

**GLENORCHY CITY COUNCIL
ATTACHMENTS
MONDAY, 21 DECEMBER 2020**



TABLE OF CONTENTS:

COMMUNITY

9. Glenorchy LEARN

- 1: LEARN Terms of Reference..... 3
- 2: Glenorchy LEARN Action Plan - Annual Review 8
- 3: 26TEN Final report as at 30 June 2020..... 13

ECONOMIC

10. Berriedale Peninsula Master Plan

- 1: Final Draft Berriedale Peninsula Master Plan 25

ENVIRONMENT

**11. Wellington Park Management Trust - Update and Nomination
of Council Representatives**

- 1: Draft MOU between GCC and Trust..... 97

12. Bushfire Mitigation Strategy 2020-2030

- 1: Glenorchy City Council Bushfire Mitigation Strategy 2020-
2030..... 100

2:	Phoenix RapidFire Fireshed Report	130
3:	Fact Sheet - Bushfire Mitigation Measures Bill	151
4:	Glenorchy City Council Bushfire Mitigation Policy	153

GOVERNANCE

14. Financial Performance Report to 30 November 2020

1:	Attachment 1 - Financial Performance Report to 30 November 2020	159
----	--	-----

15. Procurement and Contracts - Monthly Report

1:	Procurement Exemption 17 November to 10 December 2020	168
----	--	-----

16. Updated Council Policies

1:	Street Lighting policy 2016 Tracked Changes	169
2:	Street Lighting policy 2020	174
3:	Short Term Parking Permits for Persons with a Disability policy 2016 Tracked Changes	178
4:	Short Term Parking Permits for Persons with a Disability policy 2020	181
5:	Fire Hazard Abatement Notice policy 2016 Tracked Changes	184
6:	Fire Hazard Abatement Notice policy 2020	188



Glenorchy LEARN

(Learning, engagement, achievement, respect and networking)

Building a Learning Community

Leadership Group – Terms of Reference (April 2018)

Terms of Reference

Glenorchy LEARN Leadership Group

Building a Learning Community in Glenorchy

The Glenorchy City Council, *Building a Learning Community in Glenorchy* Strategy (2014 – 2017) outlined a whole of community approach to addressing the learning needs, issues, and challenges of our community. The strategy links to the 2015 – 2040 City of Glenorchy Community Plan – that highlights a key community priority as “Education and lifelong learning” which underpins the ongoing role of this committee.

The four goals of the 2014 – 2017 Strategy which remain relevant to the ongoing project are to:

GOAL 1: Establish a strong foundation in learning for young people in Glenorchy and provide our community with opportunities to continue learning for life.

GOAL 2: Build partnerships to improve education, training, and employment outcomes for young people in Glenorchy.

GOAL 3: Work with the community to achieve a shared vision for Glenorchy as a Learning Community.

GOAL 4: Encourage and support a culture of learning in Glenorchy.

Terms of Reference – Glenorchy LEARN Leadership Group

Purpose

The purpose of the Glenorchy LEARN Leadership Group is to:

- Provide leadership, expertise and a collaborative approach to achieve a shared vision and pathway to building a learning community in Glenorchy.

The LEARN leadership Group hold the values of client centred approach as vital to the success of the purpose of this project.

Membership

Membership of the Glenorchy LEARN Leadership Group will represent a wide range of fields, backgrounds, views and expertise. We will engage with all tiers of government, the non-government sector, private sector, industry and other local community stakeholders to support services and programs that encourage, promote and support lifelong learning. This may include, but is not limited to the following membership:

Core Membership

- State Department of Education
- Glenorchy LINC
- TasTafe
- University of Tasmania
- Skills Tasmania
- Glenorchy City Council

Invited Stakeholders

- Relevant Federal Government Department
- Migrant Resource Centre
- Multicultural Council of Tasmania
- Moonah / Glenorchy Business Association / Moonah Business Association
- Local Employers (eg: Nystar / Incat / Bunnings / Cadbury)
- Museum of Old and New Art (MONA)
- Local Neighbourhood Houses
- Catholic Education Office

Members must have a strong interest in championing *Building a Learning Community in Glenorchy* and developing local responses, including relevant community campaigns and projects.

Membership of the Glenorchy LEARN Leadership Group will also include the Relevant Council Director and officers as appropriate from the Community Development Team.

The membership of the Glenorchy LEARN Leadership Group is to a maximum of ten (10) general members at any time and up to four (4) ex-officio members at any time. Guests may be invited to join the group from time to time, for a defined purpose, for example to share their expertise and/or emerging projects.

Roles and Responsibilities

As members of a skills-based, Glenorchy LEARN Leadership Group, members have the following roles and responsibilities:

- Commit to collaborative working relationships across sectors to progress *Building a Learning Community in Glenorchy*;
- Be committed to promoting and implementing the goals of the *Building a Learning Community in Glenorchy Strategy*;
- Endorse and champion the Strategy and related Glenorchy LEARN ideas and projects;
- Provide expert advice / research based on individual experience, skills and/or field of interest;
- Advocate for action on the risk factors and causes of poor educational achievement and lower participation, retention and education, training, skills development and employment outcomes in our community, within their sector and others;
- Advocate for investment in education, training, skills development and lifelong learning opportunities and improved education and training support in the Glenorchy community, including resourcing of local initiatives;
- Identify local community champions to support the leadership group to identify investment opportunities and further develop early learning, education and training, skills development, adult learning and employment services and programs in Glenorchy;
- Build a community of practice to support the *Building of a Learning Community in Glenorchy* and related Glenorchy LEARN ideas and projects;
- Actively contribute to Glenorchy LEARN Leadership Group meetings and any out-of-session business;
- Commit to communicate with the leadership group information that is relevant from your work area / area of expertise;
- To contribute to and hold oversight of the Annual LEARN Action Plan; and
- Provide advice to create and promote a culture of learning in the Glenorchy community;

Meeting Protocols

Secretariat

Glenorchy City Council will provide secretariat to the Glenorchy LEARN Leadership Group. This role will encompass:

- Organisation of meetings and venues;
- Preparation, clearance and distribution of agendas and meeting papers;
- Support the ongoing development and implementation of the Glenorchy LEARN Leadership Group action plan.

Meeting Frequency

The Glenorchy LEARN Leadership Group will meet a minimum of four times per year during business hours.

Chair

The Chair of the Glenorchy LEARN Leadership Group will be elected by the committee annually.

Venue

Wherever possible, Glenorchy City Council will hold meetings in Council or local community venues.

Communications Protocols

The Mayor of GCC is the spokesperson for the Leadership Group and LEARN Activities.

Reporting Requirements

The Glenorchy LEARN Leadership Group will provide an annual report to Council through the relevant / responsible GCC Director.

Review

The leadership group may review and update the Terms of Reference at any time. At a minimum, the Terms of Reference will be reviewed every two years.



Glenorchy LEARN Committee

(Learning, Engagement, Achievement, Respect and Networking)

Building a Learning Community

The purpose of the LEARN committee is to influence the culture in Glenorchy to value learning.

2019 – 2021 Action Plan

Strategic Goal	Actions	Date for Completion	How will this be actioned?	Who is responsible?	How will success be measured?	Comments
Collaborate with the Glenorchy Community to promote opportunities to learn	Support the 26TEN Community of Practice	Ongoing until 2021	Through the appointment of the 26TEN Project Officer	26TEN Project Officer – short term Glenorchy LEARN Committee – long term	Agencies continue to be engaged and involved	CoP meeting regularly sharing ideas and learnings.
	Progress stage II of the 26TEN project	Ongoing until 2020	Implement the 26TEN Glenorchy LEARNs Stage II project	David Ronaldson, GCC as Project Sponsor	As per the measures outlined in the 26TEN Stage II project plan	Complete. Final report acquitted and leading to 2 further successful grant applications for 20 / 21.
	Monitor the redevelopment of Cosgrove High to leverage opportunities for the Glenorchy community to implement learning actions	Ongoing until 2021	Dept of Education representative to report to LEARN Committee each quarter	Christine Lane, Dept of Education representative	Development plans for Cosgrove incorporate recommendations / requests from the LEARN Committee	G LEARN involved in engagement processes and promoting DoE process.
	Engage with the Department of Education to identify activities for the Glenorchy Local	Ongoing until 2021	Dept of Education representative to report to LEARN Committee each quarter	Maureen McGowan, Dept of Education representative	One opportunity per year identified and actioned	Meetings with the DoE re G 20 concept and how this fits against the GCC Jobs Hub progressing.

Strategic Goal	Actions	Date for Completion	How will this be actioned?	Who is responsible?	How will success be measured?	Comments
	Government Area					
	Plan and implement the Community Collaboration Project	December 2019	- Identify resource to prepare planning document (by 29 April 2019) - Project Plan approved by the LEARN committee (by 22 July 2019) - Collaboration activities implemented as per the plan (report due 21 October 2019)	Marina Campbell, GCC	- Collaboration opportunities documented - Consolidation of efforts identified - Network promotion activities actioned	Council has meet with Montrose Bay High School to investigate support services for a range of issues that have arisen for this school community during 2020. Council officers are also involved in the Steering Committee and engagement process for the new Glenorchy CFLC.
	Instigate a project to develop baseline data for Glenorchy LEARN	December 2019	- Identify appropriate data to be captured - Approach UTAS to access IPREP student internship (by 29 April 2019) - Resource to conduct research and present baseline data to	- Marina Campbell, GCC - David Ronaldson, GCC - IPREP Intern	Baseline data set captured	IPREP students Ada Chan and Kong Eart worked with Council July – Sept 2019 & Aug – Oct 2020. Research project presented to G LEARN Nov 2020.

Strategic Goal	Actions	Date for Completion	How will this be actioned?	Who is responsible?	How will success be measured?	Comments
	Review and update the LEARN Strategy	June 2020 amended to July 2021	- Identify resource to facilitate Strategy Review (by February 2020) - Conduct strategic review workshop (by April 2020) - Strategy to be ratified by the LEARN Leadership Group (by June 2020)	David Ronaldson GCC	Strategy updated and endorsed by the LEARN Leadership Group	Review of LEARN Strategy as part of the Community Strategies review process.
	No progress however, GCC Coordinator Community Planning and Engagement considering what this might look like.					
	Develop a communications plan for LEARN	June 2020 amended to June 2021	- Identify resource to facilitate Communications Planning workshop (by February 2020) - Conduct communications planning workshop (by April 2020) - Communications Plan ratified by the LEARN Leadership	David Ronaldson, GCC	Communications plan documented and endorsed by the LEARN Leadership Group	G LEARN work to be considered as a part of Council's review of Community Strategies to ensure alignment and clear direction for LEARN.
	Comms Strategy was developed for 26TEN project – new comms officers in place at Council (10 Feb).				Communication plan activities are actioned in accordance with the endorsed plan	

Strategic Goal	Actions	Date for Completion	How will this be actioned?	Who is responsible?	How will success be measured?	Comments
	Review Glenorchy LEARN Leadership Group Terms of Reference	June 2021	- Agenda item for first Leadership Group meeting for 2020 - Changes to be drafted and shared with Group for approval - Sign off/ acceptance of updated Terms of Reference at second Leadership Group meeting for 2020	David Ronaldson, GCC	Terms of Reference ratified to take effect from June 2021 to June 2023.	As per the above item.

2018-19 26TEN Communities Grant**2018-19 End Project Report 26TEN Communities Grant****Application 2019COM03 from Glenorchy City Council****Form submitted 1 Jul 2020, 5:05pm AEST****About the project - 26TEN Stage 2 final report****2.1 Overview of finished project**

The Project aimed to:

- a) Identify a consortium of 2-5 businesses to apply for a grant to improve workplace literacy or clear communication
- b) Consolidate the achievements and the learnings from the initial project.
- c) Support the 26TEN Glenorchy Community of practice to become self-sustaining.
- d) Revise and develop the Communications Strategy from Stage 1 project to appropriately to reflect the more targeted business focus of Stage II
- e) Target businesses in Glenorchy to increase participation and engagement with 26TEN and workplace literacy and the value of increasing skills for life-long learning

The Project delivered:

A. Identify a consortium of 2-5 businesses to apply for a grant to improve workplace literacy or clear communication

The project supported a successful partnership between Bucaan House Inc and three community organisations. Bucaan House partnered with Mission Australia Chigwell, Chigwell Child and Family Centre and Glenorchy YMCA to apply for a 26TEN grant to provide literacy assistance at each of their locations through a mobile project. This partnership of the four organisations will deliver learning resources to upskill their workers and volunteers and seek an ALSO (Adult Literacy Support Officer) to provide literacy support. This partnership is a result of building relationships within the 26TEN Glenorchy Community of Practice where member groups were provided with guidance and support to design a literacy project.

Glenorchy City Council Works Centre were inspired to apply for a 26TEN employer grant after attending the 26TEN Glenorchy City Council Business Breakfast. A team from Glenorchy City Council which included the Works Centre, Systems Supervisor and People and Culture, completed the grant application. The grant will allow for effective implementation of a detailed learning program for several outdoor teams. Furthermore, small contractors will be included in the program to give them the

opportunity to access literacy and numeracy support toward increasing their digital capability.

B. Consolidate the achievements and the learnings from the initial project.

26TEN Literacy Ambassador Program for the 26TEN Glenorchy Community of Practice members.

After the formation of the 26TEN Glenorchy Community of Practice in Stage I, it was reported that the members were motivated and enthusiastic about lifting literacy and numeracy and “making a difference” but needed the ideas and tools to translate enthusiasm into action. The 26TEN Literacy Ambassador Program is a direct response to the concerns voiced by Community of Practice members in Stage I.

The 26TEN Literacy Ambassador Program was designed as a group action for the 26TEN Glenorchy Community of Practice to integrate into their workplaces. This project supported members (Mission, Metro and YMCA) to become mentors to their workplace ambassadors.

Increased use of plain English with business, community and service providers

The project delivered three 26TEN Plain English Workshops in community organisations, business and Glenorchy City Council:

- Bucaan Community House – 10 attendees
- Glenorchy City Council -11 attendees
- Glenorchy Library - 12 attendees

In addition, the project delivered information sessions about the use of plain English to various groups and hosted by:

- Colony 47- 12 attendees
- Glenorchy City Council (Chambers and Works Depot) - 22 attendees
- Bucaan Community House - 10 attendees
- Glenorchy Health Centre - 8 attendees
- Vicinity - 44 attendees

C. Support the 26TEN Glenorchy Community of practice to become self-sustaining.

There were 12 member organisations of the Community of Practice from the Stage 1 project. 8-10 remained active during this project. Most of these organisations have been members of 26TEN for many years and have completed their 26TEN Action Plans to date through grants (Metro) or on-going community engagement programs (TasWater). These organisations have successfully integrated 26TEN goals into their

work practices and will continue to support 26TEN through programs, awareness, accessible information and referral. It is important that these long serving members of 26TEN remain engaged.

These organisations will provide mentoring to other members of the Community of Practice and promote the benefits of 26TEN within their workplaces and the broader community. The Community of Practice members developed 26TEN literacy action plans within their own organisations and as a group combining these action plans.

The following businesses and organisations form the 26TEN Glenorchy Community of Practice:

- Glenorchy City Council
- Glenorchy Library
- Metro Tasmania
- TasWater
- YMCA Glenorchy
- Bucaan Community House
- Vicinity Centres
- Mission Australia Chigwell House
- Chigwell Child and Family Centre
- Nyrstar
- Glenorchy Health Centre
- Bunnings Glenorchy

The 26TEN Glenorchy Community of Practice convened six times during across 2019 and early 2020. The first meeting for this project was held on 20 February 2019, following the launch of the 26TEN Chat.

Those who attended the meetings willingly set out to pursue their individual actions as an organisation and build as a group. Most original members were re-engaged with the Community of Practice after much communication and encouragement from the project co-ordinator. A loss of momentum occurred between the first and second stage of the project.

The Community of Practice reviewed its Terms of Reference with a view of being sustainable, to include:

- The Chair /Facilitator role to rotate every six months. A schedule was agreed upon by members. The Chair responsible for facilitating group discussion, recording and sending out action plans to members, organising guest speakers and recording notes from meetings.
- The facilitation role moved from Glenorchy City Council to the Glenorchy Library in February 2020. Unfortunately, the COVID19 pandemic impacted the Community of Practice meetings, postponed until further notice.
- A 3-year action plan was developed around the 3 goals of 26TEN to give the members purpose and direction. The Action Plan was developed by the 26TEN Glenorchy Community of Practice to record the progress of individual actions and those of the group.

- Meetings took place according to the structure of a community of practice consisting of three standing items, consisting of: Individual member action update; Action Plan update; and Information session or workshop, guest speaker and discussion

D. Revise and develop the Communications Strategy from Stage 1 project to appropriately to reflect the more targeted business focus of Stage II

The Communications Strategy was revised and redeveloped from the Stage I project to appropriately reflect the focus of this project. The strategy included a variety of communication methods and activities to reach different community groups in the wider Glenorchy area. Greater than 10 000 people were reached by the project:

- 26TEN branding and information included on Glenorchy City Council Facebook page 2778 people;
- 26TEN branding and information placed on the GCC website
- 26TEN Chat screen shots/PowerPoint placed on rotation on GCC Customer Service screen for 3 months;
- 26TEN brochures and materials distributed throughout GCC Chambers and Works Centre;
- 26TEN materials distributed at locations and community organisations throughout Glenorchy;
- Glenorchy City Council's 26TEN Project featured in the Glenorchy Gazette in June and December 2019. Readership of 25 000;
- Glenorchy City Council's 26TEN Project featured on YouTube – 32 people;
- 26TEN and Workplace Literacy Display in main foyer of Glenorchy City Council for 6 weeks;
- 26TEN and Glenorchy Library Pop-up in Northgate community space – 700 people reached;
- 26TEN Glenorchy City Council Business Breakfast featured on Facebook, The Glenorchy Gazette and 7HO FM – 28 000; and
- 26TEN and Glenorchy Library featured on "Westside Stories" on Edge Radio – 180.

E. Target businesses in Glenorchy to increase participation and engagement with 26TEN and workplace literacy and the value of increasing skills for life-long learning

Increased 26TEN member sign-up of businesses

New members to 26TEN include Vicinity Centres, Bucaan Community House, The Recovery Centre and the Glenorchy District Football Club.

The Glenorchy City Council recently completed its Economic Development Strategy 2020-2025. The GCC Manager for Economic Strategy engaged with the 26TEN project, attended information sessions and the 26TEN Glenorchy City Council

Business Breakfast and invited representation from 26TEN to participate in economic development workshops. Literacy and learning have featured prominently in the Glenorchy City Council Economic Development Strategy objectives and actions after engaging with this project.

26TEN Glenorchy City Council Business Breakfast

The Project delivered the successful 26TEN Glenorchy City Council Business Breakfast and information session for Glenorchy businesses hosted by Glenorchy City Council and 26TEN took place at KGV on 19 November 2019. The breakfast initiative was developed in response to the challenges of engaging small business. The Minister for Education and Training the Honourable Jeremy Rockliff attended the Business Breakfast as a guest speaker along with Tony Willmott of TasWater and Royce Fairbrother as 26TEN Ambassador and business owner.

2.2 What were your successes? What worked well?

The Community of Practice members included a cross section of business and community groups. These members worked easily together resulting in achievement of group and organisational outcomes.

The 26TEN Glenorchy City Council Business Breakfast provided positive exposure for both 26TEN, Glenorchy City Council, participating businesses and the 26TEN Glenorchy Community of Practice.

The objectives of the breakfast included:

- present the facts about workplace literacy;
- how to lift workforce capability, increase productivity and increase profits by improving literacy levels of their workforce;
- emphasise the role and responsibility of business in addressing low level literacy;
- focus on the benefits of improved literacy in the workplace with facts and examples of positive outcomes;
- to engage as many businesses as possible in Glenorchy with 26TEN and the grants available for projects to build workplace literacy;
- recruit new members to the Glenorchy Community of Practice; and
- increase membership to 26TEN

64 people representing a variety of enterprises attended the 26TEN Glenorchy City Council Business Breakfast. Businesses, educators and community organisations gained increased knowledge of 26TEN while recognising the need to improve literacy levels in Glenorchy and how they may be able to play a role.

2.3 What were the challenges? How did you overcome them? What would you recommend to others as ways of avoiding some of these challenges? Was there something that didn't work?

Increasing engagement and knowledge of 26TEN services in the business sector was a challenge for the project. The Project found that small businesses were time-poor and lacked the resources to attend meetings, workshops or information sessions.

Scheduling 26TEN Literacy Awareness Workshops and 26TEN Plain English workshops was challenging. Many businesses stated that they could not absorb the cost of the workshops as a stand-alone experience. For example, one manager explained that she would need to release staff from work duties to attend the workshop, pay those who attend on their day off and pay replacement staff. This would cost up to \$1000. As a recommendation, the 26TEN literacy workshop may be effectively reworked to take a digital format that can be integrated into online induction packages for employees and volunteers. The 26TEN Plain English Workshops can be placed into professional development schedules to guarantee their uptake and increase their value.

