking criteria	Complete

STATUTORY IMPLICATIONS

Statutory Requirements

The *Local Government Act 1993 Section 70B* states that Council is to prepare a long-term strategic asset management plan for the municipal area.

The *Urban Drainage Act 2013* provides for the management of urban drainage and stormwater systems and infrastructure for the purpose of effectively draining the urban area of the council's municipal area.

STRATEGIC IMPLICATIONS

Strategic Plan Reference

GOAL 1: Leadership and Governance
Desired Outcomes
We maintain and manage our assets sustainably.
Our Priorities
1.5 Build our knowledge base to apply in decision-making processes.
1.6 Maintain accountability by ensuring council decisions are evidence based and meet all legislative obligations.
1.8 Review and adjust service levels to provide value for money.

Sustainable Murchison Community Plan 2040

Community Future Direction Theme	Key Challenges & Opportunities:
Access and infrastructure	Local, regional and global transport and infrastructure access – Safe and efficient access alternatives, growing freight capacity, renewable energy, water management and contemporary communications. Community infrastructure that supports economic development.

POLICY IMPLICATIONS

Council's Asset Management Policy is integral in this instance.

FINANCIAL IMPLICATIONS

The projected operating outlays necessary to provide urban stormwater drainage services covered by this Asset Management Plan includes operations, maintenance and renewal of existing assets and planned new/upgrade assets over the 10 year planning period is \$597,000 on average per year.

The projected expenditure requires an additional \$19,000 on average per year to provide services in the AM Plan. This is due to increased operational expenditure arising from planned flood mitigation works. Ways in which this can be managed are to review revenue and/or service levels.

As indicated in the asset management plan the confidence level associated with these projections has been assessed as *(C) Uncertain*. The confidence level will improve with each annual iteration and update of the both the Long term Financial plan & the Strategic Asset Management Plan.

RISK IMPLICATIONS

The decisions made in adopting this AM Plan are based on the objective to achieve the optimum benefits from the available resources.

An assessment of risks associated with service delivery from stormwater infrastructure assets has identified critical risks that will result in loss or reduction in service from infrastructure assets or a 'financial shock'. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur,

develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks. Key identified critical risks and their treatment plans are shown in the following table:

Service or Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan	Residual Risk *	Treatment Costs
Big Creek / Stanwyn Court	Flooding of dwellings	H	Consider options of: <ul style="list-style-type: none"> • Levee wall 375m x 2m • Detention basin upstream (dam) 	L	\$850,000
Cotton Street	Flooding of dwellings	M	Consider options of: <ul style="list-style-type: none"> • Detention basin upstream (dam) • Automated sluice gate & utilise natural detention pond • Install correct stormwater network 	L	\$265,000
Port Creek	Flooding of dwellings	H	Consider options of: <ul style="list-style-type: none"> • Widening of creek and levee construction • Increase requirements on developers • Investigate flow restrictors upstream 	L	\$1,285,000

No operations and maintenance activities and capital projects that are unable to be undertaken within the next 10 years have been identified at this stage however further work is required to identify under-capacity parts of the network.

CONSULTATION PROCESS

Key staff across the organisation, Councillors and industry experts have all been consulted in the process of reviewing and developing these documents. The results from Council's 2014, 2016 and 2019 Community Satisfaction surveys were also included.

Future versions and updates will incorporate more input and consultation from the community as the Council undertakes rolling services reviews. These rolling service reviews will be based upon the three guiding principles of good governance: *transparency*, *accountability* and *evidence-based decision-making* with the aim of providing sustainable, value-for-money services.

CONCLUSION

It is recommended that Council adopt the Urban Stormwater Infrastructure Asset Management Plan 2020 and adopt the Urban Stormwater Infrastructure Service Level Document 2020. This will provide direction and input for future actions to ensure Council's legislative obligation of minimising risk to life and property damage in urban areas is achieved.

MOVED BY	CR BRAMICH
SECONDED BY	CR HYLAND

That Council:

1. **Adopt the Urban Stormwater Infrastructure Asset Management Plan**
2. **Adopt the Urban Stormwater Infrastructure Service Level Document**

Councillor Fairbrother moved a PROCEDURAL MOTION

MOVED BY	CR FAIRBROTHER
SECONDED BY	CR DUNIAM

That Item 9.2 and 9.3 on the Agenda lay on the table until the next Council Meeting.

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

9.3 TRANSPORT ASSET MANAGEMENT PLAN AND SERVICE LEVEL DOCUMENT

To:	Council
Reporting Officer:	Director Infrastructure and Development Services
Responsible Manager:	Director Infrastructure and Development Services
Report Date:	4 March 2020
File Reference:	Roads and Bridges
Enclosures:	1. Transport Asset Management Plan 2020- Under Separate Cover 2. Transport Service Level Document 2020

PURPOSE

To seek Council adoption of the Transport Infrastructure Asset Management Plan 2020 and Transport Infrastructure Service Level Document 2020.

BACKGROUND

Waratah-Wynyard Council is committed to sustainable and affordable service delivery into the future.

A strategic and coordinated, organisation-wide approach to asset management and service delivery is critical. This is achieved through the development of an asset management framework where the organisation's Long-Term Financial Plan (LTFP) is meaningfully integrated with its Strategic Asset Management Plan (SAMP) to inform Council's ongoing resourcing decisions via the Strategic planning and annual budget process.

In this way Council can provide a transparent, accountable and evidence-based approach to the provision of value-for-money services. This approach will allow Council to communicate the service level and risk consequences of various funding scenarios as it engages with the community to identify agreed levels of service.

DETAILS

Waratah Wynyard Council is responsible for the acquisition, operation, maintenance, renewal and disposal of a transport network comprising 539kms of roads and 120 bridges and major culverts with a replacement value in excess of \$175,300,000.

The assets covered by the 2020 Transport Asset Management Plan provide services essential to our community's quality of life. The service aim of our transport assets is to provide a safe, affordable and efficient network for the movement of goods and people.

In addition to the Transport Infrastructure Asset Management Plan, the service level document is the instrument by which Council delivers this service in a transparent and accountable way to the community. There are known gaps of service provision and also future maintenance and renewal requirements as assets are consumed and they reach the point of no longer being able to provide the intended service.

It should be noted that the Transport Infrastructure Asset Management Plan and Service Levels does not include urban footpaths. Urban footpath infrastructure is covered by its own asset management plan and service level.

This Asset Management Plan supersedes the previous (2012) plan. The status of improvement plan items identified in the previous plan are shown in the table below:

Task No	Task	Status
1.	Review and adopt Council's Asset Management Policy	Complete (now due for review again)
2.	Develop and adopt Levels of Service related to road hierarchy	Complete
3.	Estimate new assets from growth factor	Not Started
4.	Develop asset condition inspection program related to road hierarchy	Complete
5.	Develop Infrastructure Risk Management Plan	Commenced
6.	Formalise maintenance intervention levels related to road hierarchy	Complete
7.	Develop weighted capital works priority ranking criteria	Complete
8.	Investigate remaining fully depreciated assets still in service and reassess remaining lives	Substantially Complete
9.	Maintain existing "advance watch" inspections program and expand to include other major asset sub-categories	Complete

STATUTORY IMPLICATIONS

Statutory Requirements

The *Local Government Act 1993 Section 70B* states that Council is to prepare a long-term strategic asset management plan for the municipal area.

The 2020 Transport Asset Management Plan and Service Level Documents are inputs to the Strategic Asset Management Plan.

STRATEGIC IMPLICATIONS

Strategic Plan Reference

GOAL 1: Leadership and Governance
Desired Outcomes
We maintain and manage our assets sustainably.
Our Priorities
1.5 Build our knowledge base to apply in decision-making processes.
1.6 Maintain accountability by ensuring council decisions are evidence based and meet all legislative obligations.
1.8 Review and adjust service levels to provide value for money.

GOAL 6: Transport and Access
Desired Outcomes
Our transport and access network is sustainable, affordable and fit for purpose.
Our Priorities
6.1 Plan for a priority access network for freight.
6.2 Plan for all movements and modes of transport with a fit-for-purpose network.
6.3 Develop service levels to inform the delivery of a transport network that affordably meets demand and transparently communicates accepted risk.
6.4 Prioritise and address service gaps with a road hierarchy.

Sustainable Murchison Community Plan 2040

Community Future Direction Theme	Key Challenges & Opportunities:
Access and infrastructure	Local, regional and global transport and infrastructure access – Safe and efficient access alternatives, growing freight capacity, renewable energy, water management and contemporary communications. Community infrastructure that supports economic development.

POLICY IMPLICATIONS

Council's Asset Management Policy is integral in this instance.

FINANCIAL IMPLICATIONS

The projected operating outlays necessary to provide transport services covered by this Asset Management Plan includes operations, maintenance and renewal of existing assets and planned new/upgrade assets over the 10 year planning period is \$4,921,000 on average per year.

The projected expenditure requires an additional \$48,000 on average per year to provide services in the AM Plan. This is due to increased operational expenditure arising from planned new and upgrade works from Masterplans. Ways in which this can be managed are to review revenue and/or service levels.

As indicated in the asset management plan the confidence level associated with these projections has been assessed as *(C) Uncertain*. The confidence level will improve with each

annual iteration and update of the both the Long term Financial plan & the Strategic Asset Management Plan.

RISK IMPLICATIONS

The decisions made in adopting this AM Plan are based on the objective to achieve the optimum benefits from the available resources.

An assessment of risks associated with service delivery from transport infrastructure assets has identified critical risks that will result in loss or reduction in service from infrastructure assets or a 'financial shock'. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks. Key identified critical risks and their treatment plans are shown in the following table:

Service or Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan	Residual Risk *	Treatment Costs
Port Road, Boat Harbour	Landslip	H	Fund recommended work from Geotech reporting to monitor deep ground movement and ground water.	M	\$120,000
Sisters Beach Road	Tree Fall	H	Measure movement Watch and monitor	M	Existing operational budget
South Elliott Road	Landslip	H	Watch and monitor	M	Existing operational budget
Deaytons Lane	Landslip	H	Watch and monitor	M	Existing operational budget
Reservoir Drive	Landslip	H	Watch and monitor	M	Existing operational budget
Lowries Road	Landslip	H	Watch and monitor	M	Existing operational budget
Old Bass Highway	Coastal erosion	H	Watch and monitor	M	Existing operational budget

There are some operations and maintenance activities and capital projects that are unable to be undertaken within the next 10 years. These include:

- Unable to convert all unsealed roads to sealed roadway

-
- Maintain service standards in circumstances such as unforeseen extraordinary heavy vehicle road usage or during extreme weather events.

Operations and maintenance activities and capital projects that cannot be undertaken will maintain or create service consequences for users, namely lower standard of service during unforeseen extraordinary heavy vehicle road usage or during extreme weather events.

The operations and maintenance activities and capital projects that cannot be undertaken may maintain or create risk consequences, namely potentially dissatisfied ratepayers and/or periodic increased maintenance requirements on affected roads.

CONSULTATION PROCESS

Key staff across the organisation, Councillors and industry experts have all been consulted in the process of reviewing and developing these documents. The results from Council's 2014, 2016 and 2019 Community Satisfaction surveys were also included.

Future versions and updates will incorporate more input and consultation from the community as the Council undertakes rolling services reviews. These rolling service reviews will be based upon the three guiding principles of good governance: *transparency*, *accountability* and *evidence-based decision-making* with the aim of providing sustainable, value-for-money services.

CONCLUSION

It is recommended that the Council adopt the Transport Infrastructure Asset Management Plan 2020 and adopt the updated Transport Infrastructure Service Level Document 2020. This will provide forward direction and certainty for the provision of Transport services.

RECOMMENDATION

That Council:

- 1. Adopt the Transport Infrastructure Asset Management Plan**
- 2. Adopt the Transport Infrastructure Service Level Document**

PROCEDURAL MOTION carried to lay the matter on the table - refer Item 9.2.

9.4 AUSTRALIAN CITIZENSHIP CEREMONIES

To:	Council
Reporting Officer:	Executive Officer
Responsible Manager:	General Manager
Report Date:	4 March 2020
File Reference:	0304
Enclosures:	1. AUSTRALIAN CITIZENSHIP CEREMONIES POLICY- Under Separate Cover

PURPOSE

With the implementation of the new Australian Citizenship Code (2019) (the Code) Council is required to implement a new Policy regarding Australia Citizenship Ceremonies, in particular the implementation of a Dress Code.

This policy addresses the requirements set out in the Australian Citizenship Code (2019).

BACKGROUND

As part of the review of the Code last year it was determined that Council's should have a dress code policy which reflects the significance of the occasion when becoming an Australian Citizen. Specifically, the Code states:

The attire of attendees at Citizenship Ceremonies should reflect the significance of the occasion.

A Dress Code is to be set by individual councils.

Councils must provide a current copy of their Dress Code to the Department of Home Affairs.

DETAILS

It is acknowledged that becoming an Australian Citizen is a significant event and ceremonies are conducted with this in mind.

A policy has been developed for consideration which acknowledges the intent, and addresses the requirements of, the Code while also reflecting that a key part of the Australian Culture is that people are accepted on who they are and their actions not on the clothes they wear.

STATUTORY IMPLICATIONS

Statutory Requirements

Council is required to meet the statutory requirements of the following:

1. Australian Citizenship Ceremonies Code (2019)
2. Australian Citizenships Act 2007

STRATEGIC IMPLICATIONS

Strategic Plan Reference

GOAL 1: Leadership and Governance
Desired Outcomes
We are a knowledgeable organisation—we demonstrate best practices in our business processes.

Sustainable Murchison Community Plan 2040

Community Future Direction Theme	Key Challenges & Opportunities:
Strong communities and social capital	Enduring community capital – Growing, proud, self-reliant communities that are inclusive and engaged with volunteers and shared facilities.
Place making and liveability	Liveable places for all ages – Liveable attractive townships, relaxed lifestyles and community pride attract people to Murchison. Communities have history and character that drive their place-making strategies. Sport and recreation is widely supported especially by young people. Multi-purpose recreational and cultural facilities are well utilised.

POLICY IMPLICATIONS

The new policy meets Council's legislative obligations.

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.

CONSULTATION PROCESS

There are no consultation requirements as a result of this report.

CONCLUSION

It is recommended that council adopt the new Australian Citizenship Ceremonies Policy.

MOVED BY	CR DUNIAM
SECONDED BY	CR HOUSE

That Council adopt the Australian Citizenship Ceremonies Policy effective immediately.

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE		CR HYLAND	

AGAINST

	CR BRAMICH		

9.5 FINANCIAL REPORT FOR THE PERIOD ENDED 29 FEBRUARY 2020

To:	Council
Reporting Officer:	Accountant
Responsible Manager:	Director Organisational Performance
Report Date:	4 March 2020
File Reference:	1
Enclosures:	Nil

PURPOSE

To provide an overview, summarising the financial position of the organisation on a monthly basis.

BACKGROUND

The financial reports presented incorporate:

- Underlying Position
- Statement of Cashflows
- Cash Position
- Rate Summary
- Capital Works Summary

STATUTORY IMPLICATIONS

This special purpose financial report is prepared under *Australian Accounting Standards* and the *Local Government Act 1993*.

STRATEGIC IMPLICATIONS

Strategic Plan Reference

GOAL
Desired Outcomes
We make publicly transparent decisions on spending and future directions while encouraging community feedback.
Our Priorities
1.8 Review and adjust service levels to provide value for money.
2.2 Facilitate effective knowledge management practices.

POLICY IMPLICATIONS

There are no policy implications 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.

CONSULTATION PROCESS

There are no consultation requirements as a result of this report.