The Glenorchy City Council and 26TEN Business Breakfast was delivered to attract small business and other community organisations to attend at a time most suitable for business. Further, The Project worked closely with Vicinity (Northgate management) to create connections with small business, as well as being an active participant in the Northgate Jobs Fair.

Attending events proved to be a very successful way of reaching businesses, community groups and individuals to raise awareness of 26TEN and deliver information sessions. The events provided a unique opportunity to contact other participating businesses and engage them with 26TEN.

2.4 What events did you run and participate in?

(Include here any surveys and results. Did you notice an increase in employees' job satisfaction. This is the place to write up the stories about learners. Short quotations are good.)

26TEN Glenorchy were involved in the following events to allow for direct engagement and referral to the Glenorchy Library for literacy support:

- Mental Health Week at the Glenorchy Library. 800 people attended the event and 14 people directly engaged with 26TEN
- 26TEN week – 3 events including, Pop-up 26TEN Café outside the Glenorchy Library – 50 people reached with 12 referrals for literacy support, Pop-up 26TEN "Let's Talk" booth at Northgate - 500 people reached and 26TEN "Let's Talk" Morning tea at Glenorchy City Council.
- Seniors Week – Live well Live long 80 attendees, 22 direct engagement

- Pop- up library in Northgate. 9 direct engagements
- Northgate Jobs Fair - 2-day event over 500 attendees, 24 direct engagement
- Playgroup on the Grass, 6 direct engagement.

2.5 What partnerships did you make or grow? How did they support building the 26TEN Community?

The success of The Project is a direct result of a successful partnership between Glenorchy City Council, the Glenorchy Library, 26TEN and the Glenorchy 26 Ten Community of Practice.

The Community of Practice members included a cross section of business and community groups. These members worked easily together resulting in achievement of group and organisational outcomes.

The Glenorchy Library has provided valuable collegial support and resources to the project. 26TEN have contributed to the success of the project through their accessibility, support and extensive knowledge of all issues around literacy and numeracy in Tasmania. Finally, GCC Community Department oversight of the project included support, knowledge and linkages into the community.

2.6 Apart from events, what other initiatives did you take to promote 26TEN and its goals?

Workshops, information sessions and on-going support meetings played an important role in improving coordination and collaboration between service providers, broader education and business sectors.

The Project took a community approach towards awareness raising to increase participation and engagement with literacy and numeracy supports within the community. These groups include:

Local Community Networks

- Glenorchy Action Interagency Network (GAIN)
- YANG Youth Action Network
- Glenorchy Youth Task Force (GYTF)
- Glenorchy City Council - Safer Communities Special Committee
- Migrant Resource Centre
- Karadi Aboriginal Corporation and Neighbourhood House
- Glenorchy District Football Club

Local Business and Industry

- Attendees at the 26TEN Glenorchy City Council Business Breakfast
- MGBA – Moonah & Glenorchy Business Association
- Job providers – Max Employment

Education

- TasTAFE – Vocational Preparation
- Local schools - EdZone
- Independent schools – Indie School

Glenorchy has strong community networks to provide essential services to all sectors of the community. There is prevalence of positive attitude and willingness to make lives better for the whole community. This includes literacy and learning. These durable community links is where literacy awareness and projects for building literacy skills will be most successful.

The Project allowed for 26TEN to participate in collaborative projects led by Community Development Officers at GCC for example “Little Libraries” to build community awareness and increase family literacy.

2.7 Are there any people or activities that would make good news stories for 26Ten?

The Project was successful in delivering or being involved in several good news stories which included the Glenorchy City Council 26Ten Business Breakfast, the Vicinity Jobs Fair and the Playgroup on the Grass.

The project identified two noteworthy Business Champions: **Vicinity Centres and Mission Australia Chigwell House**

Vicinity Centres (Northgate Shopping Centre management) are nominated as a 26TEN Business Champion through their role initiating and hosting the Northgate Jobs Fair as well as literacy awareness workshops, providing opportunities for pop up information stalls and community wall advertising space. 26TEN and Glenorchy City Council participated in the three- day Northgate Jobs Fair event from 27-29 August 2019. Information sessions/workshops were delivered on all three days with a strong focus on employability skills, literacy and learning. Approximately 20 000 people enter Northgate Shopping Centre per week. 26TEN advertising and participating in events at Northgate have a far-reaching effect.

Mission Australia Chigwell House have fully embraced 26TEN locally as well as advocating to their national body. They are members of the 26TEN Glenorchy Community of Practice and have introduced the 26TEN Literacy Ambassador Program. Mission embed literacy into all their activities and use 26TEN Chat. Activities included incorporating 26TEN into staff inductions for all new recruits and incorporating 26TEN theme of “Let’s Talk” into all participant groups. Mission Australia at Chigwell House have a detailed and effective 26Ten Action Plan.

2.8 What next for your 26TEN community?

It is exciting that both 26TEN grant applications supported by this project have been successful. These initiatives will provide continued energy for the Community of Practice and Glenorchy 26TEN Community.

2.9 Include here any other comments you wish to make about the project.

Tutoring Referrals

It is difficult to ascertain the number of referrals as a result of the project. Many indirect referrals were made at literacy awareness events and where the opportunity arose however, the number of referrals does not equal the number of individuals who actively seek one-to-one literacy tutoring or continue the process and become matched with a tutor at the library. The Glenorchy Library currently has 30 people receiving literacy and numeracy help. This has increased from 20 since September 2019. Glenorchy Library has 20 Volunteer Literacy Tutors.

Youth literacy

At the very first meeting, for this project, the Community of Practice members spoke of their concern about the young people of Glenorchy and the impact of being disengaged, and with few opportunities to engage in programs that focus on literacy and numeracy improvement.

On investigating the project found Karadi Aboriginal Centre run a program to connect groups of disengaged youth, reporting 2 out of 20 with functional literacy. There are another 30 waiting to join the program to access literacy help. Karadi are seeking support to lift literacy of the young people in these groups.

Colony 47 were also seeking literacy and numeracy tutoring for participants of their "Transition to Work" program. They have been referred to the Glenorchy Library to meet and discuss with the Literacy Coordinators.

The Glenorchy District Football Club identified some of their junior members as needing literacy and numeracy support. These groups represent a portion of the disengaged youth and NEETs (Not in Employment or Training) in the greater Glenorchy area.

EdZone is a Tier 4 program funded by the Department of Education to engage young people at risk of disengaging from school or have already disconnected. EdZone was introduced to the Community of Practice on 16 September 2019. This provided an opportunity for those members of the Community of Practice who want to contribute to lifting youth literacy, to help in a practical way by offering work experience and mentorship to students from EdZone.

Clarification on youth access to literacy tutors and 26TEN tools at the Glenorchy Library was achieved by working with literacy coordinators at the library and 26TEN. Information about access to vocational preparation and literacy tutoring was then made available to community groups and the Community of Practice.

Project Stages**attachment 1**

Start	Complete	What needs to be done	Milestone	
Week 1	Week 1	Recruitment of Project co-ordinator	Stage 2 of project started	Complete March 13
Week 2	Week 3	Project plan and Communication plan reviewed	Plans approved	Complete May 2019
Week 2	Week 4	Re-engage Community of Practice	Community of Practice engaged	Complete May 2019
Week 5	Week 15	Develop program for information sessions	Deliver information sessions	Complete July - December
Week 4	Week 48	Business Champions identified and engaged	Business Champions engaged	Complete November
Week 15	Week 28	Identify and develop Business Consortium	Business Consortium developed	Complete November
Week 23	Week 27	Initial evaluation on progress and targets undertaken to inform mid-project report	Mid project report submitted	complete 30 August 2019
Week 28	Week 48	Work with business consortium to develop grant application	Grant application written	Completed February 2020
Week 28	Week 48	Plan and deliver workshops	Plain English and literacy awareness workshops delivered	Complete June- November
Week 48	Week 52	Evaluate project and write completion report		Completed and submitted 30 June 2020

Who participated in the project

People directly involved in your project or who received a direct benefit - 766

People indirectly involved or reached by your project, or who may have received an indirect benefit? – 2356

There was a broader community indirectly reached which included:

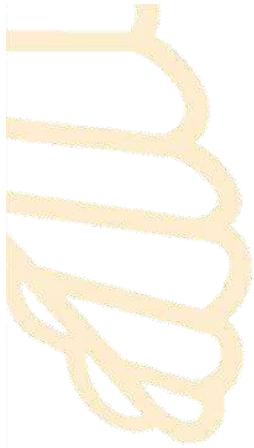
- Glenorchy Gazette – 2 articles (June/December 2019) with a readership of 25,000 people.
- 7HO FM with an audience of 28,000 people promoting the 26TEN Business Breakfast.
- Glenorchy City Council Facebook promoted 26TEN. This had a following at the time of 2,778 people.

Physical project outputs – attach

Terms of reference, 26TEN CoP group action plan and Business Breakfast invitation.

Photos of the GCC 26TEN Business Breakfast and Northgate Shopping Centre Pop-up and Jobs Fair were also taken by the 26TEN staff.

Photos – attach**Project acquittal – underway by Finance**



Berriedale Peninsula

Draft Master Plan

City of Glenorchy



December 2020

Draft

BERRIEDALE PENINSULA MASTER PLAN

prepared for Glenorchy City Council



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CONTENTS

SUMMARY	1
PART 1 CONTEXT	1
1.1 Background	1
1.2 Outline of the Master Plan	2
PART 2 BERRIEDALE PENINSULA	5
2.1 Land Ownership	5
2.2 Existing Values and Use	7
2.2.1 Natural Values	7
2.2.2 Heritage Values	8
2.2.3 Cultural Values	9
2.3 Planning Framework	12
2.3.1 Relevant Plans and Policies	12
2.3.2 Statutory Planning Context	13
2.4 Community Views	16
2.5 Site Issues	17
PART 3 PLACEMAKING	19
3.1 Embracing the Vision	19
3.2 Guiding Principles	20
3.3 The Big Moves	21
3.3.1 Enhancing Site Values	21
3.3.2 Improving Connections	23
3.3.3 Facilitating Better Parking	25
3.3.4 Assessing Public Land Options	26
3.3.5 Embracing Inspiring Design and Development	29
PART 4 THE MASTER PLAN	33
4.1 The Master Plan	33
4.1.1 Enhancing Site Values	33
4.1.2 Improving Connections	37
4.1.3 Facilitating Better Parking	38
4.1.4 Achieving Better Public Land Options	39
4.1.5 Providing Design and Development Directions	40

ii Berriedale Peninsula Master Plan

4.2 Implementation	42
4.2.1 Action Plan : Short Term 2021 – 2025	42
4.2.2 Action Plan for the Mid - Long Term 2026-2035	44

Attachment 1 Summary of Community Views

SUMMARY

The Glenorchy City Council initiated the preparation of a comprehensive master plan for the whole of the Berriedale Peninsula. The Peninsula includes Berriedale Reserve and associated sports and recreation facilities, the former caravan park site, Taswater waste treatment site and the cultural tourism attraction of Mona as shown in Map1.1.

The purpose of developing a master plan is to ensure the peninsula is developed in such a way that balances the community's need for open space, recreation and public amenity, with the broader economic and cultural opportunities afforded through the site's proximity to Mona and its patrons.

The master plan looks at the situation now in terms of land tenure, the planning framework governing future use and development and the known natural and cultural values on the peninsula. The plan was prepared with input from community and stakeholder engagement about the issues and opportunities for the peninsula and has been updated following further community review and comment.

A vision and guiding principles are identified. The overall vision for the future of Berriedale Peninsula is to provide and manage an inspiring and dynamic place that will deliver environmental, economic and social outcomes for the Tasmanian and local community. More specifically this envisages:

Mona as a world-recognised place of cultural excellence, providing outstanding and engaging experiences for all; and

Berriedale Reserve as a well-managed open space, providing for the activity needs of current and future generations within the City and wider community.

The guiding principles elaborate on the above vision:

One Integrated Landscape – an integrated approach to the development and management of the peninsula is required to get best 'value' from the overall setting.

Protecting Intrinsic Values -The environmental, cultural, economic and social values all add to the sense of place for both local residents and visitors.



BERRIEDALE PENINSULA

Map 1.1 Study Area

Enhancing the Cultural Hub - Mona has enticed Tasmanians and others to progress thinking 'outside of the box' pushing the limits that previously constrained cultural expression, unleashing a greater awareness about the vitality of the island community.

Delivering the Full Benefits – These include environmental, social and economic benefits that protect inherent values, enhance livability and become a catalyst for pushing further flow-on effects within the local, regional and state economy.

Partners in Management - The potential benefits of Council, stakeholders and the community sharing a common vision for the future of the peninsula will be enduring.

The plan looks ahead at what the Berriedale Peninsula could be in the future through planned intervention to resolve issues and provide enhancement opportunities. The big moves informing the master plan are:

enhancing site values;

improving connections;

facilitating better parking;

assessing public land options; and

providing design and development directions.

The master plan includes a Short Term Action Plan (2021-2025) and a Mid-Long Term Action Plan (2026-2035).

Attachment 1 provides a summary of the community views received from the initial round of stakeholder meetings, community workshop and nearby neighbours survey. The draft Master Plan was made available for community review and comment during November 2020 and survey returns indicated that 40% of the respondents strongly supported the Master Plan and a further 48% supported most aspects of the Master Plan.

iv Berriedale Peninsula Master Plan

The key recommendations of the **Short Term Action Plan (2021-2025)** are:

Recommended Action
Adopt the Master Plan
Install night lights at the Glenorchy Tennis Club
Undertake a Parking Strategy for Mona
Potential to relocate the Southern BMX facility to Tolosa Park
Consider the transfer foreshore land in Lowestoft Bay from the Crown to Council
Investigate future use of the BMX lease site for car parking, administration and art storage
Review existing planning controls in response to the Berriedale Peninsula Master Plan.
Consider upgrading the shared paths along Main Road connecting to Berriedale Reserve and Mona
Consider options to upgrade Berriedale Reserve including picnic, play facilities , barbeque, paths and major upgrade of the public toilet.
Landscape enhancement of under-utilised TasWater land

The key recommendations of the Mid - Long Term Action Plan (2026-2035) are:

Recommended Action
Review the Master Plan and prepare an Action Plan for 2025-2035
Assess potential use for including a dog off leash area within Berriedale Reserve
Consider upgrading the foreshore trail around the headland to Cameron Bay including the boardwalk around the former caravan park site.
Assess opportunity for a children's 'hot shots' learning court to be added to the tennis club
Consider options for upgrading the foreshore path and indigenous interpretation
Investigate development of a new car park adjacent to Berriedale Bowls Club
Review the opportunity for a City Link passenger train service platform
Investigate planting new avenue of trees in road reserve near Granada Tavern
Consider preparing a master plan for the Berriedale Hall site at 631 Main Road
Assess feasibility of proposed wetlands on the foreshore
Consider upgrading the existing foreshore trail through to Windermere Beach
Assess the need for feasibility of a new indoor synthetic green and upgrading of the Berriedale Bowls Club facilities
Review opportunity to construct the foreshore boardwalk linking the ferry to Berriedale
Consider options to upgrade/extend the path from Berriedale Reserve to Elwick Bay
In consultation with TasWater, review the timeframe for the relocation of the sewerage treatment facility and potential re-use opportunities

Part 1

CONTEXT

1.1 BACKGROUND

Mona is an internationally significant cultural tourism attraction. The site provides a range of services beyond those of a museum; including hospitality, events (indoor and open air), large scale outdoor artworks (such as Spectra and Armana), public open spaces, vineyards and breweries. Mona is consistently within the top three visitor attractions in Tasmania and, added to this, the grounds have potential to attract significant local visitation for events and community use. The site provides free admission for Tasmanians¹ and the grounds attract significant local visitation for the multiple art attractions, events and community use.

Mona is now operating at a level where it has an enormous social and economic influence on the City, region and State. The nature of the events, activities, and exhibitions at the museum create an engaging atmosphere that encourages involvement by a breadth of the regional community. As part of the ongoing operation and feasibility of Mona, innovative development options are being explored. Mona is currently in the advanced planning stages of new facilities including a caravan park, hotel, new art attractions and community gardens.

The City of Glenorchy owns and manages land to the north of Mona, known as Berriedale Reserve. The Reserve includes informal open space, play facilities, public toilets, picnic shelters and paths. Council land is currently leased to the Berriedale Bowls Club, Glenorchy Tennis Club and the Southern Tasmania BMX Club. Council has leased the former Treasure Islands Caravan Park land to Mona for development of a future caravan park. Other Council owned land is also leased to Mona for operational use as overflow car parking and community gardens and works. The Berriedale Child Care Centre is on Council land adjoining Main Road. TasWater own and operate a regional waste treatment plant to the east of the tennis club. Land within the River Derwent is managed by the Crown.

There are a range of opportunities to access the Berriedale Peninsula. The Brooker Highway (part of the National highway) and its road connections allow vehicle access from both the north and south. The Inter-City Cycleway passes

¹ Mona applies an admission fee for visitors from interstate or overseas.

2 Berriedale Peninsula Master Plan

nearby. A daily commercial ferry service links Mona to Sullivans Cove and the Hobart CBD. Future planning is underway for a commuter train service from the Hobart CBD into the northern suburbs, and if developed, is likely to involve a stop/platform servicing Mona and the local area.

Nearby, Council has initiated planning and development for enhancement of Elwick Bay – Wilkinsons Point as a major foreshore precinct encapsulating art, play, picnic, sport and recreational activities. Wilkinsons Point is envisaged as allowing for major indoor sporting facilities, commercial retail, tourism, visitor accommodation, open space and entertainment. A shared path links Elwick Bay with Mona.

The local community recognises that Berriedale Peninsula offers many values to themselves and visitors. These values include being an environmental haven for wildlife, being easily accessible and a well-connected open space, having important cultural heritage values, enhancing the significance of Mona as an international cultural attraction and offering a range of sporting and recreational opportunities.

The purpose of developing a master plan for the Berriedale Peninsula is to ensure the area is developed in such a way that it balances the community's need for open space, recreation and public amenity, with the broader economic and cultural opportunities afforded through the site's proximity to Mona and its patrons.

1.2 OUTLINE OF THE MASTER PLAN

A draft Master Plan was collaboratively developed by Mona and Glenorchy City Council in 2014, however it was never finalised or endorsed by Council.

In 2020 Council commissioned Inspiring Place and Ireninc Planning and Urban Design to revise the draft 2014 Master Plan and undertake engagement with community and commercial stakeholders to create a long-term integrated land use vision for the area that is in keeping with the vision and objectives of the *Glenorchy City Community Plan 2015-2040*.

The preparation of the master plan involved:

- review of relevant reports and policy documents;
- site investigations;
- a workshop with a wide range of local community groups within the City of Glenorchy;

meetings with key stakeholders including Mona, Berriedale Bowls Club, Glenorchy Tennis Club, TasWater, Granada Tavern, Southern Tasmania BMX Riders Club and the Berriedale Child Care Centre;

discussions with Council staff;

an on-line survey of Berriedale local residents;

review of the statutory framework for use and development of land within Berriedale Peninsula;

a preliminary presentation workshop with Council Aldermen that included feedback from stakeholder and community engagement; and

community review and comment on the draft master plan.

As a visionary document, the master plan considers issues and opportunities for access, best land use and management for 20-30 years into the future. In doing so, the master plan addresses a range of key issues and delivers some big placemaking moves that are aimed at:

enhancing the site's values;

improving connections;

resolving parking needs;

creating best land use arrangements; and

embracing inspiring design and development.

The master plan describes a staged approach to the spatial layout and arrangement of uses within the study area and the interfaces with surrounding properties and other facilities.

The master plan is presented in four parts.

Part 1 (this section) provides a context to the why and how the master plan has been prepared.

Part 2 looks at the situation now in terms of land tenure, known natural and cultural values and the planning and policy framework governing future use and development within the study area. It also summarises the views expressed by the community and stakeholders about the issues and opportunities for the study area. An overall site issues plan shows the range

4 Berriedale Peninsula Master Plan

of identified issues based on site visits and consultation with the community, agencies, user groups, Council and Mona.

Part 3 sets out a vision and guiding principles for Berriedale Peninsula. It looks ahead at what it could be in the future through planned intervention to resolve issues and provide enhancement opportunities. Together these responses set up the basis for the overall master plan— how the desired spatial layout could unfold over time in pursuit of the vision.

Part 4 introduces the overall master plan and presents an action plan for staged implementation of the recommendations.

Part 2

BERRIEDALE PENINSULA

2.1 LAND OWNERSHIP

Map 2.1 shows the land tenure in the study area. The southern half of the peninsula is owned by Claremont Partners Pty Ltd operating as Mona, whilst the northern half is largely owned by the Council. The exception is the sewerage treatment plant site, located to the south of Cameron Bay, which is owned by TasWater.

A number of areas of Council land have been leased to:

Mona as the successful tender to redevelop the former Treasure Islands Caravan Park;

Glenorchy Tennis Club – clubrooms, six courts, training wall and parking;

Berriedale Bowls Club – clubrooms, two greens (one synthetic) and parking area;

Southern BMX Riders Club – jump course, start-line facility, storage and parking;

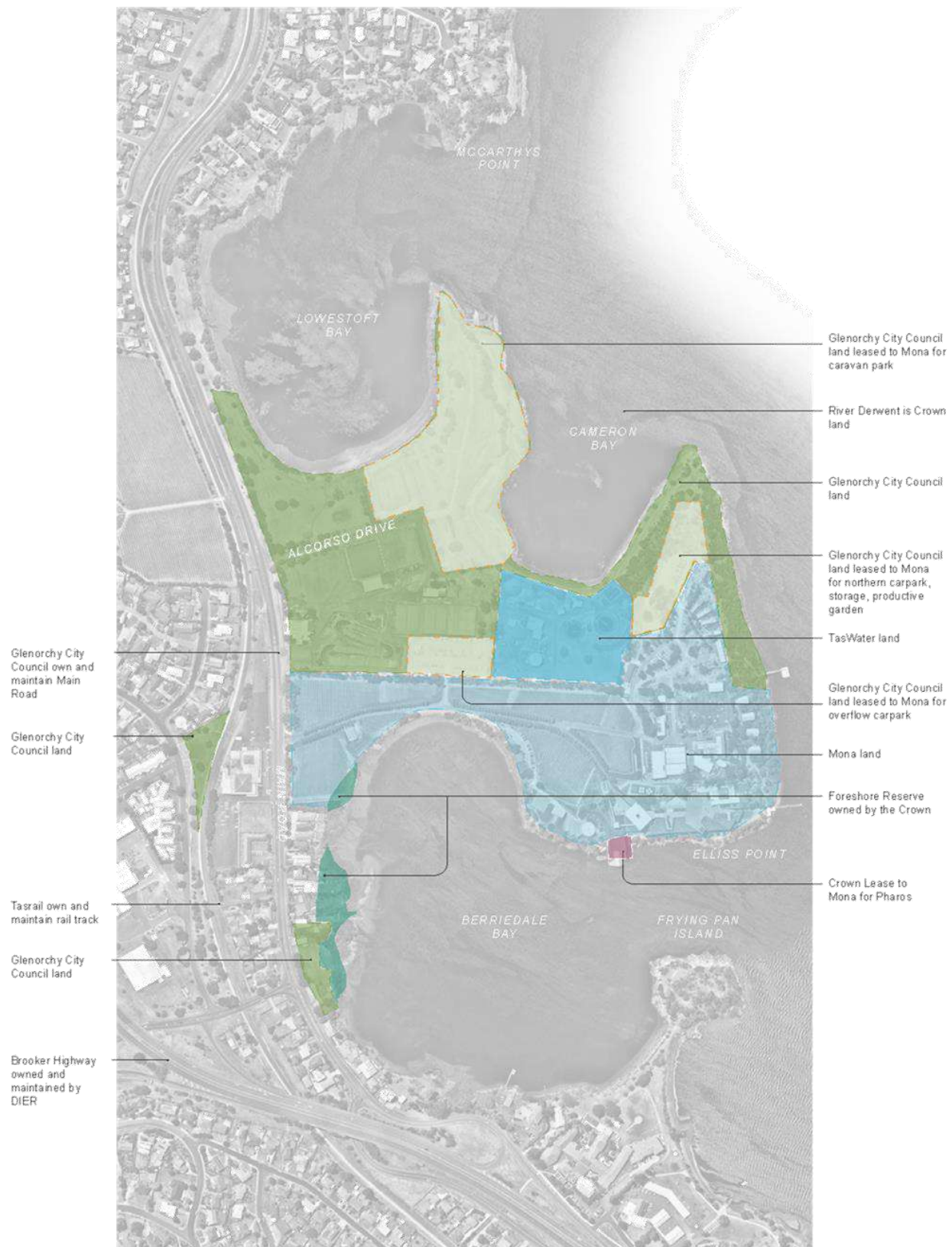
Mona – overflow car parking area and storage located to the south of the tennis club; and

Mona – overflow car parking area north of their existing sealed car park including an area proposed for composting and community gardens.

Foreshore land west and north of Lowestoft Bay is utilised as public open space but land ownership has yet to be transferred to Council. It is understood that the land was originally private freehold land remnants from original titles that were bisected by Main Road and that have never fully transferred to Council.

Land within the River Derwent is owned by the Crown.

Berriedale Bay, to the south of Mona, has some private freehold land with titles that extend to either high or low water mark. There is also a small but unconnected pocket of public land set aside as a foreshore reserve.



BERRIEDALE PENINSULA

Current Land Tenure

The land referred to in this master plan as Mona is also known as the Moorilla Estate. The site is still operated as the winery and cellar for the wine label with the main focus of development of the site being the Museum of Old and New Art (Mona). The land has also been developed for a range of associated cultural activities, including visitor accommodation, dining, outdoor performance, a brewery, conference facilities, and markets.

2.2 EXISTING VALUES AND USE

2.2.1 Natural Values

No botanical or fauna surveys were undertaken for the master plan but a search of the Natural Values Atlas² indicated no threatened flora within 500m of the area.

Threatened fauna within 500m range boundaries include

Lathamus discolor swift parrot

Dasyurus maculatus spotted-tailed quoll

Litoria raniformis green and gold frog

Discocharopa vigens ammonite pinwheel snail

Prototroctes maraena australian grayling

Antipodia chaostola chaostola skipper

Pseudemoia pagenstecheri tussock skink

Tyto novaehollandiae subsp. *Castanops* masked owl (Tasmania)

Haliaeetus leucogaster white-bellied sea-eagle

Pardalotus quadragintus forty-spotted pardalote

Sarcophilus harrisii Tasmanian devil

Accipiter novaehollandiae grey goshawk

Perameles gunnii Eastern barred bandicoot

Aquila audax subsp. *Fleayi* Tasmanian wedge-tailed eagle

² www.threatenedspecieslink.tas.gov.au/nva-information

8 Berriedale Peninsula Master Plan

Dasyurus viverrinus eastern quoll

Eubalaena australis southern right whale

Identified weeds within 500m of the area (mainly located on the foreshore of Lowestoft Bay and Cameron Bay) includes slender thistle, boneseed, fennel, montpellier broom, African boxthorn and blackberry. There were also some priority weeds on the former caravan site including sticky wattle, pride-of-madeira and great mullein.

2.2.2 Heritage Values

ABORIGINAL HERITAGE

In 2014 an application was made to Aboriginal Heritage Tasmania and a desktop assessment of the Tasmanian Aboriginal Site Index (TASI) was undertaken to determine if any Aboriginal heritage sites are listed within the study area.

The results found that a number of sites are recorded within the area, consisting mainly of shell midden material. Mapping of the location of heritage sites is confidential and not for public dissemination and, therefore, are not included herein.

Aboriginal sites and relics fall within the *Aboriginal Relics Act 1975*. Detailed site investigations may be required to be undertaken prior to undertaking development works that may impact on site. Investigations should involve Aboriginal Heritage Tasmania and may require an assessment by a consultant archaeologist.

EUROPEAN HERITAGE

There are heritage-listed properties within the study area by the Planning Scheme and/or the Heritage Tasmania Register (marked with a *). These sites are:

623 Main Road, dwelling

629* Main Road, dwelling

631* Main Road, Old Berriedale Hotel

644 Main Road, dwelling

647 Main Road, dwelling

651-655* Main Road (Mona), Dwellings (including two designed by Roy Grounds)

680 Main Road, Lowestoft winery

1 Berriedale Road, Berriedale Station Masters House and Berriedale Post Office, Building

9 Strathaven Drive, Strathaven, building

11 Strathaven Drive, Village Motel, Metal arch

71 Radcliff Road, Dwelling.

2.2.3 Cultural Values

VISUAL VALUES

The visual values of the peninsula include the contrast of the natural values with those of the existing urban setting including the distinguished development and landscaping of Moorilla. The headland form of the peninsula has a strong relationship with Kunanyi (Mt Wellington) and its ranges, the valley terrain of the Eastern Shore, the Derwent River and the remnant native vegetation along the foreshore. Key features within the scene include the small bays either side of the peninsula, vineyards, Mona and its adjoining buildings and landscape.

The quality of the scenery is somewhat marred by the intrusion of infrastructure (e.g. buildings, roads, power lines) and barriers (e.g. fences) and unsightly areas (e.g. vacant land, caravan park, sewerage treatment plant, BMX site).

TOURISM VALUES

Mona has become a major visitor attraction in Tasmania being the second most visited destination to Salamanca market. During 2018, 27% of all visitors (374,000 people) indicated they had visited Mona whilst on their trip, including 20% of all international visitors to the state. The visitors to Mona spent a total of \$81 million during their trip to the state³.

However Mona also attracts many Tasmanian day visitors to its events (concerts, weddings, conferences and the Saturday market) and other facilities

³ Mona Visitor Profile September Quarter 2018, Tourism Tasmania

(winery, brewery, restaurants and bistro) besides the museum thus the total number of visitors is likely to be much higher

SPORT AND RECREATION VALUES

Sport and recreation values at the Berriedale Reserve are important to the community with the Glenorchy Tennis Club, Berriedale Bowls Club and Southern Tasmania BMX Riders Club all being based there. The Glenorchy Tennis Club and Berriedale Bowls Club have a steady club membership and compete in regional level competitions. The Council have allocated funding to relocate the Southern BMX Riders Club to Tolosa Park, as part of a major bike hub for the City catering for a range of bike activities.

Berriedale Reserve is a popular district level park with play, picnic and toilet facilities. Foreshore trails throughout Berriedale Peninsula are actively used by the local community for recreational walks and walking with their dogs. The Reserve also attracts passing traffic as a place for people to relax, have a break and enjoy the views into Lowestoft Bay.

SOCIAL VALUES

Berriedale Reserve attracts a small but important component of the community for individual and group use, social and ceremonial gatherings and for participation in sport and recreation. Over the years of its establishment, strong bonds have likely been established with the Reserve suggesting a level of concern for how it might be developed.

The survey of nearby residents⁴ indicated that the three most important things they liked about Berriedale Peninsula were:

the quality of scenic views (90% of respondents);

being relatively quiet and a safe place to live (87.5%); and

Mona with its cultural attractions (75%).

In its short history, Mona has generated strong and positive community sentiments for the area. Free concerts and events, contributions to local community activities and the Saturday market all build an appreciation for the place. Community associations with the late Claudio Alcorso, an icon of community service and the arts, also strengthens community attachment to the place. David Walsh's contributions to the community and State are much

⁴ An online survey of nearby residents within the suburb of Berriedale was conducted by Council during October 2020.

appreciated, further building awareness of the place and strengthening social attachment to the area.

Mona's presence in the worldwide press has built a wider familiarity with the place that adds to people's understanding and knowledge about it.

All of these qualities underpin a sense of place, that is, an appreciation of how the area contributes to the uniqueness of living there, to people's understanding of that uniqueness and how they define themselves through it.

UTILITY VALUES

The sewerage treatment plant is owned and managed by TasWater. The treatment plant allows for secondary treatment of waste before being pumped north through an outfall into the river.

Discussions with TasWater indicated that the potential relocation of the plant to another site is a mid to long term consideration sometime beyond the next decade. The cost to decommission is high and pumping stations will still be required to transfer waste for re-use to the Brighton Municipality. In the short term, TasWater in agreement with Mona and Council, are undertaking works to reduce odour issues at the sewerage treatment plant.

Currently major sewer lines connect to the treatment plant underneath Berriedale Reserve, the western bowls green and either side of the tennis clubrooms. These sewer lines constrain the siting of buildings, becoming a major cost impediment if they need to be relocated. The sewer lines do not limit uses such as open space, sports courts or parking.

There are 45-50 designated public car parking spaces in Berriedale Reserve including those for sports facilities. At times, parking overflows onto road edges and vacant space.

Mona provides 155 vehicle parking spaces on its land and leases land from Council, south of the tennis club, with the capacity for a further 164 spaces. The capacity of the latter site is not yet fully realised due to the level of the ground in some places and the use of a portion of the area for storage of materials.

2.3 PLANNING FRAMEWORK

2.3.1 Relevant Plans and Policies

A number of Council documents provide a policy setting for the Berriedale Peninsula Master Plan. The most important document is the *Glenorchy City Community Plan 2015-2040* which evolved from extensive community engagement and presents a vision statement for 2020 and community goals to strive towards.

The community vision for 2040 statement is very relevant to the future planning for Berriedale Peninsula. There are references within the vision to:

being a proud city; a city of arts; of opportunity; of partnerships; a city that makes exciting things happen;

valuing arts and culture building on the success of Mona including the importance of local walkways, open spaces and art places that open the experience for all to share;

recognizing that community meeting places, open spaces, parks, playgrounds, walking and bike paths and recreation and entertainment facilities allow people to enjoy where they live, work and play in the City;

supporting a participating, active, healthy and vibrant community; and

protecting and managing the natural environment that enriches community life.

There are five community goals to under-pin the vision that embrace City pride, a vibrant community, embracing the natural and built environment, creating a strong economy and Council's leadership.

Council is committed to fostering partnerships and cooperation between governments, business and the community to lead change and co-create the Glenorchy of the future.

Other key Council planning and policy documents that were reviewed were:

Glenorchy Strategic Plan 2016-2025;

Glenorchy Economic Development Strategy 2020-2025;

Glenorchy Open Space Strategy 2015;

Glenorchy to Hobart Public Transport Corridor Report;

Glenorchy Mountain Bike Master Plan 2020.

The *Glenorchy Strategic Plan 2016-2025* identifies the community goals, objectives and strategies that Council is going to follow to give effect to the community's vision for Glenorchy over the next 10 years. Strategies of relevance to Berriedale Peninsula include identifying and protecting areas of high natural values, developing trail networks, enhancing parks and public places and enhancing the Derwent River foreshore.

The *Glenorchy Economic Development Strategy 2020-2025* identified the need to revise the Berriedale Peninsula Master Plan, being a location considered as a pillar project for future development.

The *Glenorchy Open Space Strategy 2015* identified the need for a Berriedale Reserve master plan, relocating the Southern Tasmania BMX Riders Club, upgrading the foreshore trail to Windermere Bay and to protect Berriedale Reserve and the foreshore from incremental development associated with Mona.

The *Glenorchy to Hobart Public Transport Corridor Report* identified the potential opportunities for a light rail station to be located within close walking proximity of Mona, residential areas, the inter-city cycleway and community and local recreational facilities.

The *Glenorchy Mountain Bike Master Plan 2020* establishes a footprint location at Tolosa Park to allow for the relocation of the Southern BMX Riders Club.

In addition to the above documents, Mona have prepared a Heritage Management Plan, Landscape Heritage Assessment and Landscape Management Policy to guide site development and management on their land.

2.3.2 Statutory Planning Context

A detailed review of the statutory planning framework for the study area has been undertaken. It reviews the following key documents:

Glenorchy Interim Planning Scheme 2015;

Southern Tasmanian Regional Land Use Strategy 2010-2035; and

Glenorchy Economic Development Strategy 2020-2025.

The potential constraints to how the peninsula might be used and also the opportunities for future development are discussed below.

The potential constraints include:

Under the *Glenorchy Interim Planning Scheme 2015*, some of the prospective uses are discretionary in the open space and recreation zones, however they may not be consistent with the purpose of the relevant zone. For some of these uses, it is likely that they would not meet the planning scheme requirements and could not be approved.

Current planning scheme provisions would restrict the master plan being fully implemented. For example, the intended use of the former BMX site by Mona for carparking. It is recommended that the master plan outcomes be integrated into the statutory controls by means of an extension to the Mona Specific Area Plan to include the whole master plan area.

The sewerage treatment works is located within the master plan area and the surrounding attenuation buffer currently constrains redevelopment potential around the site. TasWater has scheduled upgrades to the facility to reduce impact of odour pollution beyond the facility boundary.

A number of known Aboriginal Heritage sites have been identified within the master plan area. The sites are not to be identified on the Master Plan, but the layout should be sensitive to their location. Aboriginal Heritage Tasmania should be consulted in response to the Master plan and the implementation should ensure that more detailed site investigations are undertaken prior to any potentially impacting development in accordance with any AHT guidelines and the Act. The *Aboriginal Heritage Management Plan*, commissioned by Mona, should be considered as part of any development proposal.

Mona is a major tourism destination, and a significant generator of traffic. Mona is actively adopting a sustainable transport model to minimise the use and generation of private vehicles to the site, and reduce the necessity to provide large areas of private car parking;

The *Glenorchy Interim Planning Scheme 2015* identifies potential risk from inundation. For Berriedale the risks of inundation are high (0.8m AHD), medium (1.8m AHD) and low risk (2.4m AHD). Other risks noted are coastal erosion hazard and some acid sulphate soils located immediately outside the site within the River Derwent. These risks should be included within the site analysis of the site.

A hierarchy of Activity Centre has been identified within the regional land use strategy. The Master Plan must ensure any proposal is consistent with this hierarchy.

The opportunities include:

Allow for a holistic approach to planning and design for both sides of the peninsula which ensure an integrated and cohesive landscape. Council has an opportunity to rezone land to align with the objectives of the Master Plan. For example, the creation of a Specific Area Plan which covers the entirety of the peninsula would be beneficial to achieving this.

A search of the Natural Values Atlas indicates that there are few identified threatened values in the area, however improvement of remnant vegetation and improvement of natural values is desirable. A number of listed weed species have been identified in the area and management of weeds should form a component of the Master Plan.

Connection and integration with existing transport systems and expansion of alternative transport options, including: ferry, vehicle, intercity cycleway, and a potential future light rail link.

There is opportunity for the Master Plan to further objective and principles of key strategies including regional and local strategies, such as the *Southern Regional Land Use Strategy*, the *Glenorchy Strategic Plan* and the *Glenorchy Economic Development Strategy*. Key areas of such strategies which should be considered include recreation and open space, social infrastructure, land use and transport integration and activity centres.

Promote and enhance the features of arts, culture and recreation of the master plan area and support and protect the role of Mona as an identified strategic economic opportunity and major employer. There is opportunity to provide for the innovative and sustainable expansion of Mona as a significant cultural and tourism development for the region. It is the intention for Mona to redevelop the caravan park within the Berriedale Peninsula, and a development application has recently been approved by the Glenorchy Planning Authority.

2.4 COMMUNITY VIEWS

Community views on Berriedale Peninsula were sought through stakeholder meetings, a community interest group workshop, an online community survey of nearby residents and a month inviting public review and comment on the draft master plan. A summary of the points raised in these discussions and surveys is presented in Attachment 1.

The key messages identified from the community engagement were:

the community place great importance on maintaining good accessibility and connectivity to and through Berriedale Peninsula, in particular with the upgrading of foreshore trails and shared paths that connect with Berriedale Reserve and Mona;

strong interest in ongoing protection of the natural values with the community often referring to the scenic values, diverse wildlife and importance of retaining native vegetation;

the significance of Berriedale Peninsula's cultural heritage values, including Aboriginal sites, heritage buildings and the contemporary arts hub created by Mona; and

the desire for upgrading community park facilities (picnic, play and toilets) to improve their experiences and enjoyment of the public spaces.

2.5 SITE ISSUES

Map 2.3 illustrates the range of issues identified by the community and stakeholders and through site investigations. These issues can be grouped as:

- managing and enhancing environmental, cultural and use values;

- improving accessibility and connections to and within the study area;

- resolving car parking needs;

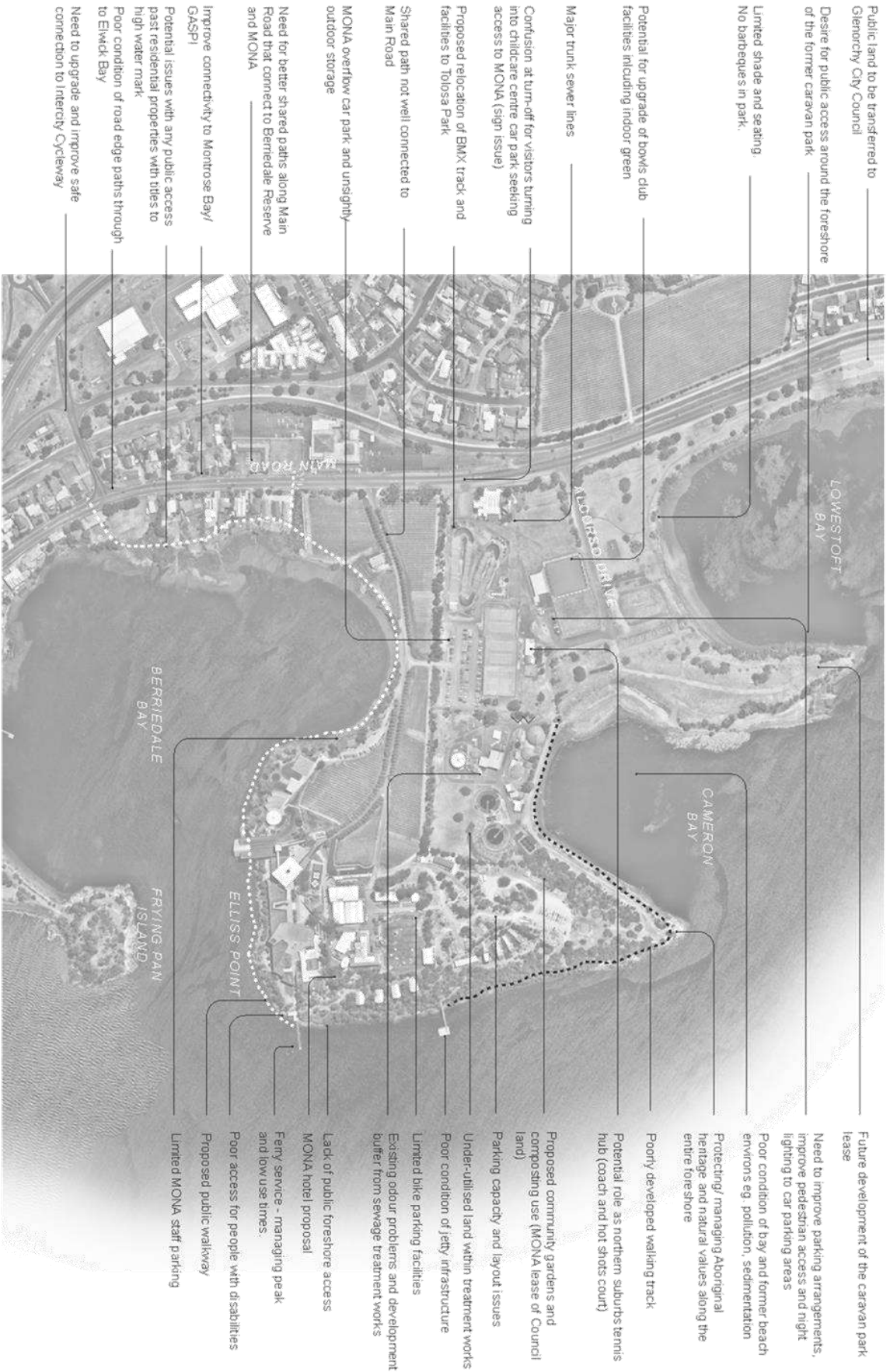
- achieving the right 'mix' of collaborative uses on the peninsula including public open space, tourism, utility, sport and recreation; and

- managing the balance between public land use and future development opportunities.