COMMENT

The Financial Report has been prepared up until 29 February 2020. Tenders have been received for the Multi Use Facility and are currently under review.

MOVED BY	CR DUNIAM
SECONDED BY	CR HOUSE

That the Council notes Financial Reports for the period ended 29 February 2020.

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

Underlying Position

The Underlying Position Statement shows the performance of Council's day to day operations.



UNDERLYING POSITION STATEMENT As at 29 February 2020		Note	YTD ACTUAL	YTD BUDGET	% VARIANCE	YTD VARIANCE	ANNUAL BUDGET
RECURRENT INCOME							
Rate Revenue	1	11,385,594	11,326,504	-1%	(59,090)	✓	11,331,753
User Charges	2	1,608,598	1,773,099	9%	164,501	✗	2,612,127
Reimbursements/Contributions	3	561,914	404,600	-39%	(157,314)	✓	709,309
Grants and Subsidies		1,414,161	1,703,211	17%	289,050	✗	3,935,369
Interest		180,299	149,936	-20%	(30,363)	✓	225,000
Distributions from Water Corporation		281,000	252,900	-11%	(28,100)	✓	562,000
		15,431,566	15,610,250	1%	178,684	⚠	19,375,558
RECURRENT EXPENDITURE							
Employee Costs	4	4,461,021	4,840,529	-8%	(379,508)	✓	6,997,884
State Levies		276,384	275,152	0%	1,232	⚠	530,608
Remissions & Discounts		395,785	399,715	-1%	(3,930)	✓	401,695
Materials & Contracts		4,751,132	4,753,437	0%	(2,305)	✓	6,715,265
Depreciation		2,874,968	2,846,912	1%	28,056	⚠	4,272,038
Gain/(Loss) on Disposal		2,882	50,296	-94%	(47,414)	✓	75,480
Borrowing Costs		16,357	21,520	-24%	(5,163)	✓	32,293
Other Expenses		145,128	151,608	-4%	(6,480)	✓	264,422
		12,923,656	13,339,169	-3%	(415,513)	✓	19,289,685
SURPLUS/(DEFICIT)		2,507,910	2,271,081	-10%	(236,829)	✓	85,873
CAPITAL ITEMS							
Capital Grants/Contributions	5	1,231,284	99,646	-1136%	(1,131,638)	✓	2,966,131
Derecognition of Assets		-	-				
Asset Recognition		-	-				
COMPREHENSIVE SURPLUS/(DEFICIT)		3,739,194	2,370,727	-1146%	1,368,467		3,052,004

Actual v Budget YTD Variance Legend

Income	Expenditure		
> 0%	< 0%	✓	Favourable
=< 0%	=> 0%	⚠	Insignificant
< -2%	< -2%	✗	Unfavourable

As at 29 February 2020 the YTD surplus is \$3,739,194. The budget estimates overall are tracking favourably to the YTD budget.

Explanations are provided for YTD variances of \$50,000 or more (favourable or unfavourable).

As expected seasonal changes has allowed for increased outdoor maintenance and work during the last month bringing Materials & Contracts YTD expenditure in line with YTD budget estimates. Management will continue to monitor and manage the budget and report as necessary.

Note	Commentary
1	Rates levied are consistent with the annual budget estimates. Supplementary rates are not allowed for in the budget estimates. As a result, a favourable variance to budget is anticipated for the year.
2	User Charges are below budget and are expected to be unfavourable to budget for the year due to an anomaly detected in the budget calculation for utilisation for child care. Utilisation for the

WarWyn Early Learning Centre has also been lower than anticipated. Whilst this will have an unfavourable budget impact, overall child care operations continue to be sustainable and profitable.

- 3 Reimbursements are favourable to budget due to a refund of our Workers Compensation premiums based on our Claims Experience. This is expected to result in a favourable variance to budget at year end.
- 4 Wages are tracking favourably to budget predominantly due to vacancy savings. Expenditure will increase over the remainder of the year as vacancies are filled. Overall employment costs will be favourable to budget for the year.
- 5 Capital Grant ytd favourable variance to budget relates to timing. The Building Better Regions grant payment was received earlier than allowed for in the budget estimates.

Statement of Cashflows

This report provides details of cash movements and balances for the current financial year to 29 February 2020. Total cash and investments as at 29 February was \$14,097,340.



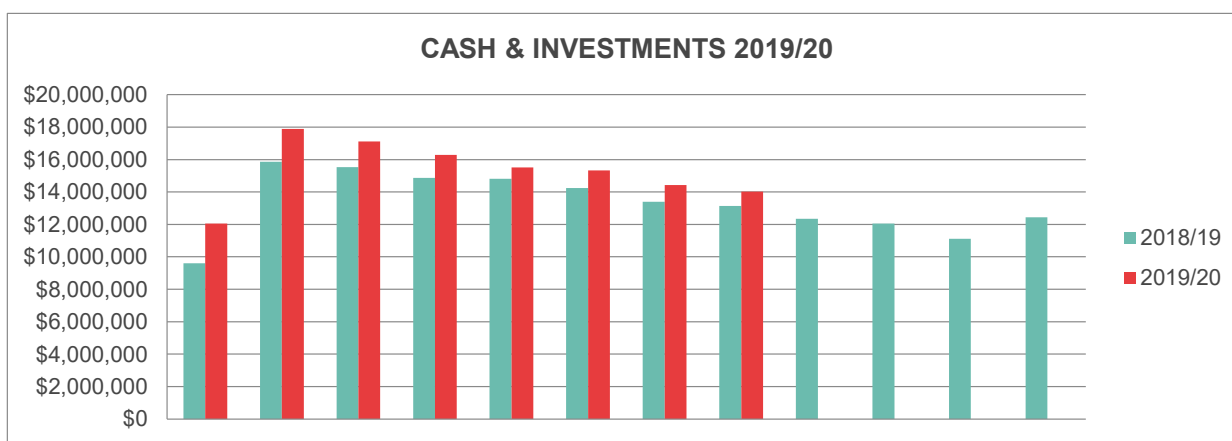
STATEMENT OF CASHFLOWS	YTD Actual
As at 29 February 2020	\$
Cash flows from operating activities	
Employee Costs	(4,461,021)
Materials and Contracts	(5,237,141)
State Levies	(276,384)
Other Expenses	(540,913)
Rates and Charges	11,004,738
User charges	1,791,145
Interest	180,299
Reimbursement of Expenses	561,914
Government Grants	1,414,161
Net Cash provided by (used in) operating activities	4,436,798
Cash flows from investing activities	
Payments for Property, Plant and Equipment	(4,274,623)
Investment revenue from Water Corporation	281,000
Proceeds from Sale of Property, Plant and Equipment	55,800
Capital grants	1,231,284
Net cash provided by (used in) investing activities	-2,706,539
Cash flows from financing activities	
Borrowing Costs	(16,357)
Loan Drawdowns (Repayments)	-
Loan Repayments	(57,486)
Net cash provided by financing activities	-73,843
Net (Decrease) in Cash Held	1,656,416
Cash at beginning of year	12,440,924
Cash at end of period	14,097,340

Cash Position

The following table provides an outline of Council's cash and investment portfolio as at 29 February 2020. As investments mature, Council's investment portfolio will be diversified in line with the requirements of the newly adopted Investment Policy.



CASH POSITION As at 29 February 2020		\$	INVESTMENTS	\$	Weighted Average Return
Deposits	11,600,000		Commonwealth Bank Investments	2,495,740 11,600,000	1.00% 1.42%
Petty Cash and Till Floats	1,600		Petty Cash and Till Floats	1,600	
Trading Account	2,495,740				
BALANCE (ALL ACCOUNTS)	14,097,340			14,097,340	1.39%



RBA Cash Rate* 0.750
90 Day BBSWs Rate** 0.810

*source: www.rba.gov.au as at 2 March 2020

**source: <https://www.asx.com.au/data/benchmarks/bbsw-10-day-rolling-history.pdf> as at 2 March 2020

All cash investments are in compliance with Council's Investment Policy (FIN.004).

Rates Summary

The following table provides the detail of Council's Rates and Charges levied compared with the same time last year.

Rates and Charges collected as at 29 February are behind that collected as at the same time last year. This is due to rates notices being issued at a later date compared with last year (due to a software upgrade). Collections will be accelerated over the coming weeks to reduce the amount outstanding and now classed as overdue.



RATE SUMMARY		2019/20		2018/19	
For the period 1 July 2019 to 29 February 2020		%	\$	%	\$
<i>Notice Issue Date - 2 August 2019</i>					
OUTSTANDING RATE DEBTORS (As at 1 July 2019)	4.27	507,597	3.90	452,217	
ADD CURRENT RATES AND CHARGES LEVIED (including penalties)	95.73	11,385,629	96.10	11,156,410	
GROSS RATES AND CHARGES DEMANDED	100.00	11,893,226	100.00	11,608,627	
LESS RATES AND CHARGES COLLECTED	87.44	10,398,917	88.07	10,223,217	
REMISSIONS AND DISCOUNTS**	8.26	982,813	8.33	967,154	
	95.70	11,381,730	96.40	11,190,371	
ADD PROPERTIES IN CREDIT	(3.30)	392,036	(3.02)	351,007	
UNPAID RATES AND CHARGES (includes Deferred Rates)	7.60	903,532	6.63	769,263	
**REMISSIONS AND DISCOUNTS		2019/20		2018/19	
Discount		388,328		388,758	
Pensioner Rebates		587,028		572,196	
Council Remissions and Abandonments		7,457		6,200	
		<u>982,813</u>		<u>967,154</u>	
Number of Assessments	794				

Capital Works Summary

The Capital Works Summary provides a snapshot of the percentage of expenditure against the 2019/2020 Capital Works program. Timing of expenditure is based on the works plan and actual spend, and not reflective of the actual progress of the Capital Work, which is detailed under Capital Program Monthly Progress.



CAPITAL WORKS SUMMARY		Actual	Budget	% Spend of Budget	Forecast	Forecast	Projected
As at 29 February 2020	Note	\$	\$		\$	Variance	C/Forward
Governance							
Multi Use Community Facility		172,516	3,813,698	4.52%	813,698	-	3,000,000
New Board Walk and Seawall Renewal	1	1,002,409	495,077	202.48%	1,002,409	507,332	-
Other		183,722	381,974	48.10%	356,159	4,185	30,000
		1,358,646	4,690,749	28.96%	2,172,266	511,517	3,030,000
Strategic & Financial Services							
		139,194	320,000	43.50%	320,000	-	-
Organisational Performance							
		51,660	99,131	52.11%	99,131	-	-
Community Services							
Children Services		3,397	69,868	4.86%	9,868	-	60,000
Tourism		2,984	4,500	66.31%	4,500	-	-
General		24,120	62,174	38.79%	62,174	-	-
		30,501.01	136,542	22.34%	76,542	-	60,000
Engineering Services							
Depot		30,376	98,255	30.92%	98,255	-	-
Plant	2	661,397	791,777	83.53%	830,937	39,160	-
		691,773	890,032	77.72%	929,192	39,160	-
Waste Management							
		34343.83	25,000	137.38%	34,344	9,344	-
Public Conveniences							
		41881.39	115,658	36.21%	115,720	62	-
Transport							
Re-Sheeting	3	329,359	721,288	45.66%	732,703	11,415	-
Reseals - Rural		29,123	234,207	12.43%	234,207	-	-
Reseals - Urban		18,395	158,660	11.59%	158,660	-	-
Footpaths		66,902	192,605	34.74%	192,605	-	-
Bridges		9,976	10,000	99.76%	10,000	-	-
Somerset CBD		244,090	261,332	93.40%	261,332	-	-
Wynyard CBD		39,434	500,000	7.89%	500,000	-	-
General	3	272,427	538,227	50.62%	557,465	19,238	-
		1,009,704	2,616,319	38.59%	2,646,972	30,653	-
Sporting Facilities							
Wynyard		363,022	1,022,927	35.49%	1,023,201	274	-
Somerset		158,026	199,970	79.02%	200,705	735	-
		521,047	1,222,897	42.61%	1,223,906	1,009	-
Parks & Gardens							
Wynyard	4	508,469	1,297,467	39.19%	1,314,426	16,959	-
Somerset		14,024	150,000	9.35%	50,000	-	100,000
General		110,951	178,708	62.09%	123,514	727	55,921
		633,444	1,626,175	38.95%	1,487,940	17,686	155,921
Stormwater Drainage							
Stormwater Pipe Replacement/Upgrades	5	29,406	74,564	39.44%	199,564	125,000	-
General		15,028	46,000	32.67%	46,000	-	-
		44,434	120,564	36.86%	245,564	125,000	-
Total Capital Works Program 2019/20	6/7	4,556,629	11,863,067	38.41%	9,351,576	734,430	3,245,921

Notes 1 Project over budget due the site conditions and additional foundation works required on the Sea Wall for the Boardwalk

2 Forecast updated to include additional capital expenditure associated with the new street sweeper as reported to Council on 21/10/2019

3 Works over budget due to additional works performed at time of work. Expecting some transport capital works to come in under budget with year end overall anticipated to be consistent with budget

4 Zig Zag track over budget due to variation of additional drainage works required during construction

5 Forecast Capital Works Program updated to include Port Road Boat Harbour drainage amendment approved by Council on 21/10/19

6 Budget Capital Works Program updated to include revised capital expenditure estimates approved by Council on 16/09/19

7 Forecast updated to reflect actual expected spend by 30 June 2020, with added Projected Carried Forward spend to 2021

2019/20 Capital Program Monthly Progress Report

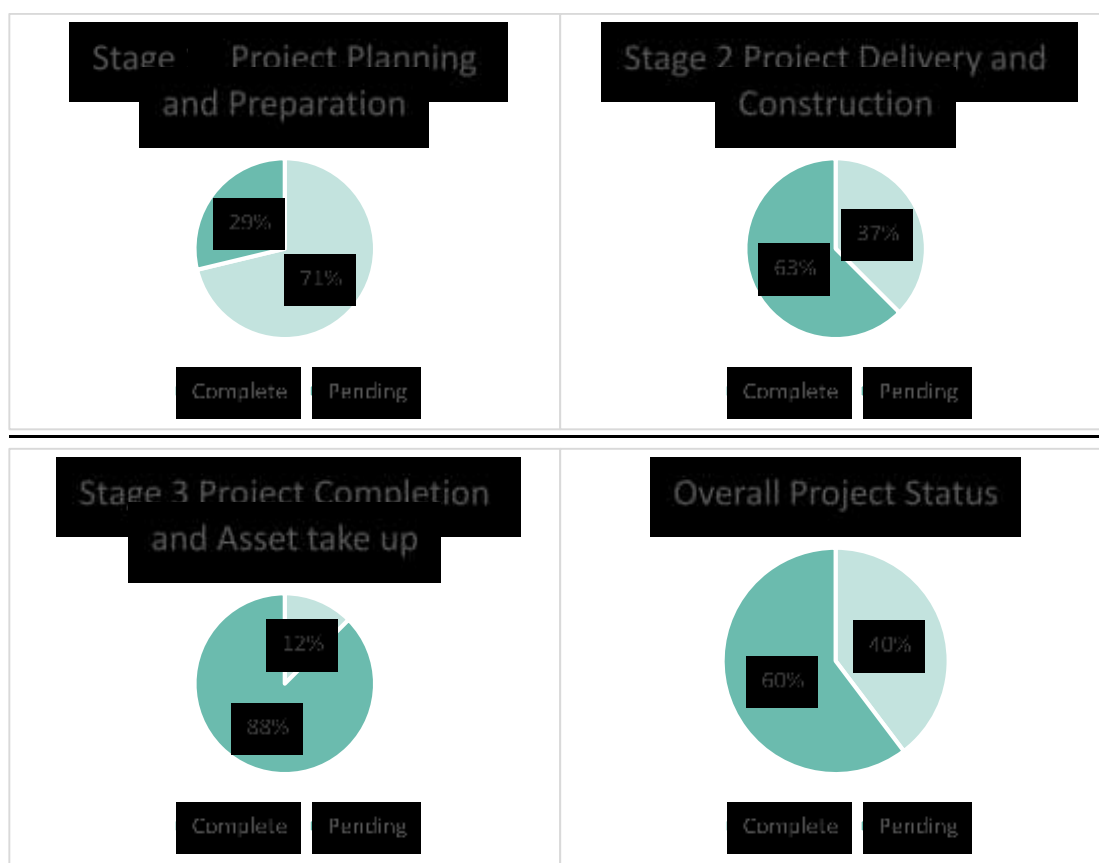
Overall the capital works program is on target for full completion with no foreseeable delays.