These issues are addressed in the presentation of the master plan in Part 3.

BERRIEDALE PENINSULA

Map 2.2 Site Issues



Part 3 PLACEMAKING

Great placemaking is something that goes beyond the physical setting, to include engagement and respect with those that own, manage or enjoy the place.

The difference between a 'place' and a 'space' is that a place is attuned to local conditions and people enjoy being there. There is a connection between the character of the landscape, what is built within it and how the building occurs. The finely-tuned logistics sit in the background and the experience of being there is welcoming, enlivening and inspiring.

Mona has become an outstanding 'place' within the 'space' of Berriedale Peninsula. The presence of Mona as a place along with the associated cultural activities that it has spawned has touched the lives of all Tasmanians, and many visitors. It has introduced a world of art and culture to sectors of the community who may have previously had no such exposure or inclination to experience it. It has changed and enriched Tasmania as a place to live and visit.

Despite its success, the process of placemaking requires a commitment to ongoing assessment, revitalisation and intervention to ensure the values and experiences are sustained. This section of the report provides an overall vision for Berriedale Peninsula, and the guiding principles to help achieve the vision. The section then outlines the future directions to bring place values in-line with the vision.

3.1 EMBRACING THE VISION

The overall vision for the future of Berriedale Peninsula is to provide and manage an inspiring and dynamic place that will deliver environmental, economic and social outcomes for the Tasmanian and local community.

More specifically this envisages:

Mona as a world-recognised place of cultural excellence,
providing outstanding and engaging experiences for all; and

Berriedale Reserve as a well-managed open space, providing for the activity needs of current and future generations within the City and wider community.

The real strength of the proposed master plan lies in the embrace of this vision across public and private lands on the Berriedale Peninsula.

3.2 GUIDING PRINCIPLES

A number of guiding principles have been identified to elaborate on the above vision.

ONE INTEGRATED LANDSCAPE

The peninsula is a singular landscape feature that happens to be in three independent ownerships. An integrated approach to the development and management of the two sites is required to get best 'value' from the overall setting.

PROTECTING INTRINSIC VALUES

The environmental, cultural, economic and social values all add to the sense of place for both local residents and visitors. The protection and careful management of these values is crucial to maintaining a tourism and recreation destination that attracts use and enjoyment by locals and visitors.

ENHANCING THE CULTURAL HUB

Mona has enticed Tasmanians and others to progress thinking 'outside of the box' pushing the limits that previously constrained cultural expression, unleashing a greater awareness about the vitality of the island community. Mona is an internationally significant cultural tourism attraction delivering major social and economic benefits the City, region and State. This can continue and the long term planning for the peninsula can be the place where this is expressed with clarity and care to the benefit of all.

DELIVERING THE FULL BENEFITS

A good place provides many benefits to the community. The environmental benefits include the opportunities to protect areas of conservation, biodiversity or cultural heritage value – as well as assisting in mitigating and managing climate change impacts. The social benefits include helping to build strong communities that feel good about their 'local' places, enhancing liveability, improving health and wellbeing, creating places to play and enjoy life. The economic benefits are delivered through increased employment and being a

catalyst for pushing further flow-on effects within the local, regional and state economy.

PARTNERS IN MANAGEMENT

Council has a responsibility to manage land in its ownership in the interest of the community. The community values Berriedale Reserve as public open space, with a particular expectation to have access to the foreshore and quality facilities for their use and enjoyment. Mona develops and manages their assets to deliver outstanding cultural experiences that are accessible to both locals and visitors. The potential benefits of Council, stakeholders and the community sharing a common vision for the future of the peninsula will be enduring.

3.3 THE BIG MOVES

This section focusses on the big moves guiding the use of the Peninsula and outlines the key responses to the range of issues identified in Section 2.5.

The big moves informing the master plan are:

enhancing site values (Section 3.3.1);

improving connections (Section 3.3.2);

facilitating better parking (Section 3.3.3);

assessing public land options (Section 3.3.4); and

providing design and development directions (Section 3.3.5).

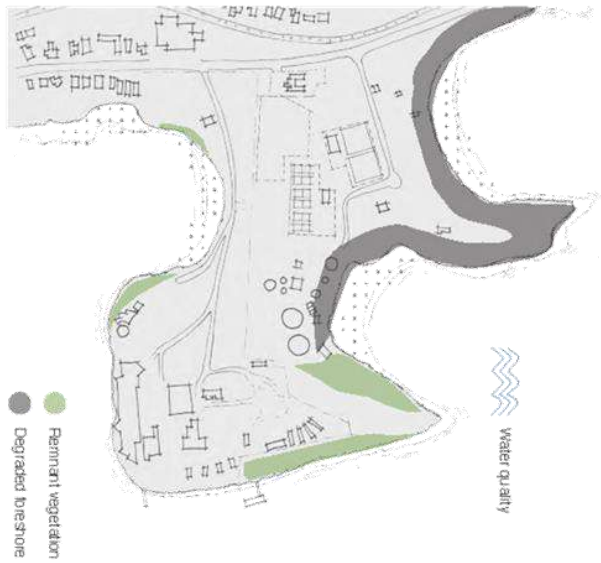
3.3.1 Enhancing Site Values

Berriedale Reserve and much of the peninsula and its surrounds have been degraded or disturbed by sedimentation of the embayments, clearing of vegetation, disturbance by construction and/or weed invasion. Pockets of native vegetation remain, particularly on the foreshore at Mona and on Council land to its north. These add character to the area.

Figure 3.1 is an outline of the existing situation and what can be done to enhance site values over time. The key moves are to:

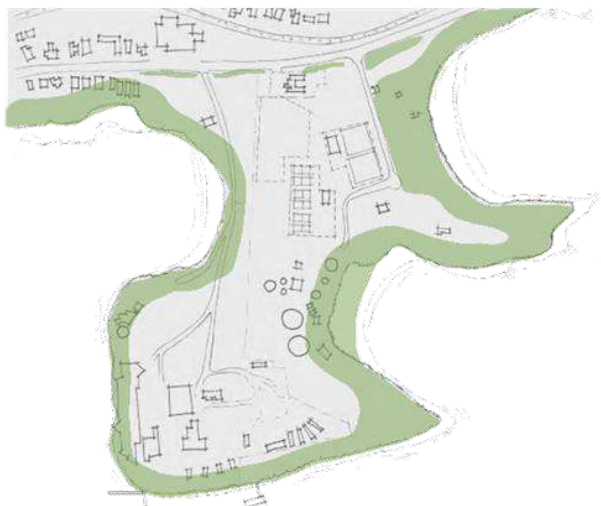
restore areas that have been degraded or lost to development or limited management efforts (which is reflective of the condition of much of the Derwent River foreshore within the Hobart urban region);

BERRIEDALE PENINSULA Figure 3.1 Enhancing Site Values



Existing Situation

- Degraded and modified foreshore area
- Sedimentation of embankments
- Limited pocket of remnant vegetation
- Poor condition/quality of Derwent River
- Disconnection between land and water (visually + physically)
- Under-realised open space assets



Future Moves (Subject to approvals)

- Intact and continuous foreshore vegetation
- Plan for future coastal inundation and refugia (rising river levels) at Lowestoft Bay and Cameron Bay
- Enhancement of Lowestoft Bay environs/ treatment of stormwater
- Enhancement of Main Road verge
- Improvement/ clean Derwent River
- Protection of Aboriginal heritage values
- Enhancement of Berriedale Reserve/Open Space

create an impressive 'edge' or 'visual feature' upon arrival to the peninsula through the continuous presence of natural foreshore vegetation;

respect and protect Aboriginal heritage values found along the foreshore, through a commitment to enhancing the natural foreshore values and the telling of the Aboriginal occupation of the river environs;

identify and enhance visual values of the peninsula;

regain public access, use and enjoyment of the foreshore and embayments; and

upgrade the physical environs along Main Road to arrive at Berriedale Reserve and Mona.

3.3.2 Improving Connections

Berriedale Reserve and Mona are well connected to the region by a variety of transport modes including car, bus, ferry, taxi, bike and foot access. However connectivity within the peninsula is currently fragmented and frustrated by barriers including roads, fences, a lack of paths and land use.

The means of arrival to the peninsula contributes to the experience and sensory delight of visiting Mona and Berriedale Reserve. Innovation in the means of transportation to the area should be facilitated and the treatment of entrances should add to the experience of arrival.

Figure 3.2 looks at the opportunities to improve the accessibility of the peninsula by improving connections from the outside into the site and within the site to its various attractions while facilitating universal access wherever possible. The Figure shows how improving connections can unfold over time as resources allow for investment in the missing links.

The key moves are to:

capitalize on the opportunities to create safer and convenient connections to the Intercity Cycleway, the potential City Link passenger train with Mona and with a foreshore walkway linking Berriedale to the ferry service;

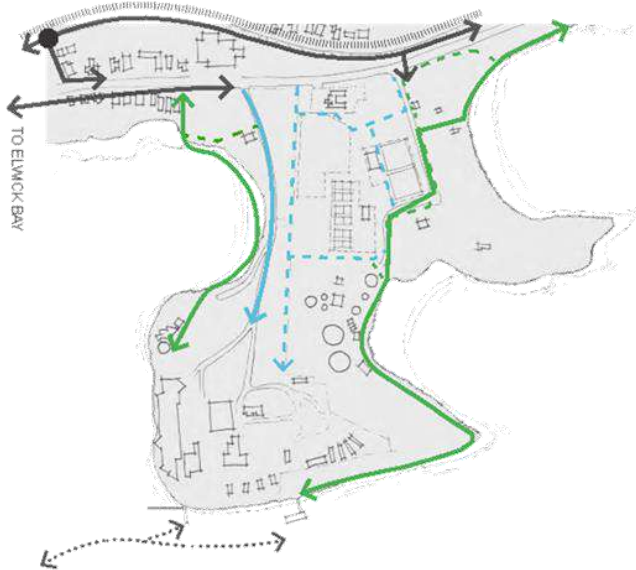
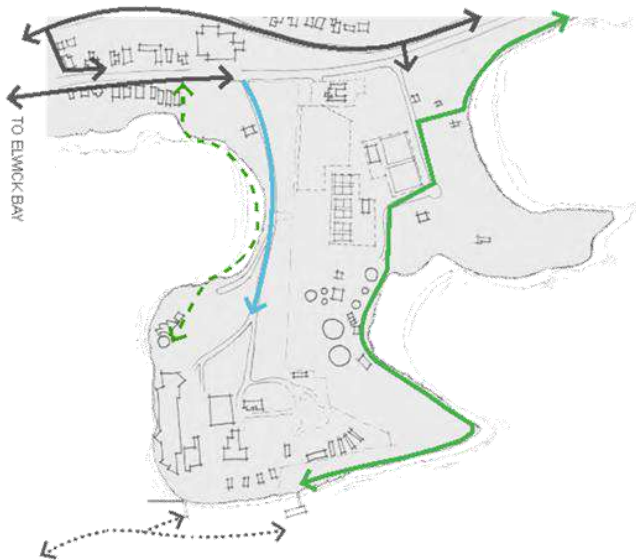
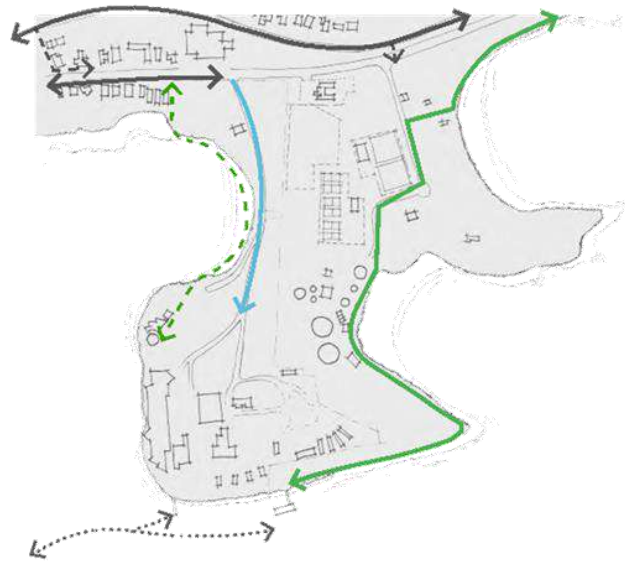
BERRIEDALE PENINSULA

Figure 3.2 Improving Connections

- Existing Situation**
- Inter City Cycleway close but not well connected
 - Paths in Berriedale Reserve narrow and in poor condition
 - Ferry access excellent except for people with disabilities
 - Foreshore access limited
 - Mona entry path very narrow

- Intermediate Steps (Subject to approvals)**
- Enhanced access from Inter City Cycleway and on Main Road
 - Foreshore walkway to jetty
 - Finish shared path connection from Berriedale Reserve to North

- Future Moves (Subject to approvals)**
- Continuous foreshore access over public land
 - Better connectivity within Berriedale Reserve and to Mona
 - Improved access from Inter City Cycleway
 - Improve existing connection to Elwick Bay pathway
 - Better connectivity within the Peninsula
 - New connection to potential Riverline development/ passenger train service.



achieve a continuous foreshore pathway over public land that better links Berriedale Reserve with Mona, with surrounding residential areas, GASP trails and the whole of Wilkinsons Point; and

improve the pathways that inter-connect Berriedale Reserve facilities and Crown foreshore to the north.

3.3.3 Facilitating Better Parking

Mona are actively promoting alternative options to reach events and the site more generally including the use of the fast ferry, bus, bike, walking, and taxi services while discouraging the use of private vehicles (Section 3.3.2). These options are best addressed through the preparation of an overall Sustainable Transport and Parking Strategy to guide a parking policy for the Peninsula over the next 5-10 years.

In the interim, Council and Mona believe there are opportunities to significantly improve overall parking arrangements and capacity to better meet the needs of users and address parking issues.

The existing parking arrangements have evolved in response to the history of development and use on the peninsula. The end result is that parking is scattered across many sites and often inadequate for meeting current and expected needs.

A detailed analysis of the parking supply in relation to the parking provisions of the Glenorchy Planning Scheme was undertaken in 2014. The assessment indicated that the existing development on the Berriedale Peninsula would generate the need for 282 parking spaces under the planning scheme. By comparison there were already 401 parking spaces provided, thus a surplus of 119 parking spaces over the minimum Scheme requirement. Nonetheless there is a frequent shortage of parking, particularly on weekends and holidays, during peak season and when Mona events take place.

Options for the treatment of parking areas should ensure that they do not dominate the landscape and should seek to ensure the design is of a high standard and does not detract from the landscape qualities of the peninsula.

Clearly there is a need to balance the amount of land area taken up with car parking, with the desire for a density of development that makes the site viable for a diverse range of uses. Parking needs might be met by:

improving the capacity of existing car parking areas through better matching use to needs and innovative parking management guidance systems that improve the efficiency of parking areas;

giving greater consideration to alternative parking arrangements/programs including 'park and ride' services for major events from car parking areas in the City, and if required to a permanent 'city shuttle';

encouraging enhanced public transport options along Main Road, introduction of a passenger rail services and/or call up services for out of hours periods;

improving pedestrian/bicycle linkages to the site from surrounding residential areas and the inter-city track;

dispersing real time traffic information to local radio stations during peak events to promote alternative arrival times, transport modes and promote off-site parking locations (e.g. providing information with tickets about arriving early); and

encouraging the development of on-site food and services before and after events to help spread arrival and departure times and to encourage walking to events by on-site guests.

Figure 3.3 looks at the existing parking situation and on-grade parking options. The potential for a multi-storey parking options is being investigated as part of the negotiations for future use of the BMX lease site.

The figure indicates there are a number of opportunities to consolidate parking areas. These are explored further in Section 4.

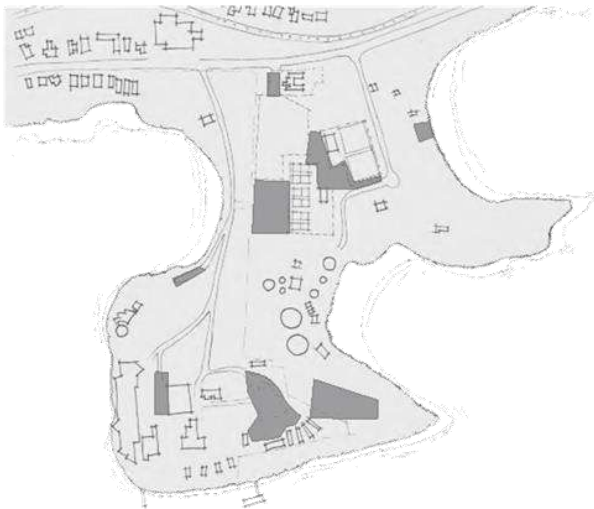
3.3.4 Assessing Public Land Options

Figure 3.4 shows the existing provision of public land on the peninsula and the opportunities to enhance use and management of public land in the short term to longer term.

The figure indicates that the Council has responsibility for a considerable land area on the northern half of the peninsula, albeit a significant portion of this is leased out to commercial (future caravan park) and community uses (sports, recreation and community services). As a consequence, the public open space is not well connected within Berriedale Reserve or between the Reserve and Mona.

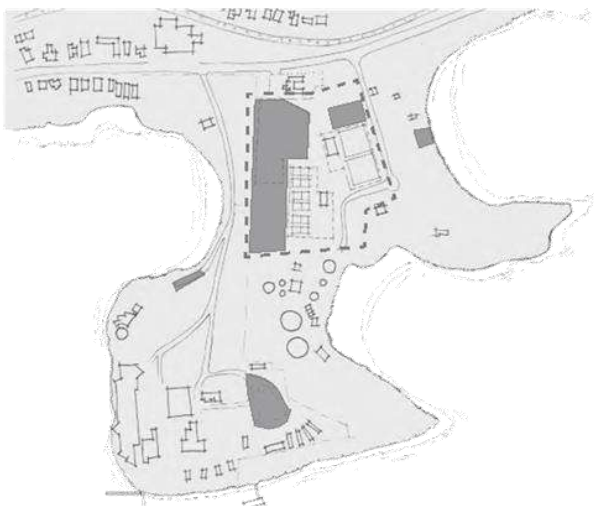
BERRIEDALE PENINSULA

Figure 3.3 Facilitating Better Parking



Existing Situation

- Mona parking inadequate and fragmented.
- Overflow area presents poorly to surrounds
- Club parking areas inadequate and present poorly to surrounds



On-Grade or Multi-Storey Parking Options (Subject to approvals)

- Possible on-grade car parking sites
- Serving both sporting clubs and Mona overflow

BERREDALE PENINSULA

Figure 3.4 Assessing Public Land Options



Existing Situation

- Extensive publicly owned land
- Portions under lease (short and long term)
- Disconnected public space and from foreshore
- Poor accessibility



Short Term Opportunities (Subject to approvals)

- Improve access to foreshore around caravan park lease site
- Develop community sports and recreation precinct including better open space, connections, carparking and enhancement of sports facilities
- Re-configure boundary to Mona to enable community connections and parking
- BMX to Tolosa St
- Continue carpark lease with Mona
- Foreshore walkway



Long Term Opportunities (Subject to approvals)

- Recapture sewage treatment plant for alternative use
- Further enhance access to and connections between public space

The figure suggests the need to:

plan for the existing sporting and recreational facilities as part of one precinct rather than as isolated and unrelated facilities within their own space;

release the existing BMX site for future alternative use(s)⁵ by moving the club to Tolosa Park;

Council as the land owner consider allowing Mona capacity to grow its functions and attractions onto public land where this is compatible with community expectations for the use of public space and in particular to allow use of Council land currently used by Mona for storage and parking to achieve a composting facility and extensive community gardens; and

in the long term, convert the existing sewerage treatment plant into an alternative use that delivers public access benefits and commercial opportunities.

3.3.5 Embracing Inspiring Design and Development

Mona is seeking development approvals for a number of projects that will strengthen its capacity to deliver new and attractive experiences to a wider visitor and local market. There is an equal opportunity to upgrade the access, facilities and functionality of Berriedale Reserve to cater for future needs and to integrate use of the Reserve with that of Mona.

Figure 3.5 indicates opportunities for upgrading or encouraging appropriate new development that contributes to the overall visual quality and amenity of the Reserve and Mona as a destination through:

upgrading the Berriedale Reserve through new and improved facilities including picnic, play, barbeque facilities and trail connections;

fostering improved layout and better development opportunities within the site;

gaining continuous public access around the whole of the public land on the foreshore;

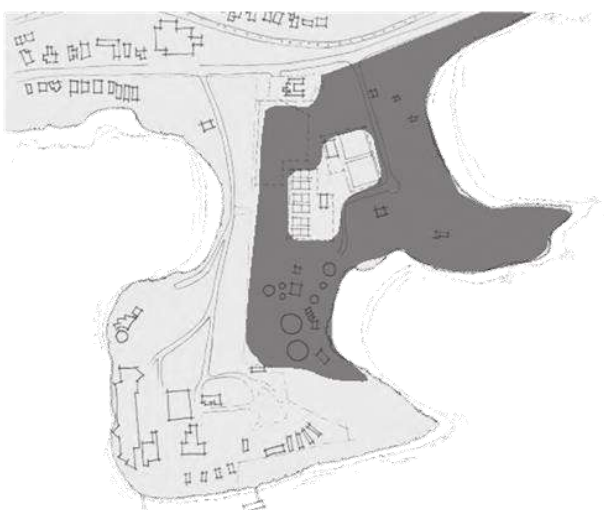
⁵ Council as the landowner supports the use of the land by Mona for overflow car parking, administration offices and art storage. Any further development will require planning approval and public review. A planning permit is required for these works to be undertaken.

improving public open space connections through Berriedale Reserve to open-up views and activities in and around Cameron Bay;

proceeding with Mona's proposals for a hotel and other developments subject to due development approval processes;

considering alternative public and commercial use of the sewerage treatment plant site (owned by Tasmania Water) if and when the site and facilities are no longer required; and

exploring the potential to consolidate or upgrade sporting facilities (bowls and tennis) to strengthen their capacity to sustain membership and remain viable.



Existing Situation

- Poor quality design and site appearance
- Fences and barriers reduce access and connectivity
- Lack of landscaping
- Entry, Mona and vineyards high quality
- Berriedale Reserve and sports facilities functional for use
- Lack of integration of some public facilities



Intermediate Steps (Subject to approvals)

- Development of the caravan site
- Relocate the southern BMX Club to Tolosa Park and re-use for visitor/ staff parking, administration, offices and art storage by Mona
- Hotel Mona site and jettty
- Community garden development
- Foreshore walkway
- Upgrade Berriedale Reserve facilities



Future Moves (Subject to approvals)

- New development sites contribute to Peninsula values and destination
- Hotel Mona site
- Foreshore walkway connection to Berriedale/ GASP
- Community gardens
- New use of sewerage treatment plant site in long term
- New use of BMX site by Mona
- Caravan park site development
- Consolidation of bowls with indoor/outdoor green
- Upgrade Berriedale Reserve facilities

BERRIEDALE PENINSULA

Figure 3.5 Design + Development Directions

Part 4

THE MASTER PLAN

4.1 THE MASTER PLAN

Figure 4.1 shows the proposed master plan for use, development and management of Berriedale Peninsula over the next 20 years consistent with the overall vision and guiding principles outlined in Section 3.1.

The master plan is presented with reference to the big moves identified in Section 3.3 and cover how the plan will:

- enhance site values (Section 4.1.1);
- improve connections (Section 4.1.2);
- facilitate better parking (Section 4.1.3);
- achieve better public land options (Section 4.1.4); and
- provide design and development directions (Section 4.1.5)

4.1.1 Enhancing Site Values

The master plan indicates the potential for a range of enhancements to the amenity of the peninsula.

Restoration of native vegetation is proposed around the whole of the foreshore including removal of invasive weeds and ornamental species where possible, and replacement with local indigenous tree and plant species. Revegetation of these areas would enhance the arrival to the Peninsula by ferry, road and trails and show respect for and protect the Aboriginal heritage values of the foreshore.

One of the priority sites is the former caravan park site where there has been substantial disturbance of the site, loss on native vegetation and weed growth. A landscape site plan was submitted as part of the development application.

Another significant enhancement could occur through establishment of a wetland along the foreshore of Cameron Bay. The foreshore is currently degraded as a result of siltation and litter. Access around the foreshore is marred by the high wire fence, which bounds the sewerage treatment plant and the narrowness of the space within which to walk.

A wetland in this area could be used to filter stormwater from development sites (including car parking) whilst providing habitat, a feature of environmental education and interpretation value. The widening of the foreshore space by creating a wetland would also enhance the experience of the currently narrow area.

The plan shows locations at the end of the headlands to Lowestoft Bay, Cameron Bay and Berriedale Bay that could be enhanced through development of viewing and interpretation spaces.

Upgrading of spaces and facilities within Berriedale Reserve would also enhance the use and enjoyment of the Peninsula. The master plan shows the opportunity to:

- consider a fenced area for off-lead dog exercise⁶;

- upgrade the foreshore picnic and barbeque facilities to better cater for local and visitor use;

- set the car parking area for the Reserve back away from the foreshore to provide safe usable space on the edge of foreshore for relaxing, play and trails to connect;

- construct a new playground closer to the foreshore, car park and picnic facilities as well as providing access to informal public space;

- provide a vegetation screen to reduce the visual impact of fences, including the sewerage treatment plant and caravan park; and

- upgrade paths to the public toilet and War Dog memorial.

⁶ The Council's current Dog Management Policy (to be reviewed in February 2022) allows dogs to be walked off lead in Berriedale Reserve (except for the former caravan park site) including the foreshore around Lowestoft Bay and Cameron Bay. The Master Plan proposes that a dedicated area be allocated for dog off lead exercise and that the remainder of Berriedale Reserve becomes dog on lead areas. This would help to reduce the risk of possible conflict with protecting wildlife and with other recreational users at the play, picnic and foreshore trails.

Key:

- ① Upgrade foreshore trail to Windermere Beach
- ② Identify sites for scenic lookouts and interpretation opportunities along the foreshore trail
- ③ Transfer foreshore land from the Crown to Council ownership and management
- ④ Upgrade the path to the War Dog Memorial
- ⑤ Consider creating safe off road pull in bay for road side stops
- ⑥ Install new play and picnic facilities
- ⑦ Setback car parking to enhance foreshore access and provide grassed area for public use including kayak launching
- ⑧ New or upgraded public toilet
- ⑨ Construct public walkway around the foreshore to Cameron Bay
- ⑩ Proposed development of caravan park site (MOAB as approved)
- ⑪ Potential development of an indoor bowls facility or conversion of the existing green to synthetic surface, subject to feasibility assessment
- ⑫ Potential site for extension of the Berriedale Bowls Club as a base for community clubs and sports
- ⑬ New car parking area
- ⑭ Consider potential for the development of open space
- ⑮ Potential location for light rail platform/ station with safe crossing and connected shared paths to Berriedale Peninsula
- ⑯ Upgrading of shared paths between Alcorso Drive and Berriedale Child Care Centre and distinguishing the entry to Mona
- ⑰ Potential location for future hot shot courts at the Glenorchy Tennis Club
- ⑱ Re-use of land for overflow car parking with the proposed relocation of Southern BMX to Tolosa Park
- ⑲ Proposed zone for provision for Mona parking, administration offices and art storage facilities
- ⑳ Long term option for the decommissioning of the sewage treatment plant including required pump stations at the site
- ㉑ Explore opportunity for creating wetland filtration ponds to treat stormwater run-off
- ㉒ Foreshore trail around Cameron Bay with a scenic lookout and interpretation of Aboriginal occupation of the Derwent River foreshore
- ㉓ Lease of Council land to Mona for productive landscape community garden with fruit orchards and edible plantings including the Boneyard composting and Warm Mound and temporary laydown area during construction of the proposed hotel.
- ㉔ Proposed zone for hotel and associated development subject to planning approval
- ㉕ Proposed Delways installation by Mona
- ㉖ Proposed House of Kiefer by Mona
- ㉗ Conceptual route for a foreshore boardwalk
- ㉘ Proposed Goldsworthy installation by Mona
- ㉙ Future upgrade of paths along Main Road to connect with Elwick Bay and nearby residential areas
- ㉚ Investigate opportunities for upgrading and future use of community hall facilities and adjacent parking



Berriedale Peninsula Master Plan

Berriedale, Tasmania | Draft For Review
PREPARED FOR GLENORCHY CITY COUNCIL



Date 14 / 12 / 2020
Scale 1:2000 @ A1
1:4000 @ A3

Discussions with TasWater indicated the opportunity to take re-purpose under-utilised land between Mona and its sewerage treatment works to improve the amenity. This land is sloping and regularly mowed but could easily be planted out with trees and shrubs to form a buffer with greater visual amenity.

The entrance to Mona is impressive with a large gate at the entry, heritage houses, vineyards, avenue planting of mature trees and with sweeping views towards buildings located on the rise of the headland. The physical environs at Main Road on arrival to Berriedale Reserve and Mona should be enhanced through better street planting, an upgrading of paths and crossing points from adjacent footpaths, the inter-city cycleway and the potential future Riverline passenger train.

4.1.2 Improving Connections

The master plan shows a range of opportunities to improve connections to and within the peninsula.

An extensive foreshore trail potentially links the site to Windermere Beach in the north and south to the GASP foreshore trail around Elwick Bay – Wilkinsons Point. Portions of the trail are already in place and have varying surfaces including bitumen, concrete and gravel. New sections could be as simple as compressed gravel but surfacing could vary to address gradient, the natural setting and to enhance the experience, and ensure universal access.

The trail on the northern side of Berriedale Bay is ideally suited to the construction of a raised boardwalk that embraces the shape of the bay and provides elevated views across the water. Mona owns the land on which to build this section of trail thereby connecting their property through to Main Road just south of the Metro bus stop. Connection through the Mona site from the bus stop to the ferry would enhance multi-modal transport options to and from Mona and the Hobart CBD.

The plan also shows reinstatement of a foreshore trail around the existing caravan park site. The trail would be a constructed in part as a boardwalk to respond to the foreshore terrain and cliff-face. The master plan shows a more defined trail around Cameron Bay connecting to Lowestoft Bay and Mona and the opportunities to enhance the immediate foreshore environs through landscaping and the creation of a wetland.

Other improved trail links within the peninsula include:

- upgrading the foreshore trail around Lowestoft Bay, including widening and resurfacing and improved alignment along Main Road;

- new trails within Berriedale Reserve linking the proposed car parking area, picnic facilities, existing toilets and play area;

- a new link from the inner-city cycleway (and future Riverline/passenger train platform) to cross main Road and connect to trails along Alcorso Drive;

- a pedestrian corridor between the Berriedale Bowls Club and Glenorchy Tennis Clubs to enhance the look and safety of the area and to better organize parking; and

- upgrading of the trail from the car parking site to Mona.

Wherever possible, new access ways should consider the needs of people with a disability through planning for universal access gradients and the inclusion of features that support equitable access including handrails, lighting and tactile.

4.1.3 Facilitating Better Parking

The numbers of car parking spaces has been previously noted as well as the success of the ferry service in reducing the need for on-site parking.

The critical parking issue is not necessarily the supply of sites but rather the functionality of where they are provided to meet the range of needs within Mona and Berriedale Reserve. The master plan seeks to improve the location and accessibility of car parking areas without detracting from the values and amenity of the peninsula.

The master plan also shows the opportunity to provide a new car parking area located to the west of the Berriedale Bowls Club. This land is generally under-utilised but has been used for over-flow car parking by the Club and during events. The site is not suitable for the location of future buildings given the underground trunk mains to the sewerage treatment plant. The new car park would:

- increase parking capacity for the Club but also Berriedale Reserve users including the proposed dog off-lead park;

help resolve parking and traffic issues associated with the tennis club and future caravan park; and

allow the potential for a new indoor bowls building on the current grass green (which is outside the existing trunk sewer lines).

The master plan shows opportunities to improve Mona's parking situation by:

formalising the current over-flow park and the Southern BMX Club lease site as the main visitor car park with landscaping, water-sensitive stormwater treatment features, safe road crossings and upgraded pathways leading from it to the museum;

providing the option for an alternative exit road from this car park to Main Road during major events or emergencies that would help reduce overall traffic movements at Mona's entrance;

retaining existing car parks to service the functional needs of Mona staff and suppliers to access the museum and its facilities and disabilities car park in close proximity to the museum and other facilities; and

utilising the existing car parking area at the northern end of the Mona site for hotel and other accommodation guests.

There are also other dynamic parking opportunities to cater for major events or peak times of use, which do not require further car parks being developed on the site (refer to Section 3.3). The potential for a multi-storey car park would require consideration of the feasibility for revenue generation to offset high investment costs. It would also requires consideration of the visual and amenity impacts on adjoining users.

4.1.4 Achieving Better Public Land Options

A number of the public land options have been previously mentioned in response to the other features of the master plan including:

the opportunity for the Crown land around the foreshore of Lowestoft Bay to be transferred to Council;

ensuring public access is achieved around the foreshore of the former caravan park site;

improving public access around the northern end of Berriedale Bay with a foreshore boardwalk;

providing Mona with the capacity to use public land to continue growing its functions and attractions to construct their proposed composting facility and community gardens; and

having the potential for upgrading sporting facilities at the Berriedale Bowls Club and Glenorchy Tennis Club;

The master plan shows scope to add an indoor bowls centre over the existing grassed green, building a covered walkway from the new car park to link the Club facilities and provision for expansion of the building in future years. These proposed developments would be subject to feasibility assessment. The master plan also shows the potential for future development of 'hot shot' courts at the Glenorchy Tennis Club.

It also envisages the long term conversion of the sewerage treatment plant into an alternative use to deliver public access benefits and potential recreational and commercial uses.

4.1.5 Providing Design and Development Directions

The master plan process has considered the land use and development opportunities on the peninsula in the future. Developments that have been approved (as at December 2020) or are in the process of assessment or initial investigation include:

Council approval for Mona to continue its lease over establish the composting facility, Worm Mound, community gardens and helicopter landing site;

Council approval for the lease of the former caravan park to Mona for development of a caravan park and camping site (development application submitted and is likely to be re-activated in the short-term);

Council approval for Mona to utilise the existing BMX lease site for over-flow parking, administration and art storage (will be subject to relocation of BMX Club to Tolosa Park and planning approval processes for a development application);

Council investigations into the design and construction of shared pathways along Main Road to improve safety and accessibility to Mona and Berriedale Reserve (currently underway);

replacement of the night lights at the Glenorchy Tennis Club; and

Council plans to upgrade or replace the public toilet at Berriedale Reserve by 2025.

The master plan allows for development opportunities that might arise including:

allocation of land for the potential development of another bowling green (indoor or outdoor synthetic green) and expansion of the clubhouse if there is consolidation of sporting clubs or growth in the Berriedale Bowls Club⁷;

future development of a hotel, cultural and art facilities on Mona land;

re-use of the BMX lease site by Mona for over-flow parking, administration and art storage;

allocation of space for an additional tennis court, possibly a children's 'hot shots' learning court for the Glenorchy Tennis Club;

identification of a possible site for a dog off lead site;

conversion of the existing sewerage treatment plant to a new use(s); and

upgrading the Berriedale Community Hall to accommodate a café or pop-up vans.

⁷ Discussions with the Berriedale Bowls Club indicated the opportunity to expand the Club facilities to become a hub for local sports clubs to use. It was envisaged that the development of the former caravan park site may create the opportunity for serving food and beverage to visitors. The potential development of an indoor green would also generate increased members and use of the Bowls Club facilities all year round.

4.2 IMPLEMENTATION

This Section sets out an implementation strategy for the Master Plan over the next 15 years.

Section 4.2.1 identifies the recommended actions, the initiating steps, who will take the lead role and the timing for implementation of works within the short term 2021-2025. It is understood that Action Plans often become less relevant after 5 years, generally requiring review and updating in relation to what has been achieved and the impact of emerging issues or new opportunities.

Section 4.2.2 lists the recommended actions for the mid – long term period spanning the 10 years between 2026-2035.

Section 4.2.3 outlines the value of Council and Mona maintaining a collaborative working arrangement to guide implementation of the Master Plan.

4.2.1 Action Plan : Short Term 2021 – 2025

Table 4.1 lists the recommended actions for the short term period.

Recommended Action	Initiating Steps	Lead Role
Adopt the Master Plan	- Review by Council - Review by community - Finalise the master plan	Council
Install night lights at the Glenorchy Tennis Club	Undertake works	Council
Undertake a Parking Strategy for Mona	- Engagement of consultants - Review of existing parking capacity and requirements - Statutory provisions	Mona
Potential to relocate the Southern BMX facility to Tolosa Park	- Design new facilities and complete required studies, lodge Development Application - Respond to assessment conditions - Commence relocation works	Council + Club
Consider the transfer foreshore land in Lowestoft Bay from the Crown to Council	Consult with Crown and proceed with legal processes	Council
Investigate future use of the BMX lease site for car parking, administration and art storage	- Finalise agreements between Council and Mona - Construction documentation and necessary background studies - Lodge Development Application - Respond to assessment conditions - Commencement of works	Council + Mona
Review existing planning controls in response to the Berriedale Peninsula Master Plan.	Lodge local planning scheme request, and if initiated, undertake statutory consultation and assessment process.	Council

Recommended Action	Initiating Steps	Lead Role
Consider upgrade of Berriedale Reserve including picnic, play facilities, barbeque, paths and major upgrade of the public toilet.	• Prepare preliminary design and background studies for development of public facilities • Undertake community consultation • Allocate budget • Lodge a Development Application • Prepare construction documentation responding to outcomes of the DA process • Commence works • Undertake landscaping and weed management	Council
Landscape enhancement of under-utilised TasWater land	• Develop preliminary proposal and gain agreement from TasWater • Allocate budget • Lodge development application (if required) and respond to conditions • Commencement of works	Council + TasWater + Mona

Table 4.1 Short Term Action Plan 2021-2025

4.2.2 Action Plan for the Mid - Long Term 2026-2035

Table 4.2 lists the recommended actions for the mid to long-term period.

Recommended Action	Initiating Steps	Lead Role
Review the Master Plan and prepare an Action Plan for 2025-2035	Review by Council	Council
Assess potential for a new dog off leash area within Berriedale Reserve	Review and amend Dog Management Policy for the Berriedale Peninsula	Council
Consider upgrading the foreshore trail around the headland to Cameron Bay including the boardwalk around the former caravan park site.	- Prepare preliminary design and background studies for development of public facilities - Allocate budget - Lodge a Development Application - Prepare construction documentation responding to outcomes of the DA process - Commence works - Undertake landscaping and weed management	Council + Mona
Assess opportunity for children's 'hot shots' learning court to be added to the tennis club	- Monitor need and funding opportunity - Prepare plans for DA (if required) - Assessment subject to development approval processes	Glenorchy Tennis Club
Consider upgrading the foreshore path and indigenous interpretation	- Liaise with Aboriginal community - Prepare preliminary design and undertake required background studies for community consultation - Allocate budget - Assessment subject to development approval processes	Council Mona

Recommended Action	Initiating Steps	Lead Role
Investigate development of new car park adjacent to Berriedale Bowls Club	• Prepare preliminary designs and background studies and preliminary designs for community consultation • Identify funding • Assessment subject to development approval processes • Commencement of works	Council
Review the opportunity for a City Link passenger train service platform to service Mona and Berriedale	• Monitor Federal and State Government funding support for the proposal	Council Mona
Investigate planting new avenue of trees in road reserve adjacent to Granada Tavern	• Check tenure, location of services and potential location for trees • Consult with Granada Tavern • Funding and implementation	Council
Consider preparing a master plan for the Berriedale Hall site at 631 Main Road	• Source funding • Initiate preparation of the master plan	Council
Assess feasibility of proposed wetlands on the foreshore	• Master plan and feasibility assessment • Consult with TasWater • Allocate budget • Assessment subject to development approval processes	Council Mona
Consider upgrading of paths along Main Road connecting to Berriedale Reserve and Mona	• Site investigations and engineering plans • Funding program • Commencement of works	Council
Review opportunity to upgrade existing foreshore trail through to Windemere Beach	• Prepare preliminary design for community consultation • Allocate budget • Assessment subject to development approval processes	Council
Assess the need for feasibility of a new indoor synthetic green and upgrading of the Berriedale Bowls Club facilities	• Continue to assess support and facilitate discussions • Undertake feasibility for upgrading or expansion of facilities	Berriedale Bowls Club

Recommended Action	Initiating Steps	Lead Role
Review opportunity to construct the foreshore boardwalk linking the ferry to Berriedale	- Review feasibility assessment including background studies and preliminary designs - Identify funding - Lodge Development Application - Finalise construction documentation and necessary background studies respond to assessment conditions as necessary - Commencement of works	Mona
Upgrade and extend shared path from Berriedale Reserve to Elwick Bay	- Prepare preliminary designs for public consultation - Allocate budget - Assessment subject to development approval processes - Commencement of works	Council
Regular and ongoing consultation with TasWater to review the timeframe for the relocation of the sewerage treatment facility and potential re-use opportunities	Continue liaison with TasWater about their plans and timing for relocation from the site	TasWater, Council

Table 4.2 Mid - Long Term Action Plan

ATTACHMENT 1
SUMMARY OF COMMUNITY VIEWS

These notes indicate the key points that were discussed or raised by stakeholders during meetings and workshops conducted during the preparation of the Master Plan.