The overall project status completion is provided for each category of the program in the table below.

Section	Total Project Completion (%)
Governance	39.69
Strategic & Financial Services	42.75
Community Services	53.33
Engineering Services	31.36
Waste Management	75.00
Public Convenience	67.50
Transport	41.48
Sporting Facilities	52.29
Parks and Gardens	54.23
Stormwater Drainage	36.25
Special Projects	46.94

Status %	Stage
Between 0% and 25%	Stage 1 - Project Preparation including, design, permits, tender and consultation
Between 25% and 75%	Stage 2 - Project construction and delivery
Between 75% and 100%	Stage 3 - Project Completion including asset take up, defects liability period, construction approval, as constructed drawings

GOVERNANCE

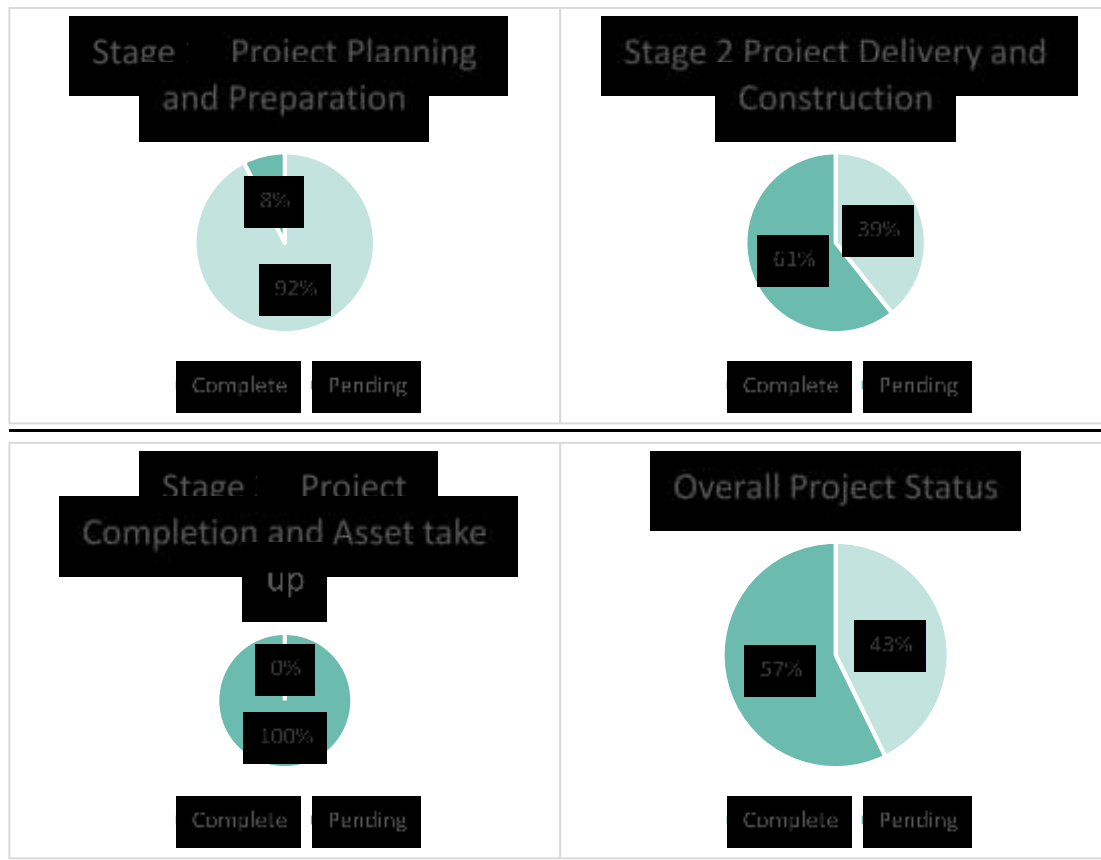


Projects	Status (%)
Renew Chambers Facia & Eaves	3.75
Replace Chambers Atrium Roof	100.00
Council Chambers Security Improvements	23.75
RSL Honour Board	22.50
Multi Use Community Facility	17.50
Wynyard Wharf Entrance Augmentation	75.00
New Boardwalk and Seawall Renewal	75.00
HR Management System	0.00

Key project milestones/updates:

- Tender submissions for Multi Use Community Facility being reviewed.
- Chambers Atrium Roof complete.

STRATEGIC AND FINANCIAL SERVICES



Projects	Status (%)
Finance/Assets Software	40.00
CCTV Cameras	36.00
IT Replacement	70.00
Aerial Imagery Upgrade	25.00

Key project milestones/updates:

- IT replacement progressing forward.
- CCTV Cameras currently being rolled out and on track for completion prior to year-end.
- Aerial imagery expected to be undertaken over the coming weeks.

COMMUNITY SERVICES

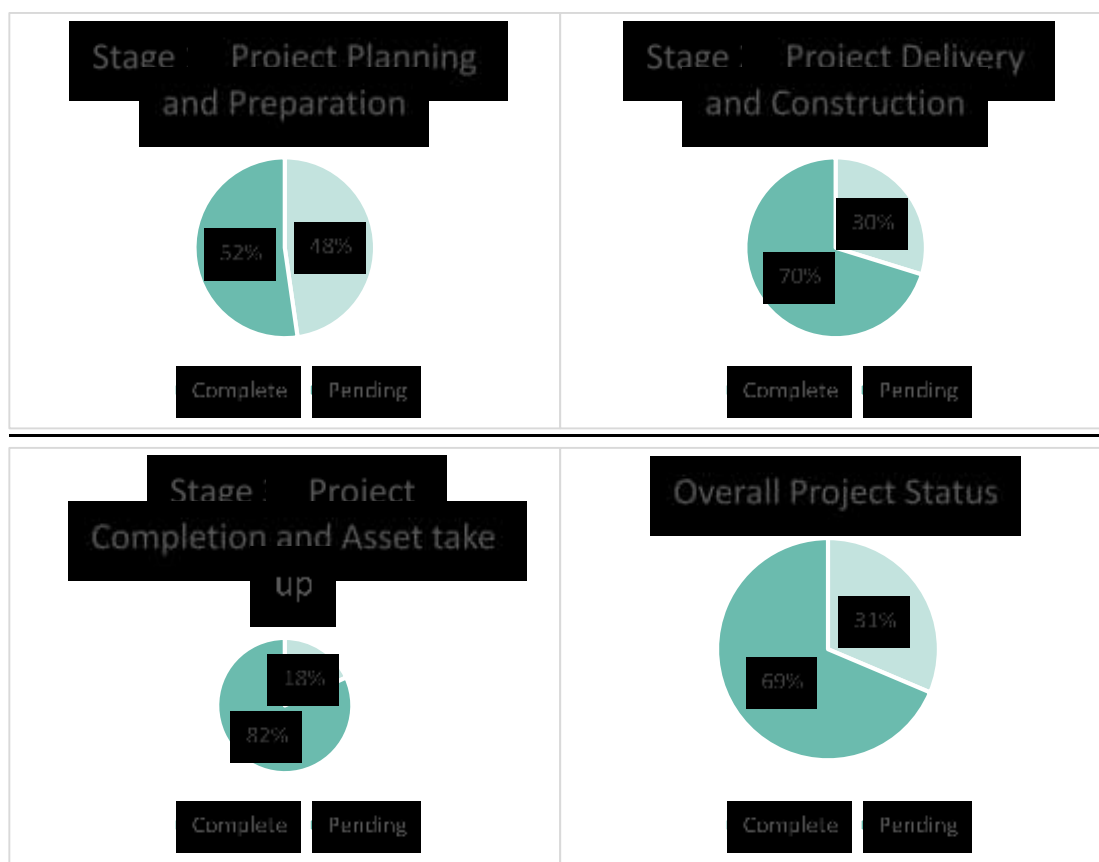


Projects	Status (%)
Links Child Care Security Door	100.00
Links Child Care Playground Replacement	20.00
Links Child Care Drainage Upgrade	25.00
Duress Alarm – WOW	100.00
Waratah Museum Veranda Enclosure	100.00
Online Booking System	20.00
Public Art	12.50
Somerset Xmas Decorations	100.00
Skate Park Art Boards	2.50

Key project milestones/updates:

- Skate Park Art Boards expected to commence this month.

ENGINEERING SERVICES

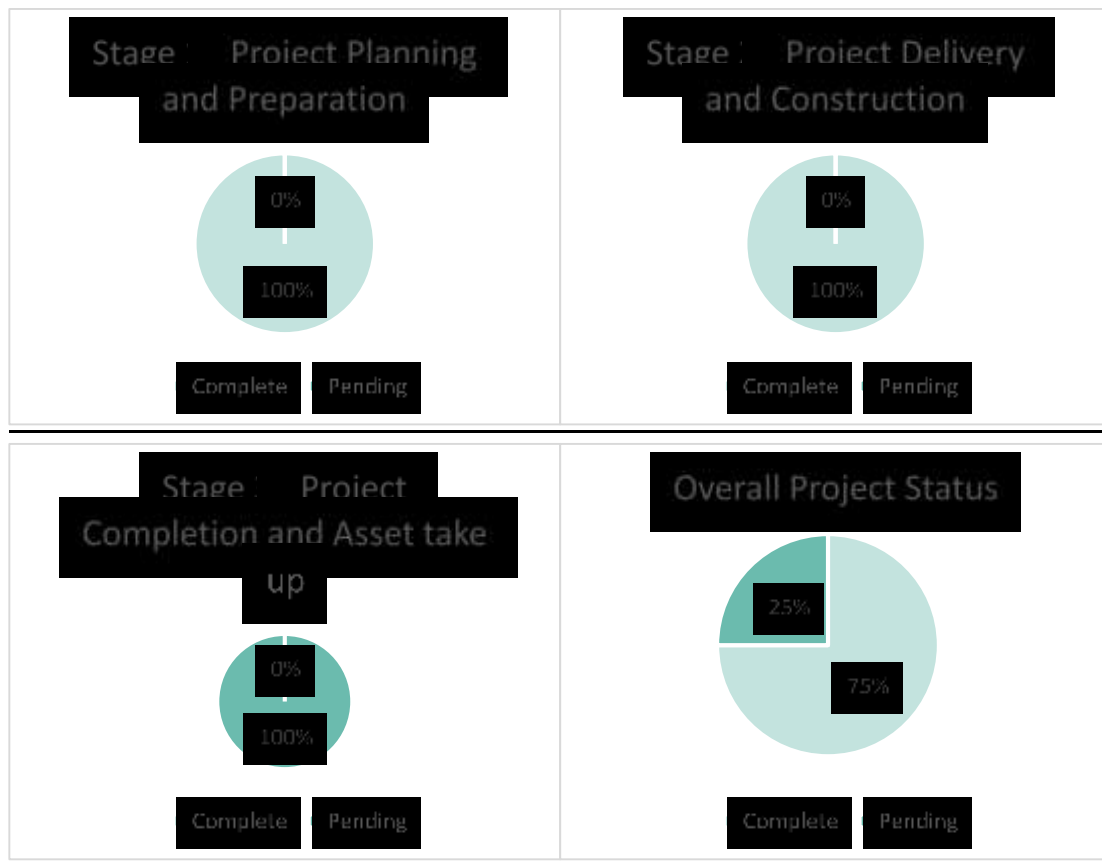


Projects	Status (%)
Asset System Upgrade	12.50
360° Site Camera	100.00
Depot Trade Waste System	32.50
Depot Car Park & Security	70.00
New Radio System	12.50
10' Grader Blade	0.00
8' Grade Blade	0.00
Plant & Fleet Vehicles	30.00

Key project milestones/updates:

- Arm mounted Flail Mower/Slasher operational.
- New Street Sweeper ordered and awaiting delivery.

WASTE MANAGEMENT

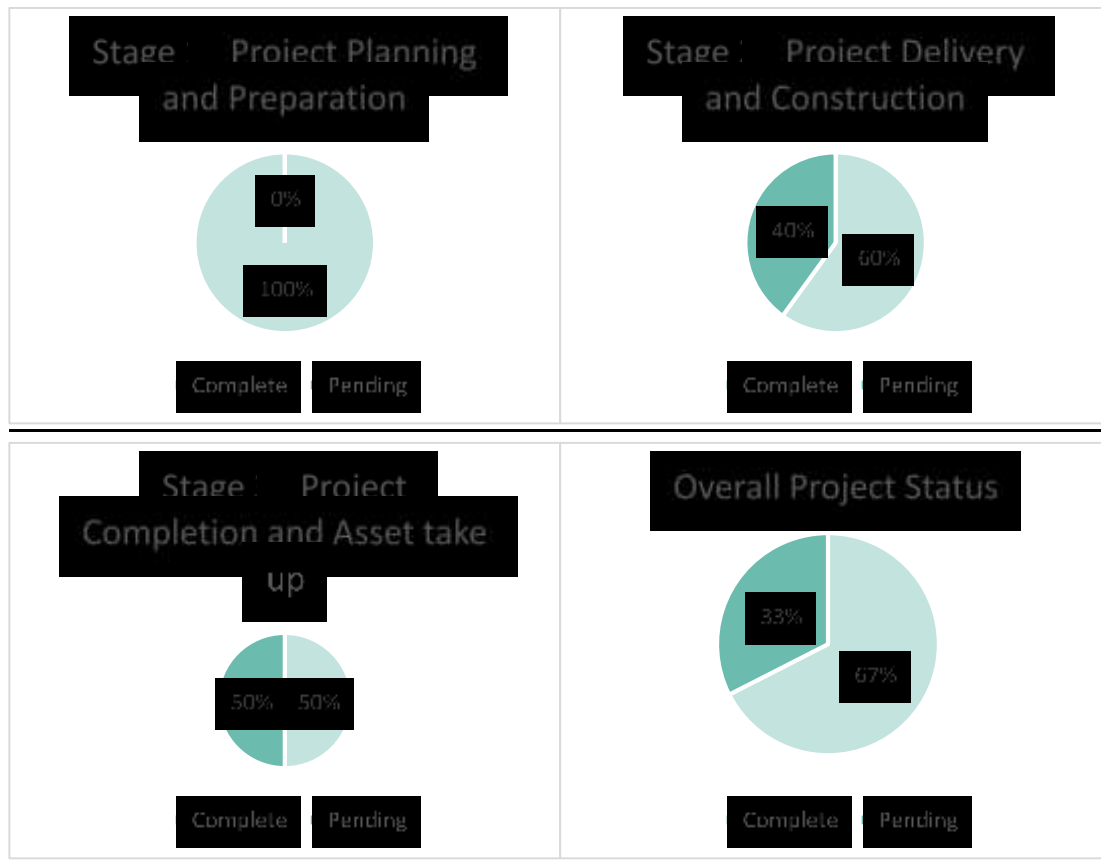


Projects	Status (%)
Relocate RV Dump Point	75.00

Key project milestones/updates:

- RV Dump Point completed and being used

PUBLIC CONVENIENCE

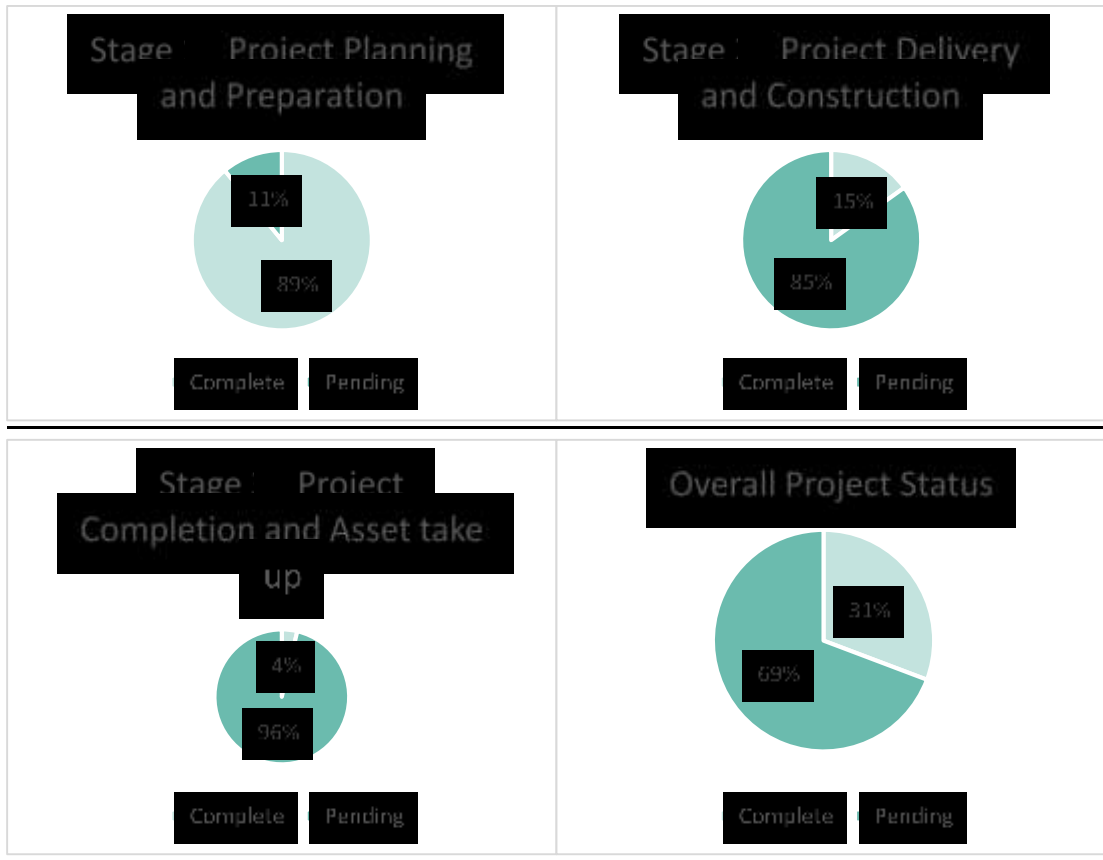


Projects	Status (%)
Boat Harbour Beach Toilets Stainless Steel Lining	100.00
East Wynyard Foreshore Toilets	35.00

Key project milestones/updates:

- East Wynyard Foreshore Toilet under construction.

TRANSPORT



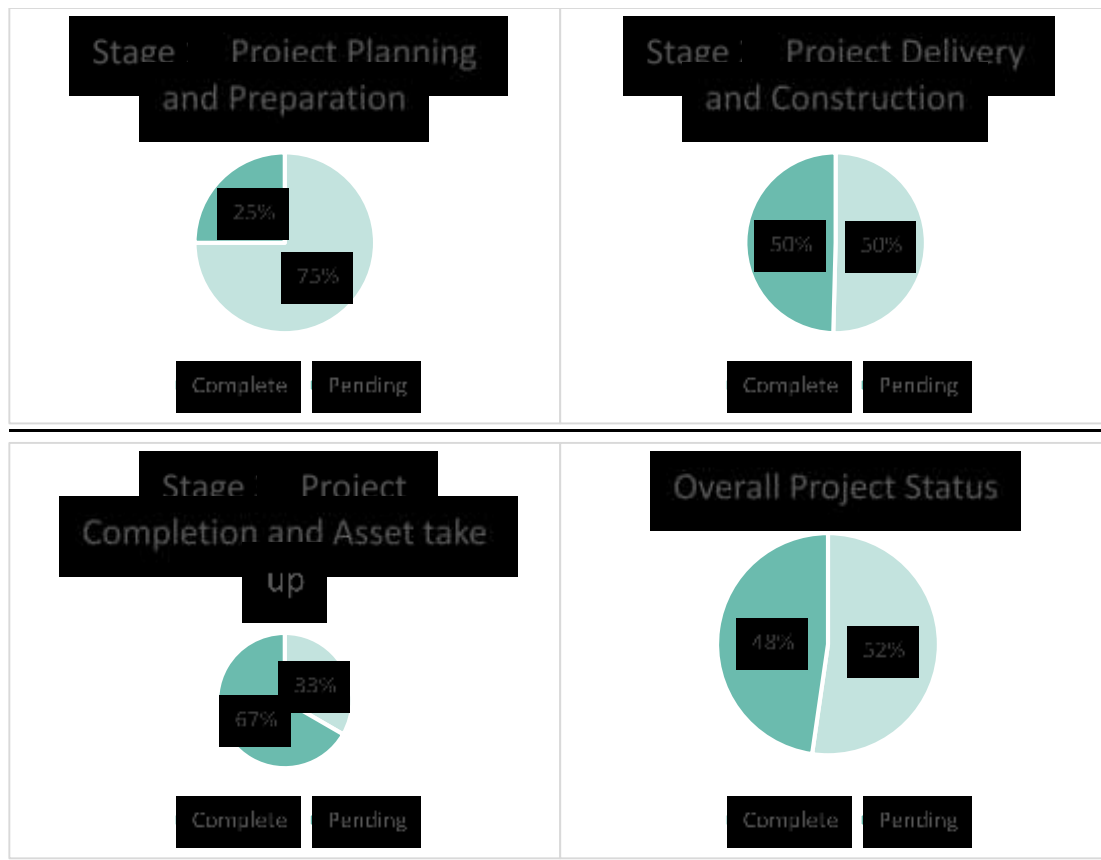
TRANSPORT Cont.

Projects	Status (%)
Re-Sheeting	55.68
Rural Reseals	25.00
Urban Reseals	25.00
Footpath Repairs Dodgin to Wharf Entry	75.00
Urban Footpaths (DDA)	55.00
Belton St/Frederick St Footpath	75.00
Bridge St Footpath	25.00
Woolworths Car Park	100.00
Somerset CBD Art	17.50
Somerset Master Plan	70.00
Railway Int. Window Replacement	67.50
Rural Road Junctions	72.50
Wynyard CBD Bins	30.00
57 Jackson St Retaining Wall	75.00
96 Jackson St Retaining Wall	12.50
Wynyard CBD Heavy Vehicle Signs	100.00
Jackson St – VRU Link	20.00
Goldie St – Ped Crossing	5.00
Exhibition Link VRU Link	20.00
Tennis Court Road – Speed Humps	75.00
Big Creek Guard Rail (Inglis St)	5.00
Park St – DDA Compliant Parking Bays	35.00
Wynyard CBD Plaza	25.00
Rural Road Bridges – Upgrade Approaches	75.00

Key project milestones/updates:

- Jackson Street pedestrian crossing submitted for vulnerable road user funding
- Exhibition Link pedestrian crossing submitted for vulnerable road user funding
- Goldie Street pedestrian crossing submitted for vulnerable road user funding
- Re-sheeting and reseal work currently underway and progressing well

SPORTING FACILITIES

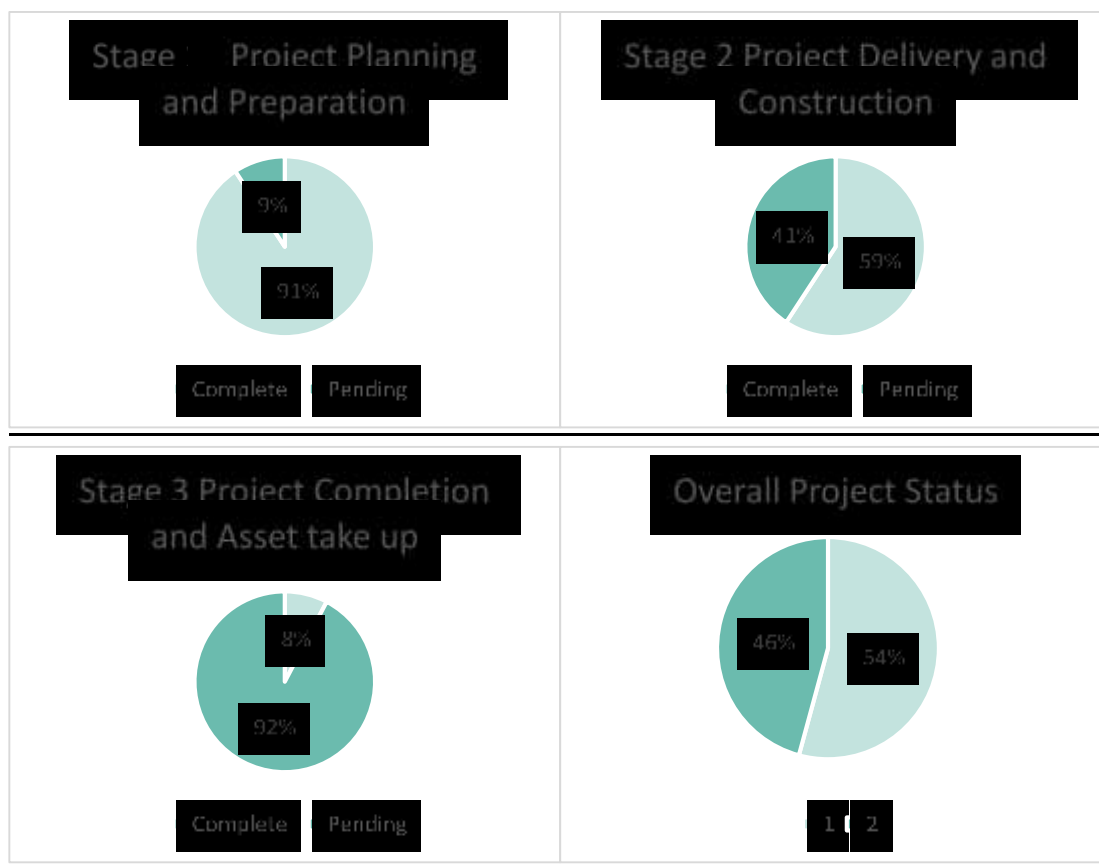


Projects	Status (%)
Wynyard Rec Change Rooms	52.50
Wynyard Rec Fence Replacement	25.00
Wynyard Sports Centre Line marking	50.00
Wynyard Tennis Upgrade Lights	100.00
Wynyard Wharf Damaged Pylons	100.00
Frederick St Underground Irrigation	25.00
Somerset Soccer Fence and Security	0.00
Somerset Rec Replace Box Gutters	100.00
Somerset Rec Install LED Lights West Wing	100.00
Langley Park Grease Trap	0.00
Somerset Surf Club Grease Trap	0.00
Cardigan St Underground Irrigation	75.00

Key project milestones/updates:

- Wynyard Rec Ground Change room construction advancing well.
- Frederick St Irrigation works to start in March.

PARKS AND GARDENS



Projects	Status (%)
Camp Creek Remediation	70.00
Camp Creek Ped Bridge	75.00
East Wynyard Foreshore Playground	25.00
Guttridge Gardens Replace Fence	100.00
Bollard Replacement	40.00
Zig Zag Track	70.00
Inglis River Telford Creek Bridge	25.00
ANZAC Park Playground	7.50
BBQ Renewals	65.00
Parks Furniture Renewals	65.00
Waratah Falls – Lookout Track	72.50
Sisters Beach – Access Repairs	75.00
Sisters Beach Hardstand	12.50

Key project milestones/updates:

- Telford Creek Bridge nearing commencement
- Zig Zag track works nearing completion

STORMWATER DRAINAGE

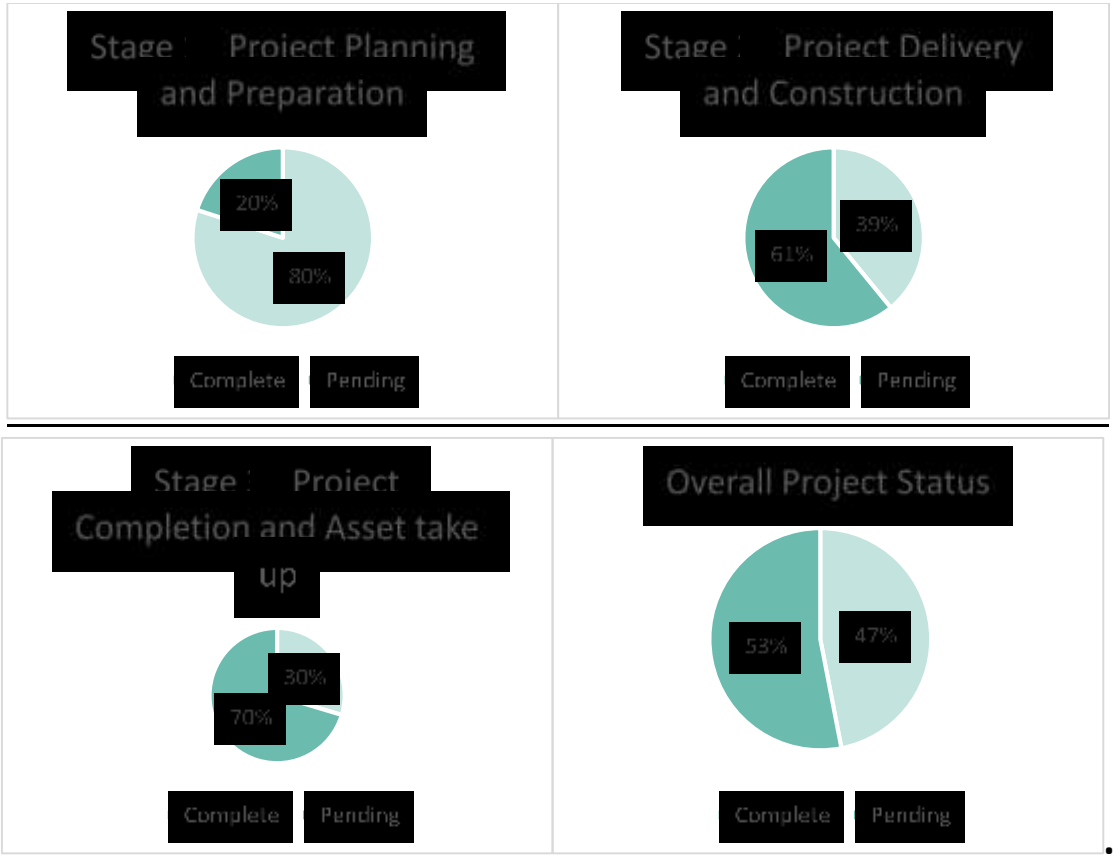


Projects	Status (%)
Rural Road Culverts	62.50
Dart St Outfall	25.00
Gully Pits	45.00
Manhole Covers	40.00

Key project milestones/updates:

- Dart St Outfall currently under construction.

SPECIAL PROJECTS



SPECIAL PROJECTS Cont.

Projects	Status (%)
Tulip Festival Reusable Glasses	100.00
Tulip Festival Hats & T-Shirts	100.00
Mural for Market Shed	0.00
Reroof Philosophers Hut	100.00
SES Equipment Replacement	22.50
Waratah Falls Walking Track	50.00
I Am Youth Project	20.00
Council Chamber Lawn	62.50
WOW Gardens & Lawn	100.00
Athenaeum Hall – Bird Proofing	0.00
Lifetime Dog Tags	100.00
Settlement Strategy	27.50
Cam River Master Plan	20.00
Enviro Strategy	50.00
Rural Road Safety Audit	100.00
Depot Special Projects	32.50
1069 Calder Rd Tree Trimming	18.75
Old Pool Demolition	25.00
Wynyard Rec Landscaping	0.00
Somerset Surf Club Paint Exterior	100.00
Somerset Tennis Club Rewiring	100.00
Waratah Historic Rail Study	25.00
Mt Hicks Round About	5.00
FOGO Feasibility	55.00
Inglis/IGA Area – Study	12.50
Digital Innovation	16.25
BHB Master Plan	25.00

Key project milestones/updates:

- Old Pool demolition expected to start within coming months.
- Cam River Masterplan progressing well

9.6 SENIOR MANAGEMENT REPORT

To:	Council
Reporting Officer:	Executive Officer
Responsible Manager:	General Manager
Report Date:	27 February 2020
File Reference:	1202
Enclosures:	1. DPIPWE Letter re Changes to Dog Control Act 2000 2. Information Sheet re Changes to Dog Control Act

SUMMARY/PURPOSE

To provide information on issues of significance or interest, together with statistical information and summaries of specific areas of operations.

GENERAL MANAGERS OFFICE

ACTIVITIES SINCE LAST COUNCIL MEETING

Listed below is a summary of activities undertaken by the General Manager during the period 7 February 2020 to 5 March 2020.

Corporate

- Commenced internal preparation of budget documentation
- Participated in recruitment processes as required
- Received a project update from PlanBuild Tasmania – a proposed online planning and building services portal
- Participated in ongoing development of a shared service strategy document with Burnie City Council and Circular Head Council

Community

- Met with business owner regarding the proposed CBD Plaza project
- Met with the Somerset Soccer Club to discuss infrastructure concerns of the club
- Participated in Community Conversations Forum in Waratah at the Mushroom Café
- Met with the Wynyard Bowls Club regarding proposed works on site
- Had a number of meetings relating to planning matters and proposed developments within the community
- Attended a Coastal Pathway workshop conducted by the State Government and GHD

Industry

- Attended Business North West Breakfast with guest speaker Tom Wootton, West by North West
- Participated in the Cradle Coast Authority's representatives meeting. Minutes of this meeting will be provided as part of a separate report.

- Participated in discussions and reviewed documentation relating to the Local Government Act review as part of the Technical Working Group
- Attended the Local Government Professionals North West meeting with guest speaker Latrobe/Kentish General Manager Gerald Monson who spoke about shared services

Other

- Participated in the Bridges Out of Poverty workshop for two days in Smithton. This course was jointly funded by Circular Head, Waratah-Wynyard and Burnie City Councils and attracted over 150 attendees.
- Attended a meeting of the Cradle Coast General Managers. Agenda items included an overview of Cradle Coast Authority activities, roadside advertising and discussion on the Federal Government Seasonal Worker program guidelines.
- Meeting with Labor's Anita Dow MP to provide an update of matters of interest

AMENDMENTS TO DOG CONTROL ACT 2000

DPIPWE have advised changes to the *Dog Control Act 2000* in relation to protection of Penguins. They have provided information sheets to assist with advising the public and council staff will work with department as needed to implement the changes. Information is attached.

SERRATA CRESCENT UPDATE

Council's subdivision at Serrata Crescent Sisters Beach has seen an increased level of interest over recent months with 3 blocks sold this year to date and 2 further blocks now under contract.

Council has worked closely with the current agent (Sonya Baker Property) who has been proactively marketing the vacant lots and achieving success in increasing in the level of interest from buyers over recent months.

The below photo shows the block that are remaining and actively on the market.



The favourable impact from lot sales is not included in the budget estimates. At the time of setting the budget estimates the timing of potential sales was not certain particularly considering the lack of movement in the lots in recent years.

Councils cash reserves will be improved compared to budget by any proceeds received. YTD proceeds amount to \$300,000.

Sale of the lots will provide a favourable impact on the operational budget in future years due to Council not having to incur holding costs (rates, land tax etc). The lots have been sold for the approximate value that Council holds the land on its books and therefore there will not be a material profit or loss from the sale of the lots recorded in Council's operating budget.

Lot 2 (760.50m²): UNDER CONTRACT

Lot 5 (599.40m²): UNDER CONTRACT

Lot 6 (600.20m²): \$65,000

Lot 7 (619.30m²): \$65,000

Lot 19 (695.74m²): SOLD

Lot 20 (600.00m²): \$63,000

Lot 21 (600.00m²): \$63,000

Lot 22 (600.00m²): \$63,000

Lot 23 (600.00m²): SOLD

Lot 27 (641.87m²): SOLD

ADMINISTRATION – USE OF CORPORATE SEAL

3/3/20	Final Plan & Schedule of Easements	SD2067 – 31 Old Bass Highway subdivision boundary reconfiguration
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MOVED BY	CR HYLAND
SECONDED BY	CR FAIRBROTHER

That Council note the monthly Senior Management Report.

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

WORKING GROUPS

Following a resolution at the July 2019 Council Meeting the following working groups have been/are being established:

	Elected Member Representatives	Responsible Officer(s)	Status
Sisters Beach	Cr Edwards Cr Fairbrother Mayor (ex-officio)	Director Community & Engagement Community Development Officer	<ul style="list-style-type: none"> Final design plan for the hardstand has been completed A funding application is near completion. Report provided to Council in January Discussion paper on freedom camping has been developed for distribution in March Initial discussion paper for community centre feasibility developing.
Wynyard Show Grounds	Cr Bramich Cr Edwards Mayor (ex-officio)	General Manager Recreation Liaison Officer Executive Officer (GM office)	The working group has met to develop a list of strategic aims and operational matters for discussion. Yet to meet in 2020 waiting on WCC to develop concept plans for review.
WWC Environmental Plan	Cr Fairbrother Cr Courtney Cr House Mayor (ex-officio)	Project Manager – Infrastructure & Development Services	Community engagement period closed, with over 240 submissions received. Internal workshop to discuss/form key priorities held 5 February 2020. A draft plan will now be developed for public release on world Environment Day 5 June 2020.
Cam River Reserve	Cr Duniam Cr House Mayor (ex-officio)	Project Manager – Infrastructure & Development Services	A concept plan, costings and proposed timeframes for implementation have been developed. Final feedback from the working group has been sought before a final draft is put to Councillor workshop and then community feedback.
Somerset Sporting Precinct	Cr Duniam Cr Hyland Mayor (ex-officio)	General Manager Manager Community Activation Recreation Liaison Officer	Yet to commence
ANZAC Park		Director Community & Engagement	Commonwealth Grant funding Deed completed, commenced communications plan and internal working group established
Boat Harbour Masterplan	Cr Courtney Cr Fairbrother Cr House Mayor (ex-officio)	General Manager Executive Officer (GM office)	Research currently being completed to address prioritised action agreed by the group. Meeting held with Crown Land Services to discuss Master Plan. Yet to meet in 2020. Waiting on CLS approval for wall repairs prior to meeting again.

PLANNING PERMITS APPROVED UNDER DELEGATION –FEBRUARY 2020

DA No.	Applicants Name	Location	Development	Date Permit Issued	No of Days to Process	(D)Discretionary (P)Permitted
DA 162/2019	P Allen (PLA Designs)	7 Brighton Place Wynyard	Multiple Dwellings (2 Units)	10/02/2020	54*	D
DA 5/2020	L Smith	152 Goldie Street Wynyard	Outbuilding (Shed)	14/02/2020	25	D
DA 139/2019	T Waite	9-11 Banksia Avenue Sisters Beach	Visitor Accommodation (change of use)	27.02.2020	42	D
DA 6/2020	K & D Sayer	12 East Boulevard Sisters Beach	Visitor Accommodation (Change of use)	28.02.2020	37	D
DA 124/2019	R Cox	McKays Road Somerset (CT 135981/1)	Outbuilding	27.02.2020	29	D

*Extension of Time granted to 20/02/2020.

BUILDING PERMITS APPROVED – FEBRUARY 2020

NPR= No Permit Required under Waratah-Wynyard Interim Planning Scheme 2013 **EXEMPT=**application meets exemptions under LUPA and/or Waratah-Wynyard Interim Planning Scheme **2013**

Permit Number	Applicants Name	Location	Development	Date Permit Issued	No of Days to Process	Related Planning Approval
2019-72-01	D Leonard	54 Mount Hicks Road Wynyard	New Dwelling	11/02/2020	6	DA 14/2019
2020-18-01	R Cox	1C Alicia Court Wynyard	New Dwelling	11/02/2020	5	DA 143/2018
2020-13-01	K French	13 Lennah Drive Wynyard	New Dwelling & Shed	14.02.2020	2	DA 166/2019
2020-3-01	2B Build Pty Ltd	90 Mount Hicks Road Wynyard	New storage sheds	17.02.2020	6	DA 130/2019
2019-88-01	D & P Cornwall	7 Goldie Street Wynyard	Alteration/Additions – Units, Café.	14.02.2020	3	DA 132/2018
2020-12-01	S & A Crole	209 South Elliott Road Elliott	New & Additions – Dwelling (Deck), Verandah x 2, Carport & Shed	28.02.2020	6	DA 23/2019

COMMUNITY CONVERSATIONS

Following the well-attended daytime Community Conversation held in Wynyard in early February, there were approximately 50 people at the Waratah Community Conversation held on 19 February. Anita Dow MP was also in attendance.

Location	# Attendees Workshop 1 evening	# Attendees Workshop 2 daytime
Wynyard	14	25
Waratah	21	50
Boat Harbour Beach	22	
Sisters Beach	5	
Yolla	9	
Somerset	24	
TOTAL	95	25

Issues Raised	#
Matters Raised	59
Number Resolved/Closed	45
Action in Progress	5
Outstanding	9

Community Conversations – List of Ideas Raised

OPPORTUNITIES RAISED

Legend: ♦ indicates number of times issue raised

Date / Location	Matter Raised	Category / Allocated to	Outcome / STATUS
29/07/2019 Wynyard	Make area available for collection of old cars/burnouts etc several times a year	Director Infrastructure & Development Services	INVESTIGATION – PWM – Determine if these can be collected at Ballast Pitt.
29/07/2019 Wynyard	Interpretative signage at the Tollymore road lookout (western facing overlooking Boat Harbour Beach). Suggestion of an interpretative signboard naming the locations within view for visitors (Boat Harbour, Sisters Beach, Rocky Cape) and the bearing/direction and distance to over major locations such as Sydney, Melbourne etc.	Manager Tourism and Marketing	20/21 BUDGET CONSIDERATION - budget for signage upgrades will be considered for the 20/21 Budget.
29/07/2019 Wynyard	Suggested that the out of date civic information signage near the entrance to the airport and at the Civic square adjacent the post office in Wynyard could be replaced with digital screens to provide up to date information	Manager Tourism and Marketing	POSSIBLE BUDGET CONSIDERATION - To be removed from Council property. Community and Engagement Plan has action to investigate digital signage as option – currently without priority timeline but could be done if seen as a priority and resources allow
26/8/19 Waratah	Would like to see more access to services that benefit the Community – e.g. recycling, health, ageing the arts	Director Community & Engagement	CURRENT ACTION – funding secured for Community Hub initiatives. Recycling bins to be installed in coming months.
26/8/19 Waratah	Investigate re-opening Powerhouse walk – has natural and historical beauty (is still very popular even though “closed”	Director Community & Engagement Director Infrastructure & Development Services	ACTION – previous investigation of re-opening this walk has found that cost of re-opening and making track safe is significant. In addition, as the walk goes across a number of properties there has been some indication that some of the land owners will not provide consent. More investigation is required.
26/8/19 Waratah	Look at payment system for Caravan Park. Possibly pay as you go system as it is currently being abused – lots of people not paying but gaining access.	Manager Tourism and marketing	20/21 BUDGET CONSIDERATION - Currently looking at options for PAYG washing machines. Will be considered during 20/21 budget process.
26/8/19 Waratah	Can a fence be out around Saunders Park for a playground	Director Infrastructure & Development Services	ACTION – Would need to investigate and prepare budget outline. Once this is done would go to Waratah Board for prioritisation among other budget requests

Date / Location	Matter Raised	Category / Allocated to	Outcome / STATUS
26/8/19 Waratah	Can a toilet be provided for Saunders Park (possibly portable)	Director Infrastructure & Development Services	ACTION – Would need to investigate and prepare budget outline. Once this is done would go to Waratah Board for prioritisation among other budget requests
26/8/19 Waratah	Can seats be provided around the Cenotaph (with soldiers on them)	Manager Community Activation	ACTION – Would need to investigate and prepare budget outline. Once this is done would go to Waratah Board for prioritisation among other budget requests. Possible opportunity to seek assistance from Service Club to provide.
26/8/19 Waratah	Look at improving camping amenities – toilets / undercover area	Director Infrastructure & Development Services	ACTION – Would need to investigate and prepare budget outline. Once this is done would go to Waratah Board for prioritisation among other budget requests
26/8/19 Waratah ♦ ♦	Look at Bollards around Main Street Park – many cars drive over the gutter into park and around Cenotaph (very dangerous)	Director Infrastructure & Development Services	ACTION – Would need to investigate and prepare budget outline. Once this is done would go to Waratah Board for prioritisation among other budget requests
26/8/19 Waratah ♦ ♦	Repairs needed to curb and channel around Cenotaph to make wheelchair friendly. Asked that any paths not be concrete as very slippery – suggested same material to the track on top of the Stanley Nut.	Director Infrastructure & Development Services	ACTION – Needs to be investigated and included in budget if maintenance required.
26/8/19 Waratah	Can a wind sock be put up at the old footy ground opposite the police station (for fire services, SES, council, police and emergencies)	Director Infrastructure & Development Services	ACTION – Would need to investigate and prepare budget outline
26/8/19 Waratah	Would like installation of spotlight and power box on the light pole located beside the cenotaph.	Director Infrastructure & Development Services	ACTION – Would need to investigate and prepare budget outline
26/8/19 Waratah	Que Street – would like to see a cul-de-sac installed	Director Infrastructure & Development Services	ACTION – Would need to investigate and prepare budget outline
26/8/19 Waratah	Would like to see a round-about near the memorial	Director Infrastructure & Development Services	ACTION – Would need to investigate and prepare budget outline
26/8/19 Waratah	The museum has received a donation of a “weather rock” can council assist with moving and siting the rock	Community Development Officer	ACTION: - A proposal will be sort from the Waratah Museum on the details of this request
30/9/19 Boat Harbour	Suggestion that existing toilets be incorporated into new masterplan design to save money and allow funds to be used more efficiently	General Manager	PENDING ACTION - Should a new surf club be designed; the existing public toilets should be incorporated into that building.
30/9/19 Boat Harbour	Can TasWater extend Sewer up the hill?	Director Infrastructure & Development Services	ACTION: Mayor to write letter to TasWater on behalf of residents

Date / Location	Matter Raised	Category / Allocated to	Outcome / STATUS
21/10/19 Sisters Beach	Suggested that freedom camping could be at the Sisters Beach Boat Ramp	General Manager	CURRENT ACTION - A discussion paper is currently being prepared which will be put to the community for feedback before any decisions are made.
21/10/19 Sisters Beach	Suggested installation of exercise equipment (outdoor) for the older generation (e.g. steppers / chin up bars). Encourage fitness and socialisation	Community Activation	ACTION: - This project can be considered as part of the implementation of the Open Space Sport and recreation Plan
25/11/19 Yolla	The railway line needs cleaning up / clearing – could this be a work for the dole program	Director Infrastructure & Development Services Community Activation	ACTION – Request can be forwarded to TasRail for consideration.
25/11/19 Yolla	Town Beautification – 1) can deciduous trees be planted, and 2) can footpaths be upgraded – very uneven – do they meet service levels/compliance requirements	Director Infrastructure & Development Services	ACTION: consider planting of trees and investigate cost CLOSED – Footpath inspections currently being undertaken for municipal area – this will determine where maintenance is required.
25/11/19 Yolla	The WW1 war memorial is currently not maintained – who's responsibility is this	Director Infrastructure & Development Services	ACTION: need to investigate who is responsible
25/11/19 Yolla	Grave of Remembrance – is being used every ANZAC Day, area needs general tidy, replanting and a table and chair for a tourist stop. Offer to do all the work if Council can supply goods and equipment. Happy to work with Council to agree requirements.	Director Infrastructure & Development Services Community Activation	ACTION: - Officers to investigate if council land / responsibility – if not would recommend a community grant application. Note: Service Clubs could be approached for provision of seat/table.
25/11/19 Yolla	Can a playground be installed on Council land at Yolla	Director Infrastructure & Development Services	ACTION: -Would need to investigate and prepare a budget submission
25/11/19 Yolla	Playground facilities for local children – is it possible to have MOU with sharing equipment maintenance of the school playground that is utilised by children in Yolla community and during football and cricket seasons who do not attend the school	Director Infrastructure & Development Services	ACTION: - Would depend on outcome of prior item investigation
25/11/19 Yolla ♦ ♦ ♦	Can a public toilet be provided – The shop owner is open to discussion to setting up a 24/7 arrangement Need disability access Increase in tourist traffic with continual requests at shop for facilities	Director Infrastructure & Development Services	ACTION: This is also an OSSR action item. Further investigation required.