MEETINGS AND WORKSHOPS

Community Groups Workshop

- Concern about environmental degradation
- Maintain accessibility and upgrade foreshore walkways
- Improve the play and picnic facilities to attract families
- Reduce vehicle speed and improve pedestrian crossings on Main Road
- Improve lighting and public safety
- Retain bushland values
- Parking issues during major events
- Need better signage
- Opportunity for interpretation sites
- Consider future options for sporting clubs
- Kayak launching site

Access Committee

- Connectivity and maintaining accessible walkways
- More accessible access to toilets from car park and street
- Rest areas along the walkways
- Events, barbeque facilities and potential for evening markets at Berriedale Reserve

Mona

- Proceed with Mona caravan park development
- Overall Parking Strategy to better respond to development sites and needs
- Purchase or lease option for use of the BMX site for future parking with art storage and administration space
- Continue lease of Council land for productive landscape community gardens with fruit orchards and edible plantings including the Boneyard composting and Worm Mound
- Use of the leased land for temporary laydown during construction of the proposed hotel
- Improving connectivity and paths from Main Road
- Explore wetland filtration ponds in Cameron Bay with Derwent Estuary Program

Glenorchy Tennis Club/Tennis Tasmania

- Replacement of night lights
- Provision for a children's hot shot learning court to boost participation
- Improve safety and parking issues
- Aspirational - indoor tennis court

Glenorchy Bowls Club

- Closure of grass green and opportunity to develop site for extension of Club as a community sports club or parking

- Desire for an indoor synthetic green in long term
- Overflow parking occurs on under-utilised land west of the Club

Granada Tavern

- Improve crossing point opposite bus stop on Main Road
- Overflow parking issues during past events
- Support for avenue tree planting along Main Road
- Happy to work with Mona in future

Southern BMX Riders Club

- Want to see Council action on the relocation to Tolosa Park
- Will move once new site and facilities completed

Council Staff

- Importance of engagement across the wider community
- Council agreed to BMX relocation with funds allocated
- Funds allocated for new LED lights at tennis club
- Public toilets - remove and replace by 2025
- Bowls Club - only using synthetic green
- Playground (district level) attracts good use
- Aware of some expressed local resident(s) concern with Mona expansion on public land and impact on natural values
- Council investigating improved connectivity between Main Road, cycle path, Mona and Berriedale Reserve
- Light rail future option
- Main Road side stalls popular
- Planning controls - Local Provisions Schedule shows heritage places, future coastal inundation and coastal refugia

Berriedale Child Care Centre

- Traffic and parking issues with visitors to Mona including problem of people turning into car park thinking it is the entry to Mona (this can be fixed by moving the existing sign)
- The Centre currently walks with children to Berriedale Reserve, around caravan park and to Mona - safety and convenient access
- Better pedestrian crossing points and reducing traffic speed on Main Road to improve safety
- Safe connectivity to outlying residential areas would be good

TasWater

- Long term option to relocate sewage treatment plant but this will still require pump station (onsite or nearby dependent on costs)
- Planned upgrades to reduce odour issues in agreement with Council and Mona
- Outfall to be extended further out into the Derwent River
- Landscaping around treatment site would be good

NEARBY RESIDENTS SURVEY

There were 40 respondents to the nearby residents survey. The key findings are outlined below.

Question 1 How long have you lived in the Berriedale area?

Some 32.5% of the respondents had lived there for 3-10 years, 30% for 20+ years, 22.5% for 11-20 years and 15% for 1-2 years.

Question 2 What are the things that you like most about Berriedale Peninsula?

Answer Choices	Responses
Being relatively quiet and a safe place to live	87.50%
Quality of the scenic views	90.00%
Strong sense of place and local community	17.50%
The range of ways to get there (including vehicles, walking, bike riding, ferry and public transport)	40.00%
Good public access to the Derwent River foreshore and bays	42.50%
Natural landscape and bushland	47.50%
Heritage values (including Aboriginal Heritage and European sites)	22.50%
Open space areas that provide a diversity of community, sport and recreation facilities	72.50%
Access to the inter-city cycleway	65.00%
Mona with its cultural attractions	75.00%
Tracker dog memorial site	40.00%
Vineyards located nearby	17.50%
Pop-up roadside stalls selling produce (e.g. food and flowers) on Main Road	65.00%

The three highest things were the quality of scenic views, being relatively quiet and safe place to live and Mona with its cultural attractions.

The respondents were invited to list other important things that may not be listed. Individuals mentioned the heritage values, War Dog memorial, remnant native grasslands and Aboriginal middens, potential for a future light rail station and the water wildlife.

Question 3 What do you consider needs fixing or upgrading to encourage your use and enjoyment of Berriedale Peninsula (choose your top five priorities)?

Answer Choices	Responses
Reduce traffic speed on Main Road	10.00%
Wider shared footpaths along Main Road to access Berriedale Reserve and Mona	35.00%
Safer pedestrian crossing points over Main Road	32.50%
Shared paths for bike riders and pedestrians along Main Road to access Berriedale Reserve and Mona	47.50%
Paths within and around Berriedale Peninsula foreshore	47.50%
Upgrade foreshore path connections to Windermere Bay (north) and Elwick Bay (south)	65.00%
Better directional and wayfinding signs	12.50%
Lighting along the streets e.g. Alcorso Drive	17.50%
Better designated car parking areas	15.00%
Landscaping of car parking areas	25.00%
Upgrade the public toilet (located at Alcorso Drive)	45.00%
Picnic and barbeque facilities	47.50%
Playground facilities	37.50%
Review the extent of dog off-lead area (currently this includes most of Council owned land on the Berriedale Peninsula)	25.00%

The five top priorities were:

- Upgrade foreshore path connections to Windermere Bay (north) and Elwick Bay (south)
- Shared paths for bike riders and pedestrians along Main Road to access Berriedale Reserve and Mona
- Paths within and around Berriedale Peninsula foreshore
- Upgrade the public toilet (located at Alcorso Drive)
- Picnic and barbeque facilities

The respondents were invited to list other priorities. The individual responses included having a café somewhere on the foreshore, protecting native grasses and Aboriginal midden sites, removing weeds, upgrading the intercity cycleway, reducing traffic speeds (especially on event days), giving priority to upgrading the public open spaces and natural environment at Berriedale Reserve, upgrading the toilets and relocating the sewerage treatment plant. One respondent referred to concern about the incremental loss of public land and public space given over to private interest at a loss of public space available for use publicly and recreationally by the community

Question 4 What additional facilities would enhance your use and enjoyment of Berriedale Peninsula (choose your top five priorities)?

Answer Choices	Responses
More links/footpaths connecting residential streets to the Peninsula	37.50%
A public foreshore walk around the caravan park site	67.50%
A public foreshore walk around the northern part of Berriedale Bay (across Mona land)	60.00%
Station/platform to support a future light rail service	37.50%
More car parking to service Mona and other users	27.50%
Development of the caravan park site	47.50%
An avenue of street trees along Main Road	37.50%
A fitness trail	42.50%
An additional synthetic green at the Bowls Club	2.50%
'Hot shot' courts for public use near the Tennis Club	15.00%
Locations to interpret local history and stories	25.00%
A designated off-lead dog exercise area with dogs on-lead along foreshore paths and near picnic and play areas	47.50%
Kayak launching site in Lowestoft Bay	20.00%
Other sport and recreation facilities (Please use the space below to explain what you would like to see added and where they they could be placed)	27.50%

The top five priorities were:

- A public foreshore walk around the caravan park site
- A public foreshore walk around the northern part of Berriedale Bay (across Mona's land)
- Development of the caravan park site
- A designated off-lead dog exercise area with dogs on-lead along foreshore paths and near picnic and play areas
- A fitness trail

The respondents were invited to list other priorities for additional facilities. Two respondents mentioned an additional synthetic green at the Berriedale Bowls Club. Other suggestions were allowing café/pop-up vans, adding basketball rings, having play equipment to better suit children under 5 years, storytelling public spaces, no more loss of public land and more public space for community use, protection of habitat values and more inter-connected walkways.

Question 5 Do you have any further comments about any key issues or opportunities for better managing access and use of the Berriedale Peninsula in the future?

These comments generally reflected the views expressed in response to the previous questions. The key comments included:

- Share paths for bike riders and pedestrian along Main Rd
- Protection of native grass and Aboriginal middens
- Maintain public access to the foreshore
- Enhance and link the regional hub from Mona to Elwick Bay

- Monitoring of rubbish and garden waste dumped over back fences of waterfront properties
- Removal of weeds
- Upgrade the foreshore walkway to Cadburys
- Preference to more community space rather than more commercial space
- Upgrade the picnic and play facilities
- Reduce traffic speed on Main Road
- More interpretation of the local history
- Establishment of a Berriedale Foreshore User Group
- Reduce the Mona footprint on the public spaces
- Keep the BMX park in its current location
- Move Cameron Bay sewerage works

Community Review and Comment on the Draft Master Plan during November 2020

The community were invited to make comments on the Draft Berriedale Peninsula Master Plan via Council online 'Have Your Say' platform or submit written comments to Council.

There were a total of 410 visits to Council's Have Your Say site from which 27 respondents completed the survey. There were 4 late surveys and whilst the data could not be included within the analysis below - 3 of the respondents strongly supported the master Plan and other respondent supported most aspects of the Plan.

Two written submissions were received.

HAVE YOUR SAY RESPONSE

Q 1. What are the things that you like most about Berriedale Peninsula?

The highest responses were:

74% quality of the scenic views

63% access to the inter-city cycleway

63% Mona with its cultural attractions

55% natural landscape and bushland

55% pop-up roadside stalls selling produce (e.g. food and flowers) on Main Road

52% the range of ways to get there (vehicles, walking, bike riding, ferry and public transport)

52% Open space areas that provide a diversity of community, sport and recreation facilities

Q2. Which of the following improvements would encourage your use and enjoyment of Berriedale Peninsula?{

The highest responses were:

70% upgrade foreshore path connections to Windemere Bay (north) and Elwick Bay (south)

67% paths within and around Berriedale Peninsula foreshore

52% upgrade the public toilets (located at Alcorso Drive)

44% shared bike & pedestrian pathways along Main Road to access Berriedale Peninsula & Mona

41% wider shared footpaths along Main Road to access Berriedale Reserve and Mona

37% picnics and barbeque facilities

37% playground facilities

Q3. Which of the following additional facilities would enhance your use and enjoyment of Berriedale Peninsula?

The highest responses were:

67% a public foreshore walk around the caravan park site

59% a public foreshore walk around the northern part of Berriedale Bay (across Mona land)

48% station/platform to support a future light rail service

48% an avenue of street trees along Main Road

41% development of the caravan park site

30% more links/footpaths connecting residential streets to the Berriedale Peninsula

30% a fitness trail

Q4. Do you support the Berriedale Peninsula Master Plan?

The responses (including the late surveys received) were:

40% Yes, I strongly support it

48% Yes, I support most aspects of it

12% Neutral, I neither support nor oppose it

Q5. Respondents were asked whether there was anything missed in the Master Plan?

The responses are summarised in the following table.

Respondent's Comment	Response as regards Master Plan
Perhaps a stage area for band entertainment like something like in Lindisfarne Simmons Park	<i>Mona has a fully developed stage for public and private events. No other community comments received for a stage area. Limited suitable open space area given noise levels.</i>
An athletics track	<i>No other community comments received for an athletics track. Lack of space available on Berriedale Peninsula. More appropriate sporting venues</i>
Would like more details on proposed upgrade of Berriedale Community Hall as currently used by Glenorchy City Community Brass Band.	<i>The Master Plan refers to preparing a master plan for the hall site to investigate opportunities for upgrading facilities. This would involve consultation with users and the local community.</i>
The reference to landscaping of under-utilised TasWater land is important—the treatment plant needs screening in the short term, and it's a great opportunity to increase tree canopy cover in the area and region. Under-utilised Council owned areas should also be targeted for tree plantings, to enhance landscape values and to create a sense of an integrated landscape. The Mona/Berriedale Bay foreshore boardwalk should be an infrastructure funding priority.	<i>TasWater indicated initial agreement with the potential to screen the treatment plant and this could be achieved with collaboration between Council and TasWater.</i> <i>The proposed boardwalk will be dependent upon Mona finding funding to support the proposed works.</i>
The caravan park will increase traffic flow and demand for parking space which may well spill over into the existing public reserve. The development should be carefully monitored to ensure the impact on natural amenities, wildlife and marine life is kept to an absolute minimum. Issue as to whether the proposed improvements to Berriedale Reserve affect space available for dogs off-lead	<i>There will be increased traffic flows when the caravan park is operational but parking by users will be contained within the leased area.</i> <i>The implications for continuing dog off lead across Berriedale Peninsula should be considered when Council's Dog Policy is reviewed in February 2020.</i>
Bike path/shared path around the peninsula	<i>The Master Plan shows the potential for achieving a foreshore path and shared use with consideration given to land tenure, local topography, environmental values and costs.</i>
Support for light rail	<i>Supported in the Master Plan</i>
Need to clean-up and retain wildlife habitat without over-developing the area impacting on the foreshore	<i>Supported in the Master Plan</i>

WRITTEN SUBMISSIONS

Two written submissions were received.

One submission was brief and indicated support for the Master Plan, welcomed the opportunity for the community to have their say and was pleased that the caravan park was soon to be redeveloped.

The second submission raised specific concerns about Council's process for allowing areas of Council owned public reserve to be leased to Mona. As these concerns referred to legislative processes, the comments are to be reviewed by Council.

Wellington Park Management Trust – Glenorchy City Council**Memorandum of Understanding****2020-21 – 2022-23****1 Introduction**

- 1.1 Wellington Park (**the Park**) is an 18,250 ha peri-urban, multiple land tenure, natural area reserved under the *Wellington Park Act 1993* (**the Act**).
- 1.2 The Act outlines the reasons for which the Park is reserved:
- the provision of recreational and tourism uses and opportunities consistent with the purposes specified below;
 - the preservation or protection of the fauna or flora contained in or on the land;
 - the preservation or protection of the natural beauty of the land or of any features of the land of natural beauty or scenic interest;
 - the preservation or protection of any features of the land being features of historical, Aboriginal, archaeological, scientific, architectural or geomorphological interest; and
 - the protection of the water catchment values of the land.
- 1.3 The Act establishes the Wellington Park Management Trust (**the Trust**) as the managing authority for Wellington Park, and defines the membership of the Trust.
- 1.4 The *Wellington Park Management Plan 2013, amended October 2015*, (**the Management Plan**) is a statutory plan prepared by the Trust in accordance with the Act. Implementation of the Management Plan is overseen by the Trust, however it relies upon the on-ground implementation of actions by owners and occupiers of land within the Park as outlined in s.27 of the Act. The Glenorchy City Council (**the Council**) is responsible for the on-ground management of those areas prescribed in the Management Plan.
- 1.5 The Council's management of Wellington Park is closely tied to the Council's *Community Plan 2015-2040*, through the involvement of an empowered and environmentally sustainable community, and the creation of an exciting and rewarding lifestyle.

2 Objectives of the MoU

- 2.1 The Parties agree to implement the Management Plan and other planning strategies in accordance with the goals and objectives of the Act, and Management Plan with consideration for Council's Strategic and Annual Plans.
- 2.2 The Parties agree that this MoU forms the basis for voluntary contributions by the Council to the workings of the Trust and the co-ordination of the implementation of the Management Plan.

3 Contributions

- 3.1 The Parties agree that the Trust will continue to provide administrative and financial contributions in accordance with recurrent funding of \$120,000 obtained from the State.
- 3.2 The Parties agree that administrative, strategic and financial contributions will be made by the Council on an annual basis for the period of this MoU commencing in

the 2020-21 financial year of \$35,191 excluding GST and subject to an annual CPI increase (sourced from the Hobart All Groups CPI March to March period).

- 3.3 The Parties agree that other project contributions by the Council may be negotiated on a case by case basis as and when the need arises.

4 Planning, Roles and Responsibilities

- 4.1 The Parties will work together on planning of activities and works in the Park including providing opportunities for input into briefs and works specifications.
- 4.2 The Parties will jointly develop a rolling three-year action plan which documents forthcoming initiatives under the MoU as well as implementation of the Management Plan and the Trust's Strategic Plan.
- 4.3 The Trust and Council will support each other in managing the Park through strategic, policy, planning and technical support and provision of technical advice.
- 4.4 Council will provide members for the Trust and committees and working groups in line with their Terms of Reference.
- 4.5 The Council may provide other administrative support as required by, and negotiated with, the Trust.
- 4.6 The Trust will utilise the Management Advisory Committee (**MAC**) as the primary body for the management of operational matters.
- 4.7 The MOU will be formally reviewed six months prior to its expiry
- 4.8 The Trust will provide direct regulatory support to the Council via the employment of an Education and Regulations Coordinator (ERC).
- 4.9 The Council will, subject to the availability of resources, provide direct regulatory support to the Trust through the nomination of Authorised Officers under the Act, and the involvement of these officers in the Regulations Awareness Programme.

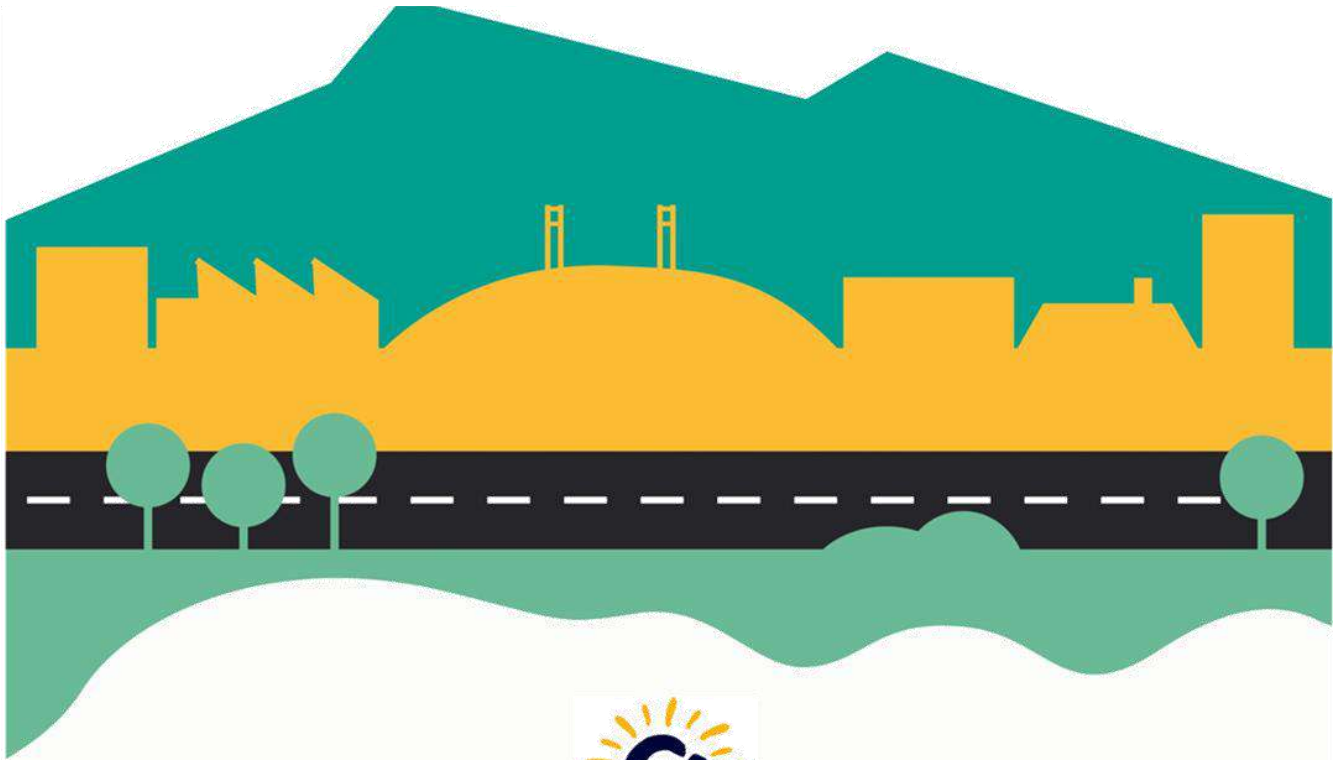
5 Acknowledgement

- 5.1 The Parties acknowledge and agree that this MoU is not intended to be legally binding on either Party but is an accurate reflection of the Parties' good faith intentions.
- 5.2 The parties agree that Council's support and financial contribution to the Wellington Park Office and Council's on-ground management within the Park be appropriately promoted and acknowledged including relevant printed and electronic media relating to Council's management area.