Date / Location	Matter Raised	Category / Allocated to	Outcome / STATUS
25/11/19 Yolla ◆◆◆	Can the Murchison Highway be signed and marketed as a Tourist Route <ul style="list-style-type: none"> Can the Hellyer Gorge be advertised/marketed More signs to direct people to Yolla – turn off at Waratah / Gorge / Highway 	Director Community Engagement	ACTION - Broader signage can be considered as part of the future Council Signage Strategy.
25/11/19 Yolla	Can a defibrillator be provided for/in the community	Director Community Engagement	ACTION: - Grant opportunities will be investigated for installation of a defibrillator
25/11/19 Yolla ◆◆◆◆	Can a footpath be provided from the High School to the Shop on Mt Hicks Road for school students to make safe.	Director Infrastructure & Development Services	ACTION: - Would need to investigate and prepare budget outline.
25/11/19 Yolla	Can a footpath and safe crossing zone be provided along the roadside in town centre, currently person in wheelchair having to go along the road to access shop and other facilities in Yolla and it is very dangerous with amount of trucks and vehicles going through town.	Director Infrastructure & Development Services	ACTION: Would need to investigate and prepare budget outline as above
25/11/19 Yolla	Can a small park / open space / BBQ etc be provided next to fire station or old fire station site	Director Infrastructure & Development Services	ACTION: - Would need to investigate land ownership and feasibility
25/11/19 Yolla	Can property owners cut their own road frontages: <ul style="list-style-type: none"> Maintained What is legality / risk insurance etc Could discount be offered on rates 	Director Infrastructure & Development Services	CONSIDERATION REQUIRED Council appreciates peoples to possibly maintain to a higher standard that that provided by Council however any decision to maintain road frontages would be at owner's risk. Technically as the land is considered a road reserve a Traffic Management Plan would be required in each instance. Further investigation is required
25/11/19 Yolla	Investigate location for sign for Yolla School on Council Land on the Bass Highway – preferably at the Mt Hicks Roundabout and Murchison Highway turnoff. This would raise awareness and hopefully attract more people inland.	Manager Engineering Services	ACTION: -Investigation is required to determine if there is any council land that would be a suitable location.
2/12/19 Somerset	Can truck traffic be banned in the Somerset CBD	Director Infrastructure & Development Services	INVESTIGATION REQUIRED - Heavy vehicle route and signage would be required, similar to Wynyard. Investigation and report required.
2/12/19 Somerset	Would like to see more tree planting in main street and suburban streets	Director Infrastructure & Development Services	

Date / Location	Matter Raised	Category / Allocated to	Outcome / STATUS
2/12/19 Somerset	Can pedestrian refuges be installed at the following high traffic points: <ul style="list-style-type: none"> • Murchison Highway to Simpson St • Falmouth Street to Wragg Street/Simpson Street 	Director Infrastructure & Development Services	20/21 BUDGET CONSIDERATION
2/12/19 Somerset	Can more tea trees be planted along the beach line for windbreaks on foreshore and can more shade cover be provided near tables.	Director Infrastructure & Development Services	FURTHER CONSIDERATION and INVESTIGATION REQUIRED -
3/2/20 Wynyard	Can council provide access to pool programs and activities for seniors taking into account that depth of pool is important, exercise equipment, further apart for easy access.	Director Community Engagement	POSSIBLE ACTION – request can be provided to providers such as WynFit and other private operators. Council does not own a pool or have any plans to do so.
3/2/20 Wynyard	Katelyn Drive Firebreak – concerned that not enough of a fire break behind houses – appears to not meet guidelines issued by TasFire Service (very recently raised at council meeting and contact with Council office)	Director Infrastructure & Development Services	CUURENT ACTION – Meeting arranged on site with TasFire to discuss.
19/2/20 Waratah	Would like to see more seating in the town centre and around the lake	Director Infrastructure & Development Services	ACTION: Would need to investigate and prepare budget outline
19/2/20 Waratah	Suggested upgrade to Museum: Remove plastic cladding Renovate exterior to heritage standard Restore courtroom to original Improve entrance/reception area	Director Community Engagement Director Infrastructure & Development Services	ACTION: Matter for Waratah Board to consider. Would need to investigate and prepare budget outline
19/2/20 Waratah	Look at restoring the ANZAC Memorial	Director Infrastructure & Development Services	ACTION: Would need to investigate and prepare budget outline
19/2/20 Waratah	Can Council lobby for a Bus Stop in York Street, Wynyard for protection of elderly residents in bad weather	Director Infrastructure & Development Services	
19/2/20 Waratah	Has Coastal Pathway been considered for West of Wynyard, could include footpath bridge to town, bike racks etc.	Director Infrastructure & Development Services	

CLOSED ITEMS

Date / Location	Matter Raised	Category / Allocated to	Outcome / STATUS
29/07/2019 Wynyard	Projects to Engage Youth	Manager Community Activation	<p>CLOSED</p> <p>There are a range of activities and projects that council deliver to engage youth:</p> <p>I am Youth Project – for young girls’ year 7-12 empowering resilience, confidence learning to love who they are.</p> <p>Seven Up Youth Centre – Partnership with Rural Health Tasmania operates Tuesday, Wednesday and Thursday. Drop in youth program for year 7 to 12 students, offers a broad range of activities.</p> <p>School Holiday Program – trips from young people at low cost for ages 13 – 18</p> <p>Waratah-Wynyard Youth Leaders – WWYL is a leadership program for young people aged 14-24 years interested in making a difference in their community, holding events, fundraising, attending leadership days, guest speakers, attending conferences and other matters that impact young people.</p> <p>Sk8 Competition is a skating competition held each year at the Wynyard skate park</p> <p>Winter Bonfire is aimed at young people and families and is an event developed by young people</p> <p>Work Inspirations is a partnership with Wynyard High School & the Smith Family to provide student in year nine exposure to businesses and career options within Wynyard</p> <p>Youth Week – events are held each year to celebrate Youth Week, this year there will be a Youth Fest event</p> <p>Youth Network Of Tasmania & YTC have mentor programs to enable young people to attend youth specific conference and workshops</p> <p>Building leadership supporting and sponsoring two students to attend the 2019 Youth Parliament for a week in Hobart</p> <p>Tryskills – held each year for young people to try out new sports, hobbies and interest</p>
29/07/2019 Wynyard	Identification of space/underutilised land for children's spaces and planting of fruit trees/edible plants	Manager Community Activation	<p>CLOSED (INCLUDE IN 2020/21 BUDGET CONSIDERATION)</p> <p>Warawyn Early Years currently has fruit trees and vegetable garden. Expansion of these areas to provide additional edible gardens is being considered. In terms of other public spaces where this could occur further consideration will be given to this.</p>
29/07/2019 Wynyard	Climate Change Adaptation and mitigation	Director Infrastructure & Development Services	<p>CLOSED</p> <p>Environmental Policy currently being developed which will address this issue. Working group which includes interested community members currently being formed with public consultation to follow development of draft document</p>

Date / Location	Matter Raised	Category / Allocated to	Outcome / STATUS
29/07/2019 Wynyard	Need a public/community composting facility	Director Infrastructure & Development Services	CLOSED - The current FOGO Feasibility Study and Waste Strategy Review will consider this. Survey will be sent to all residents in near future.
29/07/2019 Wynyard	Can white lines be added on Rural Roads bad corners to provide guidance to large trucks and improve road safety (specific roads added to issues lists for investigation)	Director Infrastructure & Development Services	CLOSED – Rural Road Safety Audit currently occurring. If dangerous roads identified action will be recommended and taken.
29/07/2019 Wynyard	1)Revise the Wynyard RV dump station at nurses retreat along with the 2)opportunity to provide information signage at this location for visitors to Wynyard	Director Infrastructure & Development Services	CLOSED RV Dump point in progress of being constructed at Waste Transfer Station INVESTIGATE –information signage for visitors
26/8/19 Waratah	Would like to see focus on Sustainability and the Environment	Director Infrastructure & Development Services	CLOSED - Environmental Policy currently being developed which will address this issue. Working group which includes interested community members currently being formed with public consultation to follow development of draft document
26/8/19 Waratah ♦♦♦♦	Would like to see railway bridge re-opened with a walkway and a viewing platform for platypus	Director Community & Engagement	CLOSED – The Waratah Board is currently considering options and costs for this project as one of their major projects for consideration in the 1920/21 budget
26/8/19 Waratah ♦♦	Look at assist with staged development of Walking Tracks	Community Development Officer	CLOSED – Walking tracks and trails are covered in the Open Space Sport and Recreation Plan recommendations. A report will be prepared, and Waratah walking tracks and trails will be included for consideration on this document.
26/8/19 Waratah ♦♦♦♦	Develop a path to, and a viewing platform for the waterfall. Need to showcase this iconic feature (note there has been injuries to people walking to waterfall)	Director Community & Engagement	CLOSED –Annual Plan action item <i>1.1 – Work with Waratah Community Board to develop a feasibility proposal for Waratah Falls walk to secure funding</i>
26/8/19 Waratah	Can new Waratah Residents receive a care package similar to that from other Councils	Manager Community Activation	CLOSED - Council currently provide a new residents kit – including to new residents. Hard copies are at Council Offices (including Waratah) and the kit can also be down loaded from the Council’s website. –Kit is regularly reviewed for currency.
26/8/19 Waratah	Want review of Caravan Park Amenities	Community Activation	CLOSED – Matter has been referred to Waratah Board for review and is on agenda for next meeting 21/9 (with agreement of person who raised the matter).
26/8/19 Waratah	Request that when shingles on Philosophers Hut and changed out that they be provided to the Museum	Technical Officer – Building and Facilities	CLOSED – matter has been referred to Asset Services who has noted for when maintenance occurs.
30/9/19 Boat Harbour	Suggested that seawall be repaired and reclaim western rocky bay. This would	General Manager	CLOSED this matter is currently being researched by the Boat Harbour Beach Masterplan working group and is considered a key priority task / deliverable.

Date / Location	Matter Raised	Category / Allocated to	Outcome / STATUS
♦ ♦	address erosion and create sea defence for the future. In addition, would allow additional land for the masterplan		
30/9/19 Boat Harbour	Suggest plant trees to provide a windbreak to protect the beach	General Manager	CLOSED – will be considered when landscape plans are developed for the Boat Harbour Beach Masterplan
30/9/19 Boat Harbour	Would like to see link road from Boat Harbour Beach to Sisters Beach	Director Infrastructure & Development Services	CLOSED – This matter was presented at October Council Meeting
25/11/19 Yolla	Asked if council could consider a pathway/driveway from Park Street to the Cenotaph could be considered	Director Infrastructure & Development Services	CLOSED -The Wynyard Showgrounds Working Group will consider this as linkages between showgrounds and Gutteridge Gardens are considered to develop site masterplan
25/11/19 Yolla	Asked if council could review disabled parking at West End IGA	Director Infrastructure & Development Services	CLOSED -Current financial year action – investigation and planning for f public parking in the area being undertaken.
25/11/19 Yolla	Asked if recycling service could be considered for Yolla	Director Infrastructure & Development Services	CLOSED – will be considered as part of the Waste Management Strategy Review – survey will be sent to residents in near future.
25/11/19 Yolla	Rubbish Collection – can rubbish collection be provided or extra tip tickets to compensate for lack of road side collection	Director Infrastructure & Development Services	CLOSED - will be considered as part of the Waste Management Strategy Review – survey will be sent to residents in near future
26/8/19 Waratah	If the old tree near the Waratah War Memorial is cut down – the bottom of the tree resembles the rising sun – can this be made into a feature with a carved serviceman overlooking the memorial	Manager Community Activation	CLOSED - This suggestion will be taken into consider at the time of potential tree removal
26/8/19 Waratah ♦ ♦	Believe that the Waratah Board should be more transparent. Also Indicated towns people not allowed to attend meetings as they are behind closed doors. Not clear what they are doing and not representative of town as it is Council biased.	Director Community & Engagement	CLOSED - The Waratah Community Board is open to the community for public questions and discussion after the formal aspect of the meeting. Meetings are promoted to the public prior to the meeting date. Key item and decisions from the Board meetings are posted in Waratah after each meeting
26/8/19 Waratah	Would like to see continued support for Waratah – two major groups – by council providing resources, advice etc plus for other enterprises Museum, mends shed etc.	Director Community & Engagement	CLOSED -Support continuing
26/8/19 Waratah	Can council look at upgrading signage for lookouts, include a mud map.	Manager Tourism and Marketing	NO ACTION - No current budget for large scale upgrade. Could be looked at if resources allow time to manage project

Date / Location	Matter Raised	Category / Allocated to	Outcome / STATUS
26/8/19 Waratah	Can Council review signage to caravan park – believe currently not adequate	Manager Tourism and Marketing	CLOSED - New signage has been erected at the rear of the council building showing people where to go to pay
26/8/19 Waratah	Can Council do a statue to commemorate Philosopher Smith	Manager Community Activation	NO ACTION - Not in current plans – current priority is working with Western Wilds and other Community Board priorities
2/12/19 Somerset	Can Facebook page have more two-way communication (Somerset Now and Then)	Director Community Engagement	CLOSED – Council monitors, updates events and information and responds to queries on the Council Facebook Page, it does not monitor or comment on other Facebook pages.
2/12/19 Somerset ♦♦	Will the Somerset canopy area have WiFi as an added attraction	Director Community Engagement	CLOSED – WiFi is already available in the canopy area. Signage to be updated when public art completed.
26/8/19 Waratah	Would like to see the commercial buildings in town retained as commercial, not sold and turned into residential, otherwise how can the town grow	General Manager	CLOSED - Council has no control over property ownership. The provisions of the Planning Scheme determine use of property
21/10/19 Sisters Beach	Suggested that an updated Master Plan is required for Sisters beach	General Manager	CLOSED - Current priority is to resolve camping, hard stand/recreation area and community building. Future planning will be required at completion of these tasks.
26/8/19 Waratah	Town requires a community Defibrillator - suggest set up undercover at the post office before summer tourist season.	Community Development Officer	CLOSED – Defibrillator is now available, currently at Alma Fagan Hall with key available from Police Station. Investigating relocating as suggested.
2/12/19 Somerset	Impact of the bridge relocation entry – curved bridge (e.g. Ulverstone) in the current location gives an opportunity to have feature entry to the municipality	Director Infrastructure & Development Services	CLOSED -DSG is responsible for bridge replacement. Council will explore opportunities once new design and layout is presented.
2/12/19 Somerset	Will multiple bike, bike racks be installed on the coastal pathway	Director Infrastructure & Development Services	CLOSED – It is intended that cycling infrastructure will be placed along the coastal pathway once constructed.
2/12/19 Somerset	When Highway is upgraded can the sign on the highway list Somerset as “next town” not just Wynyard	Director Infrastructure & Development Services	CLOSED –These signs are DSG owned and organised.
2/12/19 Somerset	Can a Cam River historical walk / precinct be developed	Director Infrastructure & Development Services Director Community Engagement	CLOSED – Will be considered as part of the Cam River Reserve Masterplan which is currently underway.
2/12/19 Somerset	Can a bottle recycling point be established (e.g. at Cam River park) look at Qld model	Director Infrastructure & Development Services	CLOSED – The State government are exploring options for such an opportunity to be introduced to Tasmania.

Date / Location	Matter Raised	Category / Allocated to	Outcome / STATUS
2/12/19 Somerset	Can lighting and fencing be provided at the Somerset Soccer Club. Facilities are currently inadequate	General Manager	CLOSED - CURRENT ACTION – Meeting held on site in January with Mayor, General Manager, officers, Football Federation Tas, Somerset Soccer Club and Gavin Pearce. Currently exploring options for funding.
3/2/20 Wynyard	Can tip times be adjusted Possibly open earlier on weekends and later in the week	Director Infrastructure & Development Services	CLOSED - CURRENT ACTION – Waste Survey will be distributed to community in coming weeks to get broader opinion on alternate hours.
3/2/20 Wynyard	When there is consultation on freedom camping can it be sent to home address of all ratepayers	Director Community Engagement	CLOSED – Noted and will be considered at the time noting that mail outs are a very costly form of communication.
3/2/20 Wynyard	Waratah Tourism – opportunities <ul style="list-style-type: none"> • 4WD tracks – access and land ownership • Tourism promotion • Volunteering to clear tracks – dumping of rubbish on tracks is a problem Corinna & Calder area. 	Director Community Engagement	CLOSED – Information will be passed onto Waratah Tourism Association.
3/2/20 Wynyard	Concerned with visual appearance of Camp Creek – will silt be removed	Director Infrastructure & Development Services	CLOSED – Camp creek vegetation and landscaping still be completed. Minor works have commenced, and it is expected these works will be completed at the appropriate time for planting to occur.
2/12/19 Somerset	iCEP – can council self-insure for climate change events	Director Infrastructure & Development Services	CLOSED – Council's current financial management strategy allows for cash funds to be held in reserve to deal with unexpected emergencies, there is no intent at this time to self-insure for climate change.
2/12/19 Somerset	Can council look at duplicating / enlarging culverts on unsealed roads	Director Infrastructure & Development Services	CLOSED – Council currently funds a program of \$30,000 per annum for this purpose which enables this to occur progressively. The program has been running for at least four years.

ACTION LIST

	Item #	Topic	Action/Status	Officer	Status
17/9/18	10.1	Freedom Camping	<p>Outstanding motions:</p> <ol style="list-style-type: none"> 1. That Council proceed with necessary planning for establishment of a site for Freedom Camping at Sisters Beach. <i>Draft Discussion paper developed for Sisters Beach for distribution in March.</i> 2. That Council determine that a designated Freedom Camping site will not be provided for in Somerset or Yolla. <i>Signage for Somerset developed and locations identified.</i> 3. That Council Explore low cost camping opportunities at Waratah through the existing caravan park or creation of an overflow area. <i>Current provision meets demand – will reassess after this tourism season</i> 4. That Council liaise with the Show Society to lodge a planning application to amend the use of showgrounds to allow self-contained caravans. 	EMT	In Progress
10/12/18	9.2	NOM Cr Edwards – PWS Audit of Sisters Beach properties Carried	<p>That Council request Parks and Wildlife complete their proposed assessment audits of beach front properties at Sister Beach by March/April rather than the proposed 30 June deadline.</p> <p>PWS have indicated to Council Officers that they have reached the selection phase of procurement for the assessment audit. No further information has been provided. Matter has been escalated to Minister.</p> <p>Meeting held with Parks on 5/12 and indication given that a letter would be provided to relevant Sisters Beach residents prior to Christmas. This letter has not been seen by Council if it was completed</p>	DIDS	Ongoing
10/12/18	10.1	Wilkinson Street Highway Junction works Amended Motion carried	That Council on receipt of assurances from DSG that council legal expenses associated with any representation and associated legal process will be reimbursed; and	DIDS	Ongoing

			<p>Support the recommendation of the Department of State Growth to close the Wilkinson Street access to the Bass Highway; and</p> <p>Initiate the process of notification of intent to close under section 14 of the Local Government Highways Act 1982; and</p> <p>Undertake investigations into relocation of the existing York Street bus stop to another area within the vicinity</p> <p><i>Notification and submission process completed with a hearing now set for 19 March.</i></p>		
18/2/19	10.2	York Street Bus Stop	<p>Motion Passed</p> <p>Progress design for alternative bus stop, with temporary relocation to be agreed with Dept. of Education</p> <p>Follow-up observations to date have not revealed any specific safety concerns and no further action to date.</p> <p>Final decision is pending for the decision for Wilkinson Street.</p>	DIDS	Ongoing
15/8/19	7.3.4	CQWN – Cr Fairbrother – Sisters Beach Erosion	<p>Cr Fairbrother asked the General Manager for an update on what was happening in regard to Sisters Beach erosion activities.</p> <p>The General Manager advised that the timing of the proposed individual site assessments and works by Parks and Wildlife Services was being followed up constantly and consistently by officers and would continue to be.</p> <p>Cr Fairbrother then asked that the General Manager or Mayor write to Premier (who is the responsible Minister) seeking his intervention to get action on this matter due to lack of response from Crown Land Services.</p> <p>Meetings continue with SBEG25-43 representatives</p>	GM	In progress
19/8/19	8.2	NOM – Mayor – Camping at Boat Harbour Beach	<p>Motion Carried</p> <p><i>Discussion paper has been developed for Sisters Beach for distribution in March</i></p>	GM	In Progress
16/9/19	9.5	ROC – Live Streaming of Council Meetings	<p>Motion Carried</p> <p>Live streaming is proving to be challenging due to technology constraints. Likely to record and provide file until new website is operational, which will allow live streaming</p>	DOP	In Progress
9/12/19	10.1	ROC - Proposed Amendments to Dog Management Policy – Declared Dog Areas	<p>Motion Carried</p> <p>Policy Updated, Signage designed, quotes have been sought.</p>	DIDS	In Progress

9/12/19	10.2	ROC – Enclosed Dog Exercise Area	Motion Carried – budget submission to be prepared	DCE	In Progress
29/1/20	9.1	ROC – Sisters Beach Hardstand Design and Budget	Motion Carried	DCE	
17/2/20	5.3.1	PQWON – R Cameron – Wynyard Yacht Club Development	Mrs Cameron of Wynyard asked how much the Federal Government is contributing to the proposed Yacht Club project and when does the funding expire, she also asked how much state government is providing and when does it expire. Refer this agenda	GM	Complete
17/2/20	5.3.3	PQWON – B Cameron – Wynyard Yacht Club Development	Mr Cameron of Wynyard asked that if costs for Café came in over budget when tender was assessed would council consider reducing the size and incorporate a smaller café/light lunch and takeaway facility. Mr Cameron also asked when details of tender would be available. Refer response this agenda	GM	Complete
17/2/20	5.3.4	PQWON – B Cameron – Wynyard Yacht Club Development	Mr Cameron of Wynyard noted that documents show that approximately 70% of the site will be used as builders work area during construction and that there will be a temporary to the boat ramp. Mr Cameron asked if a section of the present grassed area could be retained beyond the builder's site to provide vehicle parking for residential area and overflow activities from other areas. Refer response this agenda	GM	Complete
17/2/20	7.3.1	CQWON – Cr House – Sports Grant Program	Cr House asked if Council had applied/received any grants through the sports grant funding currently being scrutinised by the federal government. She noted her understanding the Council and the Wynyard Basketball Club had applied for funding. The General Manager advised that council did apply for grant for the Wynyard Basketball Club and advised he would provide details to Councillors as to which round and program was included.	DCE	Complete
17/2/20	7.3.2	CQWON – Cr Duniam – Sustainable Murchison Community Plan	Cr Duniam noted the report on the Sustainable Murchison Community Plan (SMCP) and the synergies highlighted within with the Cradle Coast Authority Futures Plan (CCAFP). She asked if there is a guarantee that the SMCP will not lose its significance for the five-member Councils – Waratah-Wynyard, Circular Head, West Coast, King Island and Burnie City. For example, she noted the UTAS Northern Transformation Project which by its name does not consider the North West or Cradle Coast, how can councils ensure that the SMCP remains significant.	GM	Complete

			Refer response this agenda		
17/2/20	7.3.3	CQWON – Cr Duniam - Sustainable Murchison Community Plan	Cr Mary Duniam noted that Burnie City Council and Waratah-Wynyard Council have entered into a further two-year agreement for Economic Development Services and asked what role Councillors of the five Councils of Murchison region will play in the further development and implementation of the Sustainable Murchison Community Plan actions. Refer response this agenda	GM	Complete
17/2/20	7.3.4	CQWON - Cr Fairbrother – Doctors Rocks Conservation Area Management Plan	Cr Darren Fairbrother asked what the impact was of a lack of a management plan for the Doctors Rocks Area Conservation Area. Parks and Wildlife Services personnel have since had discussions with interested community members (26/2/20 at the WWC Chambers) where they explained that the lack of formally adopted management plan has no consequence. They did explain that there is intent for this to be achieved however given that the Doctors rocks conservation area is small in nature that there are other competing locations that have taken higher priority to date.	DIDS	Complete
17/2/20	7.3.5	CQWON – Cr Fairbrother -DPIPWE PENGUIN AUTOPSY REPORT	Cr Darren Fairbrother asked if staff could investigate obtaining details/release of the autopsy report conducted by DPIPWE on the penguins that died at Doctors Rocks as residents believe the findings are inconclusive and have suggested penguins may have died from wave damage in rough seas and not dog attack. Parks and Wildlife Services personnel have since had discussions with interested community members (26 February at the WWC Chambers) where the autopsy report was discussed and a copy was physically available. Commitment was made by PWS to make this report available with DNA based evidence linking the deaths to dog attack. It is understood that a follow up session is planned to provide this information.	DIDS	Complete
17/2/20	7.3.6	CQWON – Cr Duniam – Natural Burials	Cr Mary Duniam noted that the question of natural burials had been raised at the Waratah Community Board Meeting. She asked that information be provided to Councillors and a decision be made on this matter for the entire municipal area. Refer response this agenda	DOP	Complete

17/2/20	9.9	ROC – Management of Public Reserves Policy and Guidelines	Matter deferred pending discussions with relevant surf clubs	DIDS	
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9.7 FINANCIAL MANAGEMENT STRATEGY (FMS) 2020 TO 2030

To:	Council
Reporting Officer:	Director Organisational Performance
Responsible Manager:	General Manager
Report Date:	10 March 2020
File Reference:	1
Enclosures:	1. Financial Management Strategy 2020 to 2030- Under Separate Cover

PURPOSE

This report is to provide Council an updated Long-Term Financial Management Strategy including 10-year Long Term Financial Plan.

The document will replace Councils existing Long Term Financial Plan (to 2025) and the separate Financial Management Strategy adopted by Council in June 2019.

The Strategy has been updated to include Councils strategic aspirations and changed operating environment and will continue to be updated on an annual basis to reflect any changes in the strategic direction set by Council to ensure that it remains current and relevant in guiding Council decision making.

BACKGROUND

The Strategy includes Councils Financial Management Strategies and Long-Term Financial Plan for the next 10-year period. It sets the parameters for Councils ongoing financial sustainability and will guide decision making particularly when setting the annual plan and budget estimates.

If the parameters are followed in decision making Council will be able to demonstrate its financial sustainability in the medium to longer term.

DETAILS

The Waratah-Wynyard's Financial Management Strategy (FMS) is critical to Council's strategic planning process. It underpins our long-term financial sustainability while meeting the needs and expectations of our communities in delivering Council's strategic priorities.

Council is currently in a strong financial position with strong liquidity and cash flow, low debt levels, assets that are in good condition, and an ability to satisfactorily fund its asset renewal

requirements. Councils operating position has also improved in recent years and is sustainable with its recurrent expenses able to be fully met by its recurrent revenue streams.

The document includes Councils Financial Management Strategies and Long-Term Financial Plan for the next 10-year period.

The FMS is pivotal in setting the high-level financial parameters that guide the development and refinement of Council's annual plan and budget and generates information that assists decisions about the mix, timing and affordability of future outlays.

This FMS achieves the following outcomes:

- A financially sustainable operating position across all years.
- A minimum cash balance of \$4m at 30 June each year.
- A demonstration of strong financial position with Council being able to comfortably meet its financial obligations as and when they fall due.
- Continued low rating per head of population which is well below the state average and neighbouring urban centres.

The Strategy includes new borrowing of \$1.285m in 2022 to fund flood mitigation works that will make way for new residential property development.

Operational efficiencies of \$1.00m will be required to offset new operational costs associated with short-term capital expenditure (projects expected to be delivered over the next 3 years). This could be achieved by way of decreasing expenditure or increasing revenue streams to Council (by way of development and population growth).

If Council follow the parameters of the modelling when setting its annual plan and budget, it will demonstrate a strong financial position and financial sustainability into the future.

Strategic Projects

Council has adopted a range of masterplans and strategies in consultation with the community outlining future community aspirations which require a capital investment of approximately \$58m over the next 10 years. In addition to the capital outlays, additional operational costs will be incurred and will need to be planned for and managed.

Capital and operational outlays in the immediate years are known with greater certainty. Projects expected to be delivered over the next 3 years will require new expenditure of

\$18.08m. Operational costs associated with these projects have been allowed for in the modelling. These projects include:

- The Coastal Pathway
- Somerset Anzac Park All Abilities Playground
- Wynyard Waterfront Redevelopment, incorporating the new Yacht Club
- East Wynyard Foreshore
- Sisters Beach Community Centre
- Commencement of the Boat Harbour Beach Masterplan
- Flood Mitigation Works & Coastal Erosion Measures
- Cam River Masterplan
- Wynyard IGA Junction Upgrade
- Wynyard Indoor Sports Centre Changerooms Upgrade
- Cardigan Street Recreation Ground Upgrade

In addition to the above projects there are a range of the medium to long term projects that must also be planned for. For these projects, the FMS is not about determining what and when Council will spend on individual projects. The FMS sets the various financial strategies that will effectively determine the amount of funds Council will have at its discretion to allocate in future years. These projects include:

- OSSR Sport and Recreation Ground masterplans for various sporting precinct masterplans including:
 - Somerset Primary School, incorporating Langley Park
 - Wynyard Recreation Ground
 - Wynyard Recreation Centre
 - Frederick Street Reserve
 - Cardigan Street Reserve
- Table Cape Road Redevelopment
- Central Area Development Plan
- Boat Harbour Beach Masterplan

Grant funding opportunities will be actively pursued and will be an important funding source for Council to deliver on the above projects in future years. Additional operational costs associated with these projects will also need to be carefully planned and managed to ensure that rate increases are maintained at a reasonable level.