This MoU is made on the _____ day of _____, 2020

SIGNED for and on behalf of **WELLINGTON PARK MANAGEMENT TRUST** by
Christine Mucha, Chairperson, being
a duly authorised person.

SIGNED for and on behalf of **GLENORCHY CITY COUNCIL** by
Tony McMullen, General Manager, being a duly authorised person



Bushfire Mitigation Strategy

Glenorchy City Council

2020-2030



Disclaimer and Information Statement

This strategy was developed by Glenorchy City Council (GCC) and the information in this strategy is current as at the date of publication. The information and/or the recommendations contained in this strategy have been compiled and based on the information, records, data and any other sources of information available at time of publication. Accordingly, the accuracy of the information and/or recommendations in this report relies entirely upon the information and material available at time of publication. Whilst GCC have exercised all due care and skill in compiling the strategy, readers should confirm the accuracy and reliability of the information and material GCC has relied upon in producing the strategy. This strategy may also contain information, systems or data which is the property of GCC. In these circumstances, the property referred to will remain the property of GCC and GCC has in no way waived or altered in any way its ownership right, or provided consent for use, unless expressly provided in the strategy.

Version Control

Version	Release Date	Prepared By	Changes
1.0	16 th June 2020	Rob Whittle	First complete working draft for review by Hobart Fire Management Area Committee and Subject Matter Experts.
1.1	TO BE RELEASED	Rob Whittle	Amendments included from review.

Acknowledgment and Endorsement

Strategy noted by Hobart Fire Management Area Committee (HFMAC): 19 th October 2020
Strategy adopted by GCC: TO BE ADOPTED

Context statement

This is the first Bushfire Mitigation Strategy (BMS) for bushfire-prone vegetation managed by GCC outside of Wellington Park. The Wellington Park Fire Management Strategy remains to provide a coordinated approach to bushfire mitigation within Wellington Park. This strategy will function for a ten-year period, with the first review to be undertaken at three years post adoption. Outputs from this strategy derive from a science-based approach.

Reducing the risk to life and property is the overriding priority in this strategy as it is in all bushfire plans. This strategy applies a risk-based planning approach based on principles from ISO 31000:2018 Risk Management – Guidelines, and the Tasmanian Emergency Risk Assessment Guidelines (TERAG). This approach allows council to manage bushfire risks efficiently, effectively and consistently by considering what council is currently doing to manage bushfire risks, if that is adequate, and if and where council needs to improve. This approach is based on the principal that bushfire does not stop at cadastral boundaries. The three key factors that contribute to bushfire risk are weather, vegetation, and terrain.

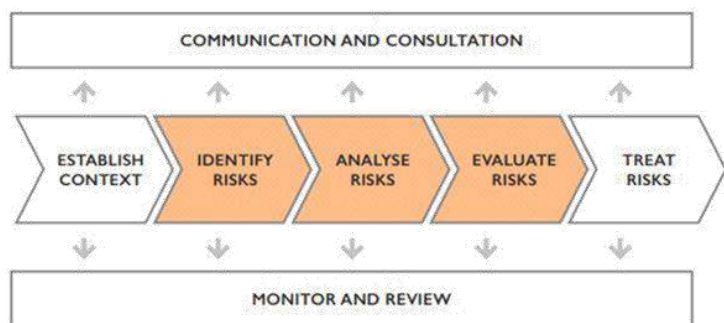


Figure 1: Risk management process (Department of Police, Fire and Emergency Management, 2017).

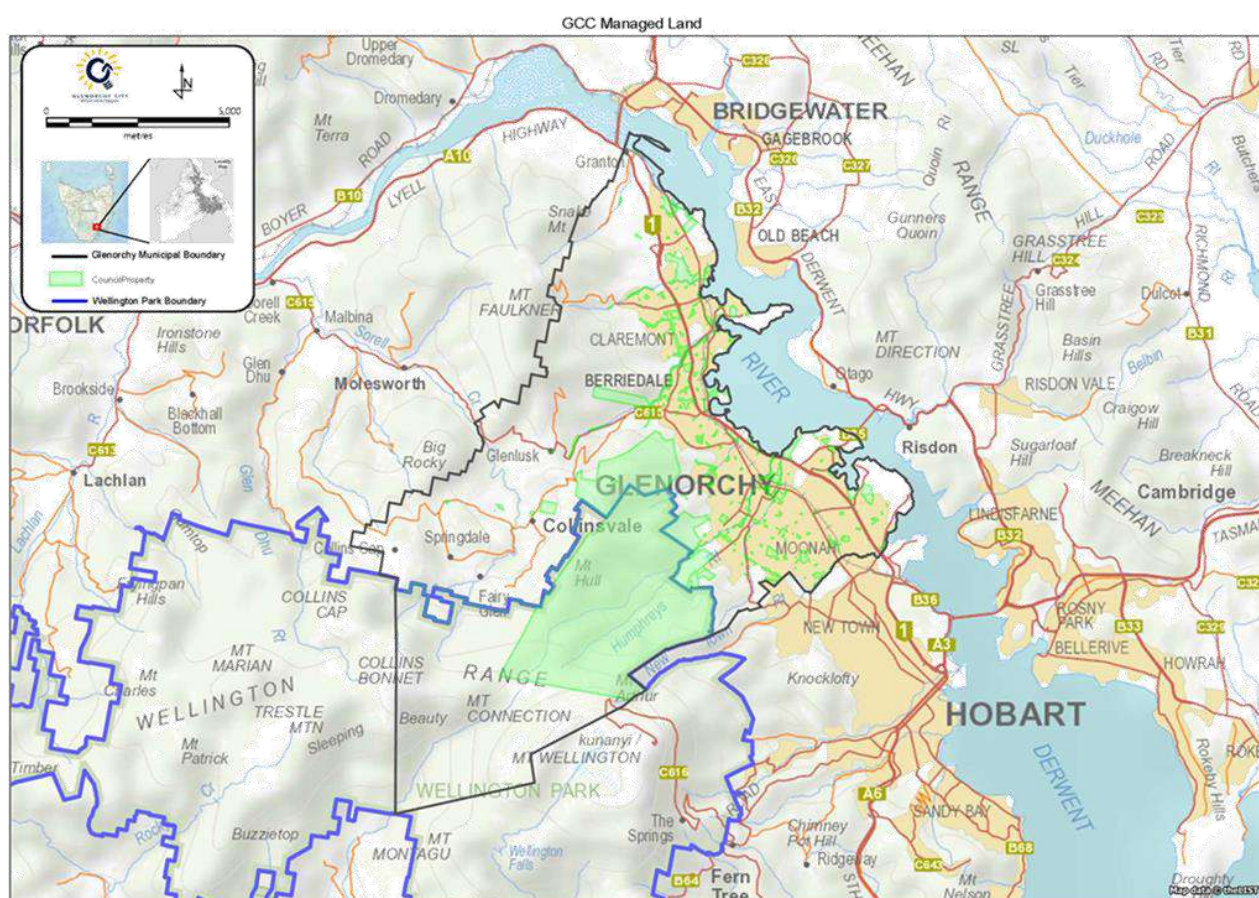


Figure 2: Map of GCC municipality.

Contents

Disclaimer and Information Statement	i
Version Control	i
Acknowledgment and Endorsement	i
Context statement	i
List of Figures and Tables	v
Figures	v
Tables	v
Glossary of terms	v
1 Introduction	1
2 Strategy purpose and aim	1
3 Objectives of this strategy	1
4 Strategic directions	2
5 Strategic planning framework for Council's bushfire risk mitigation	4
5.1 Bushfire Mitigation Plans (BMPs)	4
5.2 GCC Three-year Bushfire Risk Treatment Schedule	4
6 Relationships with other planning	5
6.1 Relationship with statutory planning – Bushfire-prone area overlay	5
6.2 Statutory responsibilities	5
7 Location and Description	6
7.1 Overview	6
7.2 Cultural heritage	6
7.3 Environment	6
7.4 Vegetation	7
7.5 Topography	7
7.6 Climate and rainfall	7
7.7 Smoke taint in wine and grapes	7
8 Identifying bushfire risk potential for Glenorchy LGA	8
8.1 Risk statement	8
8.2 Fire Danger Rating (FDR) used in Tasmania	9
8.3 Bushfire weather	9
8.3.1 Climate Change	9
8.4 Bushfire attack mechanisms	10
8.5 Ignition history	10

Glenorchy City Council

Bushfire Mitigation Strategy 2020 - 2030

Version 1.1

iii



8.6	Glenorchy LGA Bushfire history	13
9	Analysing bushfire risk potential for Glenorchy LGA	16
9.1	Bushfire risk assessment analysis for areas covered by Bushfire Mitigation Plans	16
9.2	Phoenix RapidFire analysis	16
9.3	Bushfire Risk Assessment Model (BRAM) analysis	17
10	Evaluating bushfire risk potential for Glenorchy LGA	17
10.1	Bushfire risk assessment for areas covered by Bushfire Mitigation Plans evaluation	17
10.2	Phoenix RapidFire evaluation	17
10.3	BRAM evaluation	18
11	Treating bushfire risk potential	18
11.1	Treatment statement	18
11.2	Greater Hobart bushfire risk reduction	19
11.2.1	Hobart Fire Management Area Committee (HFMAC)	19
11.2.2	Hobart Bushfire Risk Management Plan	19
11.3	Glenorchy LGA scale bushfire risk reduction	19
11.4	Property/household scale bushfire risk reduction	20
12	Monitoring, evaluation and review	20
12.1	Strategy monitoring	20
12.1.1	GCC Bushfire Mitigation Vegetation Monitoring Program	20
12.2	Strategy evaluation	20
12.3	Strategy review	21
	References	21

List of Figures and Tables

Figures

Figure 1: Risk management process (Department of Police, Fire and Emergency Management, 2017).	ii
Figure 2: Map of GCC municipality.	ii
Figure 3: Strategic planning framework for council's bushfire risk mitigation	4
Figure 4: Tasmanian Fire Danger Rating system (TFS, 2018)	9
Figure 5: Projected frequency of the 'Very High Fire Danger Days' for Tasmania from 1961 to 2100 (Fox-Hughes et al., 2015).	10
Figure 6: Fire incident history by incident type and suburb August 1999 - February 2018.	11
Figure 7: Vegetation fire ignition points within Greater Hobart during August 1999 - February 2018.	12
Figure 8: Passenger vehicle fire ignition points relative to Collinsvale Road and Glenlusk Road August 1999 - February 2018.	13
Figure 9: Fire history Greater Hobart 1967 to 2016.	15

Tables

Table 1: Ignition history GCC LGA August 1999 – February 2018.	11
Table 2: Documented historical bushfires impacting Glenorchy LGA (Haygarth and Hendrick, n.d.)	14
Table 3: Phoenix RapidFire modelling scenarios	17

Glossary of terms

The Australasian Fire and Emergency Services Authority Council (AFAC) Bushfire Glossary will be used as reference in this strategy.

Term	Definition
AS 3959 – 2018 Construction of building in bushfire-prone areas	This Standard is primarily concerned with improving the ability of buildings in designated bushfire-prone areas to better withstand attack from bushfire thus giving a measure of protection to the building occupants (until the fire front passes) as well as to the building itself (Standards Australia Limited, 2018).
Assets	Anything valued by people which includes houses, crops, forests and, in many cases, the environment.
Australasian Fire and Emergency Services Authorities Council (AFAC)	The peak representative body for fire, emergency services and land management agencies in the Australasian region. It develops and promotes national standards for the fire industry.
Bushfire Attack level (BAL)	The BAL scale is that used within Australian Standard 3959-2018. The BAL determines the level of risk to life and potential for building loss or damage resulting from bushfire.
Bushfire	Unplanned vegetation fire. A generic term which includes, grass fires, forest fires and scrub fires both with and without a suppression objective.

Bushfire management	All those activities directed to prevention, detection, damage mitigation and suppression of bushfires. Includes relevant legislation, policy, administration, law enforcement, community education, training of firefighters, planning, communications systems, equipment, research, and the multitude of field operations undertaken by land managers and emergency services personnel relating to bushfire control.
Bushfire risk	Processes, occurrences or actions that increase the likelihood of fires occurring.
Climate	The atmospheric conditions of a place over an extended period of time.
Cultural heritage	Encompassing both Aboriginal and historic heritage values both statutory and non-statutory.
Ecological burning	A form of prescribed burning. Treatment with fire of vegetation in nominated areas to achieve specified ecological objectives.
Fine fuel	Fuels that burn in the continuous flaming zone at the fire's edge. They contribute the most to fire's rate of spread and flame height. Typically, dead plant material, such as leaves, grass, bark and twigs thinner than 6mm thick, and live plant material thinner than 3mm thick.
Fire management	All activities associated with the management of fire prone land, including the use of fire or other means to meet land management goals and objectives.
Fire suppression	The activities connected with restricting the spread of a fire following its detection and before making it safe.
Fuel	Any material such as grass, leaf litter and live vegetation which can be ignited and sustains a fire. Fuel is usually measured using the Overall Fuel Hazard Assessment Guide 4 th ed. 2010 DSE.
Fuel management	Modification of fuels by prescribed burning, or other means.
Fuel modification	Manipulation or removal of fuels to reduce the likelihood of ignition and/or to lessen potential damage and resistance to control (e.g., lopping, chipping, crushing, piling and burning).
Fuel reduction	Manipulation, including combustion, or removal of fuels to reduce the likelihood of ignition and/or lessen potential damage and resistance to control.
Fuel reduction burning	The planned application of fire to reduce hazardous fuel quantities; undertaken in prescribed environmental conditions within prescribed boundaries.
Hazard	A source of potential harm or a situation with potential to cause loss.
Legislation	A set of laws made by a State, Territory or Federal Government; includes acts and regulations.
National Emergency Risk Assessment Guidelines (NERAG)	A contextualised, emergency-related risk assessment method to enable consistent and rigorous emergency-related risk assessments, increase the quality and comparability of risk assessments and improve the national evidence base on emergency-related risks. The outputs from NERAG risk assessments are intended to improve decision making when allocating scarce resources for risk treatment and emergency prevention and preparedness measures.
Planning	The collective and collaborative efforts by which agreements

	are reached and documented between people and organisations to meet their communities' vegetation fire management needs. It is a sequence of steps which details how the process will take place.
Prescribed burn	A fire utilised for Prescribed burning.
Prescribed burning	The controlled application of fire under specified environmental conditions to a predetermined area and at the time, intensity, and rate of spread required to attain planned resource management objectives. Also known as planned burning.
Prevention	All activities concerned with minimising the occurrence of incidents, particularly those of human origin.
Recovery	The coordinated process of supporting emergency affected communities in reconstruction of the physical infrastructure and restoration of emotional, social, economic and physical wellbeing.
Response	Actions taken in anticipation of, during, and immediately after an incident to ensure that its effects are minimised, and that people affected are given immediate relief and support.
Risk	The exposure to the possibility of such things as economic or financial loss or gain, physical damage, injury or delay, as a consequence of pursuing a particular course of action. The concept of risk has two elements, i.e. the likelihood of something happening and the consequences if it happens. (AS4360).
State Fire Management Council (SFMC)	Appointed under Section 14 of the <i>Fire Service Act 1979</i> with the responsibility of developing a State vegetation fire management policy to be used as the basis for all fire management planning. And, to provide advice to both the Minister and the State Fire Commission on matters relating to the prevention or mitigation of vegetation fires.
Tasmania Fire Service (TFS)	The operational arm of the State Fire Commission, established by the <i>Fire Service Act 1979</i> .
Tasmanian Emergency Risk Assessment Guidelines (TERAG)	Guidelines produced by the State Emergency Management Committee to support Tasmanian emergency management committees and hazard management authorities to prepare emergency risk assessments in line with the National Emergency Risk Assessment Guidelines (NERAG).
Values at risk	The natural resources or improvements that may be jeopardised if a fire occurs.
Vegetation fire	Covers all fire in vegetation, both planned and unplanned. Unplanned vegetation fire is more specifically known as bushfire.

1 Introduction

Bushfire has been a constant and natural phenomenon in Australia for many thousands of years. South-eastern Australia, including Tasmania, is particularly prone to fire and is regarded as one of the most bushfire-affected regions in the world. Fire is an important and natural component in the management and renewal of biodiversity and habitat. If uncontrolled, however, its effects can be catastrophic (Tasmanian State Bushfire Safety Policy, 2014).

In June 2017 council adopted its first Bushfire Mitigation Policy. The policy provides direction on how council will prescribe mitigation treatments for low probability but high impact bushfire events which may impact the Greater Hobart area. This strategy is an output from the policy which will provide council with a framework to adaptively reduce bushfire risks when implemented and maintained.

2 Strategy purpose and aim

This strategy is designed to achieve an overall aim of mitigating the impact of bushfire to the municipality of Glenorchy, whilst contributing to a tenure blind bushfire mitigation approach to Greater Hobart. The principal used in guiding this strategy is that bushfire safety is a shared responsibility between government, agencies and other stakeholders. It explains GCC's responsibilities as a land owner to reduce bushfire risks from council managed bushfire-prone vegetation, the process used to determine the levels of risk, and when appropriate the fuel reduction actions to reduce the risk of bushfire occurring and/or to reduce the intensity and impact of bushfires when they do occur.

3 Objectives of this strategy

The two primary objectives of the strategy are:

1. To minimise the impact of major bushfires on human life, communities, essential and community infrastructure, industries, the economy and the environment. Human life will be afforded priority over all other considerations, and
2. To maintain or improve the resilience of natural ecosystems and their ability to deliver services such as biodiversity, water, carbon storage.

The following means objectives will be used to achieve the two primary objectives:

- Continuously improving bushfire risk mitigation treatments
- deliver a tenure-blind, integrated approach to mitigate bushfire risk, and
- comply with legislation.

4 Strategic directions

1.	Enhance the provisions of hazard management areas, defensible spaces, and fuel breaks This direction aims to reduce risk at a Glenorchy Local Government Area (LGA) and property/household scale. For maximum effectiveness perpetual maintenance and reviews are required. This direction also includes the design of service levels for some Council managed treatments. Council will target that the prescribed maximum width of a hazard management area on Council managed land is no less than that required for BAL-29 rated development to be achieved on the lot once the owner of the lot has undertaken their best efforts.
2.	Develop Fire Trail Construction and Maintenance Specifications This includes specifications for the construction, reinstatement or reconstruction of existing fire trail surfaces and associated drainage infrastructure. Additionally, vegetation maintenance directly adjacent to existing fire trails.
3.	Enhance the provisions of fire trail network to all weather access where required to meet future risk requirements Stakeholders utilise Council managed fire trail networks for a broad range of recreational, asset management, and emergency response actions. This direction includes identifying each fire trails current access class and prioritising enhancements.
4.	Work with utility providers and lead the development of individual memorandum of understandings (MoU) for perpetual fire trail maintenance to targeted fire trails This will include examining current fire trail access/maintenance arrangements with utility providers then working in collaboration to realise opportunities to improve and formalise current arrangements.
5.	Ensure access is maintained for sections of fire trails on private property that have strategic importance to Greater Hobart bushfire risk reduction within Glenorchy LGA Several fire trails pass through multiple land tenures with different levels of maintenance and management standards. An opportunity exists to examine fire trails within Glenorchy LGA and establish terms of access.
6.	Design treatments to reduce bushfire risks deriving from vehicle fires in bushfire-prone areas including adjacent to Collinsvale Road and Glenlusk Road This treatment will reduce the likelihood of vehicle fires developing into large broadscale bushfires where the risk consequences can be severe.
7.	Develop a centralised Operations & Maintenance Vegetation Control Program and undertake gap analysis This will identify opportunities for increased efficiency across Council's Operations & Maintenance Work Group, and Environment Section and will increase operational capacity to treat bushfire risks during each bushfire season.
8.	Undertake gap analysis on existing road side vegetation clearing specifications undertaken by Council in bushfire-prone areas A key aspect of this direction is to improve current Council specifications with an outcome of reducing bushfire risk to communities during bushfires events. This direction should align where appropriate with the <i>Local Government (Highways) Act 1982</i> . Outputs will be incorporated into the centralised Operations & Maintenance Vegetation Control Program once developed.
9.	Further develop practices and lead the harmonisation of pre and post fire vegetation and fuel hazard reaccumulation rate assessments within Hobart Fire Management Area (HFMA)



Sharing information and training at the HFMA level will create the ability to more accurately model bushfire risk at the landscape level and understand accurate fuel hazard levels and potential fire behaviour during bushfire events.