The FMS will be updated on an annual basis to account for changes to Councils operating environment and guide Council decision making.

STATUTORY IMPLICATIONS

Statutory Requirements

The *Local Government (Miscellaneous Amendments) Act 2013* received Royal Assent on 19 November 2013 making it compulsory for Tasmanian Councils to maintain a long-term financial management plan and strategy. The following sections set out the requirements under the Act: -

70. Long-term financial management plans

- (1) A council is to prepare a long-term financial management plan for the municipal area.
- (2) A long-term financial management plan is to be in respect of at least a 10-year period.
- (3) A long-term financial management plan for a municipal area is to –
 - (a) be consistent with the strategic plan for the municipal area; and
 - (b) refer to the long-term strategic asset management plan for the municipal area; and
 - (c) contain at least the matters that are specified in an order made under section 70F as required to be included in a long-term financial management plan.

70A. Financial management strategies

- (1) A council is to prepare a financial management strategy for the municipal area.
- (2) A financial management strategy for a municipal area is to –
 - (a) be consistent with the strategic plan for the municipal area; and
 - (b) contain at least the matters that are specified in an order made under section 70F as required to be included in a financial management strategy.

The Minister for Local Government issued a Local Government (Contents of Plans and Strategies) Order 2014 under Section 70F of the Act outlining the minimum requirements of long-term financial management plans and strategies. This strategy complies with the disclosure requirements of the Order.

STRATEGIC IMPLICATIONS

Strategic Plan Reference

GOAL
Desired Outcomes
We highly value the use of an evidence-based approach to the development and implementation of strategies and policies that support and strengthen our decision making.
Our Priorities
1.5 Build our knowledge base to apply in decision-making processes.

Sustainable Murchison Community Plan 2040

Community Future Direction Theme	Key Challenges & Opportunities:
Place making and liveability	Liveable places for all ages – Liveable attractive townships, relaxed lifestyles and community pride attract people to Murchison. Communities have history and character that drive their place-making strategies. Sport and recreation is widely supported especially by young people. Multi-purpose recreational and cultural facilities are well utilised.
Governance and working together	Working together for Murchison – Everyone plays a part in achieving the objectives of the Sustainable Murchison Community Plan. There is cooperation, resource sharing and less duplication between Councils. Leadership is provided across all community sectors.

POLICY IMPLICATIONS

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

FINANCIAL IMPLICATIONS

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

The modelling contained in the FMS is indicative only and informs the Council decision making. Council will consider and decide on **what** and **when** capital outlays will occur through the setting of its Annual Plan and Budget Estimates.

Whilst assumptions have been made regarding the future need for rate increases, Council will make decisions about rating increases at the time of setting the budget. Council will continue to consider the current economic climate and capacity of ratepayers to pay for services in its rates and charges decision making.

RISK IMPLICATIONS

The risk of not taking into account the principles, strategies and targets of this FMS may result in the deterioration in the financial sustainability of the organisation.

CONSULTATION PROCESS

The Strategy has been discussed and presented at the Audit Panel meeting held 10 March 2020.

The Strategy has been workshopped with Council on 10 March 2020.

CONCLUSION

That Council adopt the Financial Management Strategy 2020 to 2030 that defines the principles and strategies that Council will following:

- A financially sustainable operating position across all years.
- A minimum cash balance of \$4m at 30 June each year.
- A demonstration of strong financial position with Council being able to comfortably meet its financial obligations as and when they fall due.
- Continued low rating per head of population which is well below the state average and neighbouring urban centres.

MOVED BY	CR FAIRBROTHER
SECONDED BY	CR HOUSE

That Council adopt the Financial Management Strategy 2020 to 2030 that defines the principles and strategies that Council will follow including:

- a) A financially sustainable operating position across all years.**
- b) A minimum cash balance of \$4m at 30 June each year.**
- c) A demonstration of strong financial position with Council being able to comfortably meet its financial obligations as and when they fall due.**
- d) Continued low rating per head of population which is well below the state average and neighbouring urban centres.**

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

9.8 UPDATE TO FOOTPATH SERVICE LEVELS

To:	Council
Reporting Officer:	Manager Asset Services
Responsible Manager:	Director Infrastructure and Development Services
Report Date:	10 March 2020
File Reference:	0315
Enclosures:	1. 2015 Footpath Service Level Document - Update March 2020- Under Separate Cover

PURPOSE

To note changes to Councils Footpath Service Level documents to include the provision of TGSI's for non-compliant kerb ramps on Hierarchy One (1) footpaths.

BACKGROUND

Following a complaint and associated discussions Equal Opportunity Tasmania, Council's Footpath Service Levels document has been updated to include the provision of TGSI's for Hierarchy One (1) footpaths where the existing kerb ramp does not meet the current standard.

DETAILS

Amendments have been added to Table 3 / Hierarchy Class 1 within the document. No other changes to the document have been made.

The intent is to progressively install the required TGSI's in a systematic manner over the next five years.

STATUTORY IMPLICATIONS

Statutory Requirements

Compliance with the Australian standard for TGSI and kerb ramp installation.

STRATEGIC IMPLICATIONS

Strategic Plan Reference

GOAL 6: Transport and Access
Desired Outcomes
Our transport and access network is sustainable, affordable and fit for purpose.
Our Priorities
6.2 Plan for all movements and modes of transport with a fit-for-purpose network.

Sustainable Murchison Community Plan 2040

Community Future Direction Theme	Key Challenges & Opportunities:
Strong communities and social capital	Enduring community capital – Growing, proud, self-reliant communities that are inclusive and engaged with volunteers and shared facilities.

Community Future Direction Theme	Key Challenges & Opportunities:
Access and infrastructure	Local, regional and global transport and infrastructure access – Safe and efficient access alternatives, growing freight capacity, renewable energy, water management and contemporary communications. Community infrastructure that supports economic development.
Health and Wellbeing	Maintaining good health and wellbeing – Healthy communities, people taking responsibility for their wellness, convenient access to medical services and facilities.
Place making and liveability	Liveable places for all ages – Liveable attractive townships, relaxed lifestyles and community pride attract people to Murchison. Communities have history and character that drive their place-making strategies. Sport and recreation is widely supported especially by young people. Multi-purpose recreational and cultural facilities are well utilised.

POLICY IMPLICATIONS

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

FINANCIAL IMPLICATIONS

It is estimated that the capital cost of this measure for all non-compliant kerb ramps on Hierarchy 1 footpaths will be \$132,000.

This will translate to additional ongoing depreciation expenses of \$1,650 p/a that will impact Council's operating position.

RISK IMPLICATIONS

None outside of the requirement to comply with current standards at time of construction.

CONSULTATION PROCESS

There are no consultation requirements as a result of this report.

CONCLUSION

It is recommended that Council note the updated Footpath Service Level document.

MOVED BY	CR DUNIAM
SECONDED BY	CR HOUSE

That Council note the update to the 2015 Footpath Service Level Document to include provision of Tactile Ground Surface Indicators (TGSIs) for non-compliant kerb ramps on Hierarchy One (1) footpaths.

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

9.9 MINUTES OF OTHER BODIES/COMMITTEES

9.9.1 MINUTES OF OTHER BODIES/COMMITTEES - CRADLE COAST AUTHORITY REPRESENTATIVES COMMITTEE HELD 20 FEBRUARY 2020

To:	Council
Reporting Officer:	Executive Officer
Responsible Manager:	General Manager
Report Date:	6 March 2020
File Reference:	0305
Enclosures:	<ol style="list-style-type: none">1. Unconfirmed CCA Reps Meeting Minutes 20 Feb 20202. Welcoming Cities - Letter and Program Outline

PURPOSE

To note the Unconfirmed Minutes of the Meeting of the Cradle Coast Authority Representatives meeting held on 20 February 2020.

BACKGROUND

The Cradle Coast Authority (CCA) is the regional voice of North West Tasmania, established by nine Local Government Councils to represent and advocate the needs of the region.

The CCA collaborates and facilitates a diverse range of projects and initiatives involving all tiers of government, industry and the community largely focused on Economic Development and Natural Resource Management. The activities and strategic direction of the Authority are managed by a Board

DETAILS

The unconfirmed minutes of the meeting of the CCA Representatives of 20 February 2020 are circulated for noting. Key items discussed at the meeting were:

- During discussions regarding the quarterly report the issue of erosion was raised. It was agreed that the NRM Chair would keep representatives (reps) up to date with the NRM Strategy Review progress, particularly in relation to erosion. The CEO is to write to the State Government asking for a copy of its recent coastal erosion report. The CEO will also work with NRM team to put ideas to the next reps. meetings around possible collective action, including a possible motion to be put forward to LGAT conference.
- An update was provided on the Cradle Coast Master Plan. The visitor centre at Cradle Mountain is now open with the shelter at Dove Lake progressing through planning. Four other major developments are either approved or in the pipeline.
- Updates were provided by each Council on the Coastal Pathway project with Waratah-Wynyard noting that construction is expected to commence towards the end of the year.
- Welcoming Cities program was discussed with a decision made to recommend that Councils sign up to free version with a staff member to be nominated as liaison. Please see attached information.

- The CEO was reappointed for an additional term.
- The Shared Services Strategy was endorsed
- Nominations to the Regional Tourism Organisation (RTO) Board were agreed, the meeting passed two resolutions:
 - That the representatives nominate two people to the RTO Board as Local Government Nominees
 - Neither position formally represents either CCA or Council's collectively
 - Both nominees are expected to bring local government experience and perspective to the role.
 - The CCA reps nominee is required to keep councils informed on RTO matters,
 - The CCA rep will report to the quarterly CCA Representative Meeting.
 - Communication and other activity between CCA and RTO can only be instigated by Chairs and CEO's of the two organisations.
 - Mayor Steve Kons was nominated as CCA Reps nominee and Mrs Jacki Harvey from Central Coast was nominated as Local Government rep.

STATUTORY IMPLICATIONS

Statutory Requirements

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

STRATEGIC IMPLICATIONS

Strategic Plan Reference

GOAL 1: Leadership and Governance
Desired Outcomes
We highly value the use of an evidence-based approach to the development and implementation of strategies and policies that support and strengthen our decision making.
Our Priorities
1.4 Facilitate the meeting of community needs through strong advocacy and local and regional collaboration for shared outcomes.

Sustainable Murchison Community Plan 2040

Community Future Direction Theme	Key Challenges & Opportunities:
Business & Industry	Specialised diversity of the economy – Value adding, diversification, innovation and employment. A resilient economy with global brand recognition and growing exports.
Tourism	Memorable visitor experiences all year round – The must-see destination, quality product, easy access, popular events and festivals with coordinated marketing. A longer season with increasing yields.
Access and infrastructure	Local, regional and global transport and infrastructure access – Safe and efficient access alternatives, growing freight capacity, renewable energy, water

Community Future Direction Theme	Key Challenges & Opportunities:
	management and contemporary communications. Community infrastructure that supports economic development.
Natural resource management	Managing abundant, natural and productive resources – Natural resource management is valued, and development is environmentally sustainable. The environment is clean and healthy with unspoilt beauty and biodiversity.
Education	Lifelong learning and education – Education and lifelong learning is valued and there is access to vocational training and tertiary education. Education retention rates have increased.
Governance and working together	Working together for Murchison – Everyone plays a part in achieving the objectives of the Sustainable Murchison Community Plan. There is cooperation, resource sharing and less duplication between Councils. Leadership is provided across all community sectors.

POLICY IMPLICATIONS

There are no policy implications 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.

CONSULTATION PROCESS

There are no consultation requirements as a result of this report.

COMMENT

It is recommended that the Unconfirmed Minutes of the Meeting of the Cradle Coast Authority Representatives meeting held on 20 February 2020 be noted and that Council agree to participate in the free version of the Welcoming Cities program.

MOVED BY	CR DUNIAM
SECONDED BY	CR HOUSE

That Council:

1. **Note the Unconfirmed Minutes of the Cradle Coast Authority Representatives Committee meeting held on 20 February 2020; and**
2. **Agree to registration for the free membership version of the Welcoming Cities program.**

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

10.0 MATTERS PROPOSED FOR CONSIDERATION IN CLOSED MEETING

MOVED BY	CR BRAMICH
SECONDED BY	CR DUNIAM

That the Council RESOLVES BY AN ABSOLUTE MAJORITY that the matters listed below be considered in Closed Meeting:

Matter	Local Government (Meeting Procedures) Regulations 2015 Reference
<i>Confidential Report R15 (2) - Confirmation Of Closed Minutes Of Previous Meeting</i>	15 (2)
<i>Confidential Report R15 (2) – Notices Of Motion</i>	15(2)
<i>Confidential Report R15 (2) (g) information of a personal nature or information provided to the council on the condition it is kept confidential</i>	15 (2) (g)
<i>Confidential Report R15 (2) (a) personnel matters, including complaints against an employee of the council and industrial relations matters – General Managers performance review.</i>	15 (2) (a)
<i>Confidential Report R15 (2) (h) - Leave of Absence Request - Councillors</i>	15(2)(h)
<i>Confidential Report R15 (2) - Closed Senior Management Report</i>	15(2)

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

11.0 CLOSURE OF MEETING TO THE PUBLIC

MOVED BY	CR DUNIAM
SECONDED BY	CR HOUSE

That the Council RESOLVES BY AN ABSOLUTE MAJORITY to go into Closed Meeting to consider the following matters, the time being 7.52PM

Matter	Local Government (Meeting Procedures) Regulations 2015 Reference
<i>Confidential Report R15 (2) - Confirmation Of Closed Minutes Of Previous Meeting</i>	15 (2)
<i>Confidential Report R15 (2) – Notices Of Motion</i>	15(2)
<i>Confidential Report R15 (2) (g) information of a personal nature or information provided to the council on the condition it is kept confidential</i>	15 (2) (g)
<i>Confidential Report R15 (2) (a) personnel matters, including complaints against an employee of the council and industrial relations matters – General Managers performance review.</i>	15 (2) (a)
<i>Confidential Report R15 (2) (h) - Leave of Absence Request - Councillors</i>	15(2)(h)
<i>Confidential Report R15 (2) - Closed Senior Management Report</i>	15(2)

The MOTION was put and was CARRIED.

IN FAVOUR

MAYOR WALSH	CR DUNIAM	CR FAIRBROTHER	CR EDWARDS
CR HOUSE	CR BRAMICH	CR HYLAND	

The meeting was adjourned at 7.52pm and resumed at 8.15pm

12.0 RESUMPTION OF OPEN MEETING

At 8.44pm the Open Meeting was resumed.

13.0 PUBLIC RELEASE ANNOUNCEMENT

RECOMMENDATION

That Council, pursuant to Regulation 15(9) of the *Local Government (Meeting Procedures) Regulations 2015* and having considered privacy and confidential issues, authorises the release to the public of the following discussions, decisions, reports or documents relating to this closed meeting:

Min. No.	Subject	Decisions/Documents
Nil		

THERE BEING NO FURTHER BUSINESS THE CHAIRPERSON DECLARED THE MEETING CLOSED AT 8.44 pm.

Confirmed,

MAYOR

20 April 2020