10. Undertake gap analysis and develop business case for specific skills acquisition for existing staff within Council to assist operational aspects of bushfire risk reduction treatments and emergency management

There are several benefits for Council in conducting this review and embarking on a skills enhancement program for staff. The ramping up of agencies and Council's response capability during times of critical need is now part of the landscape for emergencies in Australia. Being able to call on existing staff with an in-depth knowledge of Council policies and procedures, its communities and economic base is a proactive approach in dealing with emergencies.

11. Contribute to enhance resource sharing across Local Government for planned burning operations within the HFMA

This will allow for opportunities to increase available resources and expertise within the HFMA during planned burning operations whilst imparting knowledge and training opportunities.

12. Continue to identify, develop and apply best practice approaches and contribute to reducing bushfire risk within the HFMA

This includes strengthening partnerships with stakeholders at a statewide level. A key element is contributing to the development of a Tasmanian statewide bushfire risk assessment process and apply/implement outputs to the Glenorchy LGA.

13. Develop bushland closure and communication procedures for days of severe forest fire danger ratings (FFDI), days of total fire bans and fire incidents within Council managed land.

Fires in bushland areas on days with a severe or above FFDI will generally be uncontrollable and will move very quickly posing a great risk to anyone within the vicinity.

The objectives of the closures are to mitigate the risk of:

- loss of life or injury
- fires starting within bushland areas either accidentally or deliberately.

These procedures will primarily relate to responsibilities and functions of the Council's Operations and Maintenance Workgroup, and Environment Workgroup for the management and use of Council managed bushland areas and will apply to GCC staff, authorised contractors and community volunteers operating within Council managed bushland areas, and the general public.

5 Strategic planning framework for Council's bushfire risk mitigation

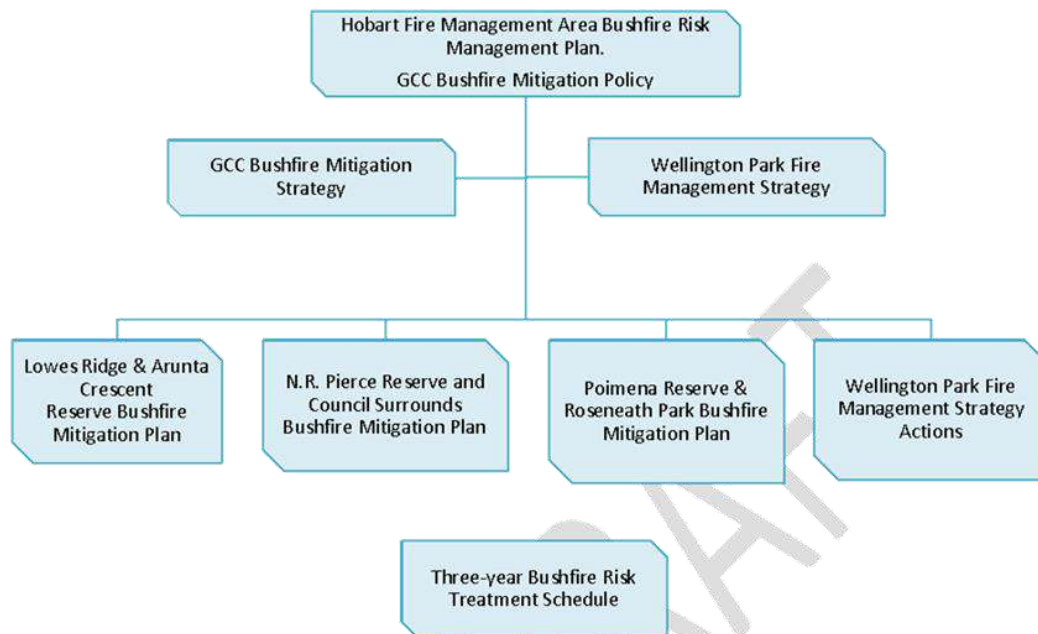


Figure 3: Strategic planning framework for council's bushfire risk mitigation

5.1 Bushfire Mitigation Plans (BMPs)

BMPs are tactical level planning documents that focuses on addressing bushfire hazards and improving the survivability of communities and assets. BMPs identify key areas for fuel management, and provides tactical guidance regarding prescribed burning, fuel treatment, fire management infrastructure, and asset protection work.

BMPs will be prepared for the following bushfire-prone areas managed by council:

- Lowes Ridge & Arunta Crescent Reserve
- N.R. Pierce Reserve and Council surrounds
- Poimena Reserve & Roseneath Park.

The TFS also have community protection planning documents for Glenorchy such as Bushfire Response Plans, Bushfire Protection Plans, and Bushfire Mitigation Plans that have been considered in this strategy.

5.2 GCC Three-year Bushfire Risk Treatment Schedule

This lists annual actions to be undertaken over a three-year period to reduce bushfire risk. Actions derive from risk registers developed by the Hobart Fire Management Area Committee, individual BMPs (section 5.1), the Wellington Park Fire Management Strategy, and associated Council asset maintenance schedules. This schedule will assist with annual planning and budgeting.

6 Relationships with other planning

This strategy is designed to factor in the broader aims and objectives of the following documents:

- Glenorchy City Council Strategic Plan 2016 – 2025
 - Section 3.2 Manage our natural environments now and for the future
 - Section 4.3 Build strong relationships to deliver our communities' goals
- Glenorchy City Council Annual Plan 2019/20 - 2022/23
 - Section 3.2 Manage our natural environments now and for the future
 - Section 4.1.2 Manage the City's assets soundly for the long-term benefit of the community
- Glenorchy City Council Bushfire Mitigation Policy
- Glenorchy Municipal Emergency Management Plan
- Hobart Bushfire Risk Management Plan
- Fire Management Strategy for Wellington Park 2006
- Greater Wellington Range Zone 1 Bushfire Mitigation Strategy (22 December 2017)
- City of Hobart Bushfire Management Strategy 2014
- Tasmanian Vegetation Fire Management Policy 2017.

6.1 Relationship with statutory planning – Bushfire-prone area overlay

The Glenorchy Interim Planning Scheme 2015 does not include a bushfire-prone area overlay. It is anticipated a bushfire-prone area overlay for the Glenorchy LGA will be included when a statewide planning scheme is implemented.

Bushfire protection requirements apply to new building work through the building approvals process. The Bushfire-Prone Areas Code Applies to new subdivisions, hazardous uses and vulnerable uses through the planning approvals process.

6.2 Statutory responsibilities

As a land owner council has an obligation under section 64 of the *Fire Service Act 1979* to take diligent steps to prevent any fire lit on its property during a fire permit period from spreading onto a neighbouring property causing personal injury, damage to adjoining property, or damage to items of natural or heritage value. Additionally, council is required to take diligent steps to extinguish or control any unauthorised fire on their property during a fire permit period, and to report that fire to the Tasmanian Fire Service (TFS), or Police.

As well as the obligations that apply to all landowners/occupiers, Council has several specific powers and obligations under this Act. These are:

- to nominate a representative to sit on the local Special Fire Area Committee (Section 55)
- to “cause the formation in its municipal area of such fire breaks as it considers necessary or desirable to arrest the spread, or to facilitate the suppression of, fires” (Section 56)
- to contribute towards the operating costs of fire brigades (Sections 79 to 95).

Council also has specific responsibilities under various Acts of Parliament for bushfire mitigation, bushfire hazard abatement, and the conservation and management of native flora and fauna.

These Acts include but not limited to:

- *Aboriginal Relics Act 1975*
- *Environmental Management and Pollution Control Act 1994*



- *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*
- *Environment Protection Policy (Air Quality) 2004*
- *Forest Practices Act 1985*
- *Forest Practices Regulations 2007*
- *Local Government Act 1993*
- *Local Government (Building and Miscellaneous Provisions) Act 1993*
- *Nature Conservation Act 2002*
- *State Policy on Water Quality Management 1997*
- *Tasmanian Air Quality Strategy 2006*
- *Threatened Species Protection Act 1995*
- *Weed Management Act 1999*
- *Wellington Park Act 1993.*

7 Location and Description

7.1 Overview

Glenorchy City is in southern Tasmania and approximately seven kilometres north of the Hobart CBD. The city covers an area of approximately 12,110^{ha}, 2016 Census data reports a population of 46,253 with an average 2.3 people per household. The Department of Treasury and Finance have population projections for 2037 for Glenorchy City to reach 51,568 (Treasury.tas.gov.au, 2018).

The city is bounded by Mt Faulkner to the north, the Derwent River to the east, City of Hobart to the south, and the Wellington Ranges to the west.

7.2 Cultural heritage

Mt Wellington has significance for the Aboriginal community although little is yet known of the extent of Aboriginal occupation of the area. Since European settlement, Mt Wellington has been utilised for its resources, including the supply of drinking water to Greater Hobart and other regional communities, and has provided substantial tourism and recreation opportunities, resulting in a range of historical sites and artefacts scattered throughout the area. The very presence of Mt Wellington near Tasmania's largest population centre creates a strong element of 'place' (Wellington Park Management Plan, 2013).

This strategy acknowledges the importance of both the Aboriginal and historic cultural heritage of Wellington Park and, land and reserves within Glenorchy. The consideration and management of cultural heritage values will be at the earliest possible stage during tactical and operational planning phases.

Aboriginal Heritage Tasmania has been consulted during the design of this strategy, and where applicable, consideration has been given to known Aboriginal and cultural heritage sites in respective BMPs which are an output of this strategy.

7.3 Environment

Bushfire behaviour is influenced primarily by the environmental factors present at any given time. These include; vegetation type and amount of fine fuels available to burn, topography including



elevation, aspect, slope; and climate including temperature, average rainfall, soil dryness index, relative humidity and windspeed.

7.4 Vegetation

The three predominant vegetation communities within council managed bushfire-prone vegetation are dry eucalypt forest and woodland, wet eucalypt forest, and montane eucalypt forest and woodland. Dry eucalypt forest and woodland communities are generally highly fire adapted and fire is an essential part of regenerative cycles, wet eucalypt forests can be highly fire sensitive, however extended bushfire intervals are required to reach mature stand structure. Montane forest and woodland communities are highly fire sensitive and a single bushfire will cause significant change to the community (Pyrke & Marsden & Smedley, 2005). It is probable that some vegetation communities within the HFMA are incorrectly mapped.

7.5 Topography

Urban settlements within Glenorchy range from sea level up to 450m above sea level (ASL) where the peri-urban interface is most prominent. The most significant topographical feature influencing bushfire behaviour to Glenorchy is the Wellington Ranges at 1271m ASL; the distribution of steep and much inaccessible terrain with tall forest canopies will allow fire to move freely whilst making aerial suppression of bushfires challenging.

7.6 Climate and rainfall

The Australian climate is generally hot, dry and prone to drought. In the southeast, occasional strong winds often associated with summertime cold fronts can lead to extreme fire danger. The amount of rain in preceding months affects the amount of dry grasses. If good spring rains have resulted in abundant plant growth, late summer grass fires can be intense. Many of Australia's native plants burn easily. The eucalypts high oil content makes them particularly fire prone. The vast areas of dry grass common in mid-to-late summer also burn readily. Most loss of life and property damage occurs around the fringes of the cities where homes are sometimes surrounded by flammable vegetation (Bom.gov.au, 2018).

Rainfall varies considerably throughout Greater Hobart (1600mm per year on the summit of Mt Wellington to less than 500mm per year at the Hobart Airport) resulting in a highly variable fire season with some areas being able to sustain fire for many months of the year. Due to this the length of the fire season can range from October through to April in areas of lower rainfall and from December to March in areas of higher rainfall and wetter vegetation types (State Fire Management Council, 2020).

7.7 Smoke taint in wine and grapes

Grapevines that are exposed to smoke may be at risk of producing a wine that is affected by smoke taint, therefore unpalatable and unsaleable. When vineyards are exposed to smoke, this can result in wines with undesirable sensory characters, such as smoky, burnt, ashy or medicinal, described as 'smoke tainted'. This can occur without visible smoke and a considerable distance from the source. The density of smoke, exposure time and smoke age are critical factors involved. The risk of smoke taint begins rising from fruitset (December), and increases to high risk after the grapes ripening (February) through to the end of harvest (usually May but varies by each season and location) (Wine Tasmania, 2018).



Council will use a proactive approach to planned burning activities around vineyards including:

- Early and often consultation directly with vineyards
- provide facilitation for contact details with vineyard managers
- Advocate for planned burns to proceed in spring if possible and investigate alternative risk management options.

8 Identifying bushfire risk potential for Glenorchy LGA

8.1 Risk statement

A bushfire impacting Glenorchy under a severe or above fire danger rating (figure 4) will impact the health of people and can cause death(s) and will impact fauna, flora, cultural values, built assets, infrastructure and the local economy. By recognising and mitigating this risk Council can contribute to making a more resilient community.

8.2 Fire Danger Rating (FDR) used in Tasmania

Fire Danger Ratings (figure 4) are based on forecast weather conditions. By analysing these conditions, the likelihood of a fire starting, and its potential impact can be predicted.

8.3 Bushfire weather

The Derwent Valley and south east of Tasmania regularly experience Extreme and Catastrophic fire danger ratings. The Hobart Fire Management Area is one of the driest parts of Tasmania.

Glenorchy regularly experiences significant fire weather; including on average two days with a Forest Fire Danger Index (FFDI) of greater than 40 on average per fire season. These may occur any time between October to March. Bushfires that occur on such days are typically difficult to control, unless contained quickly by initial attack, and often cause property and environmental damage. When fires occur on days with a fire danger rating of Catastrophic it is likely to result in significant property losses; although these weather conditions are rare, several have occurred over the past 15 years (Greater Wellington Range Zone 1 Bushfire Mitigation Strategy. Prepared for Tasmania Fire Service, 2018).

8.3.1 Climate Change

Fire danger has increased in recent decades and is projected to increase further with global warming (figure 5). There is an increase in both average and extreme (99th percentile) FFDI projected through the century. The rates of change vary across Tasmania and are different in each season. Most notably there is an increase in high fire danger days projected to occur in spring. There is also a projected increase in the frequency of the weather systems associated with many of the most severe fire weather events and increases to other large-scale drivers of fire risk, as well as projected increases in soil dryness. (Fox-Hughes et al., 2015).



Figure 4: Tasmanian Fire Danger Rating system (TFS, 2018)

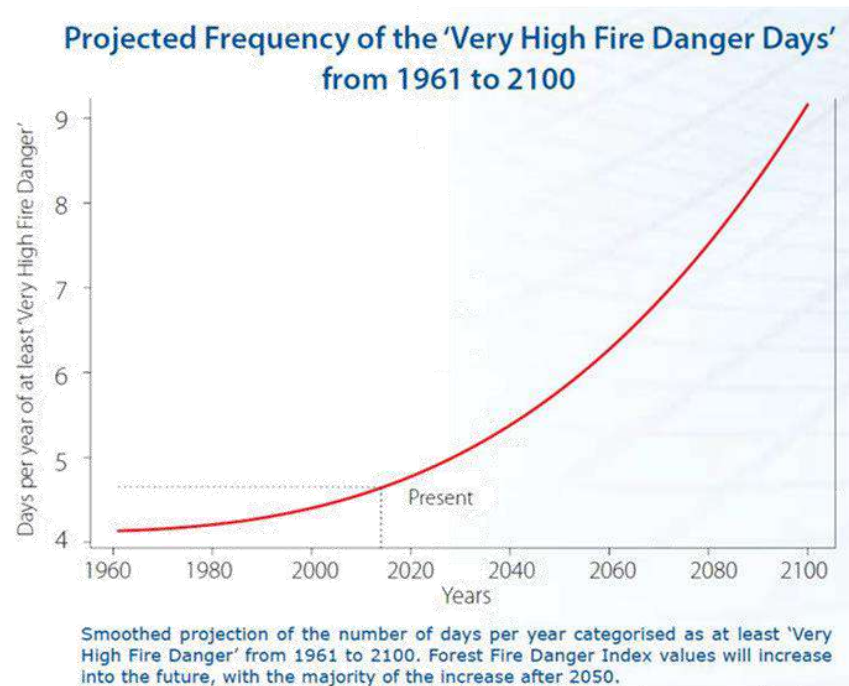


Figure 5: Projected frequency of the 'Very High Fire Danger Days' for Tasmania from 1961 to 2100 (Fox-Hughes et al., 2015).

8.4 Bushfire attack mechanisms

Bushfire attack mechanisms that have the potential to impact a building where it can no longer provide a safe haven for occupants can be categorised into five key mechanisms:

- Smoke
- wind
- embers
- radiant heat
- direct flame contact.

The Australian Standard 3959 – 2018 Construction of buildings in bushfire-prone areas is primarily concerned with improving the ability of buildings in designated bushfire-prone areas to better withstand attack from bushfire thus giving a measure of protection to the building occupants (until the fire front passes) as well as to the building itself (Standards Australia Limited, 2011). An FFDI of 50 is used in Tasmania to determine the Bushfire Attack Level (BAL) for buildings that need to comply with this standard.

8.5 Ignition history

The TFS database identified 3634 fire incidents within the Glenorchy LGA during the period August 1999 to February 2018. These have been summarised in table 1 and figure 6. Most incidents occurred within the urban landscape with few occurring within the Wellington Ranges or Mt Faulkner area. The data gives the impression bushfire ignitions deriving from passenger vehicle fires within the northern facing foot hills of Goat Hills (within the suburbs of Berridale and Collinsvale) pose a significant risk for potential bushfire ignitions (figure 7).

Incident Type	Number of Incidents	% Total Incidents
Vegetation fire	1694	46%
Passenger vehicle fire	1158	32%
Other fire incident (i.e. burning of green waste heaps, malicious activity)	782	22%

Table 1: Ignition history GCC LGA August 1999 – February 2018.

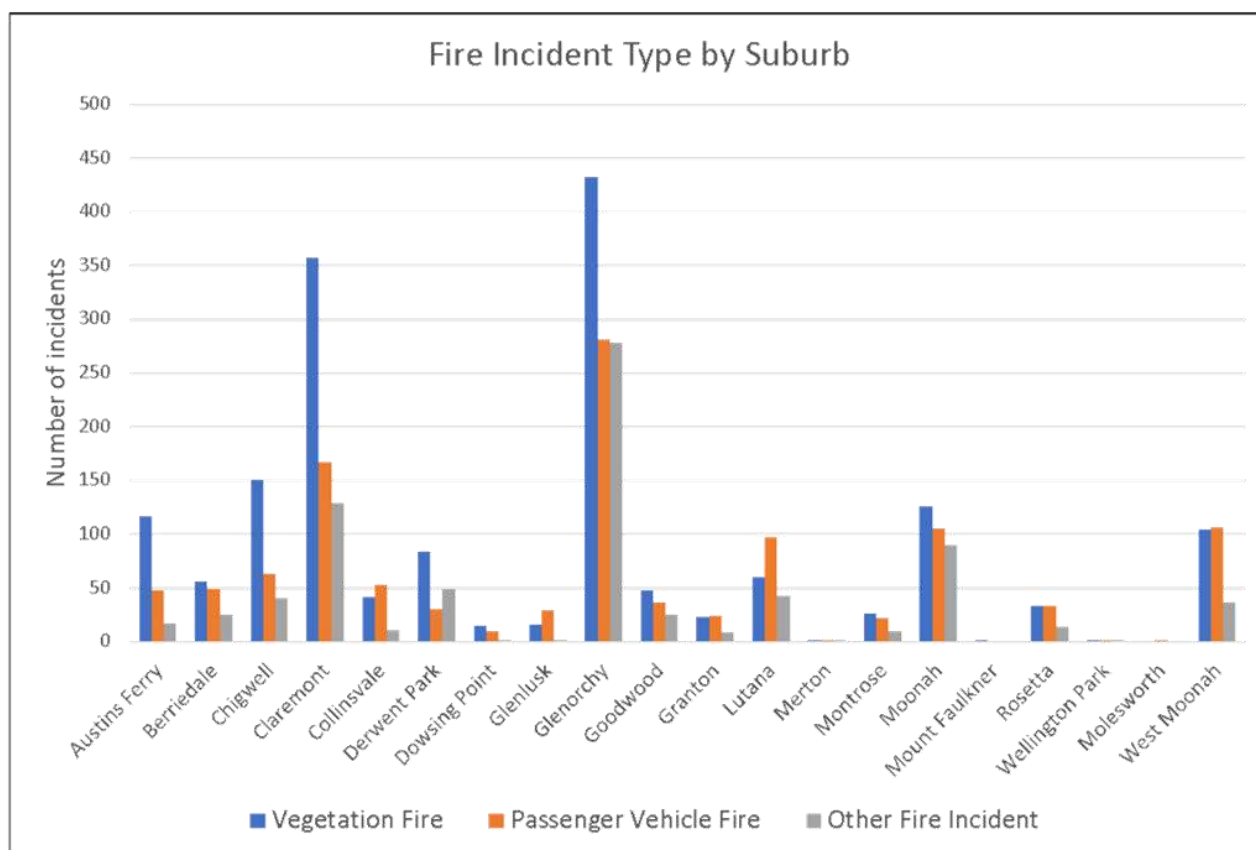


Figure 6: Fire incident history by incident type and suburb August 1999 – February 2018.

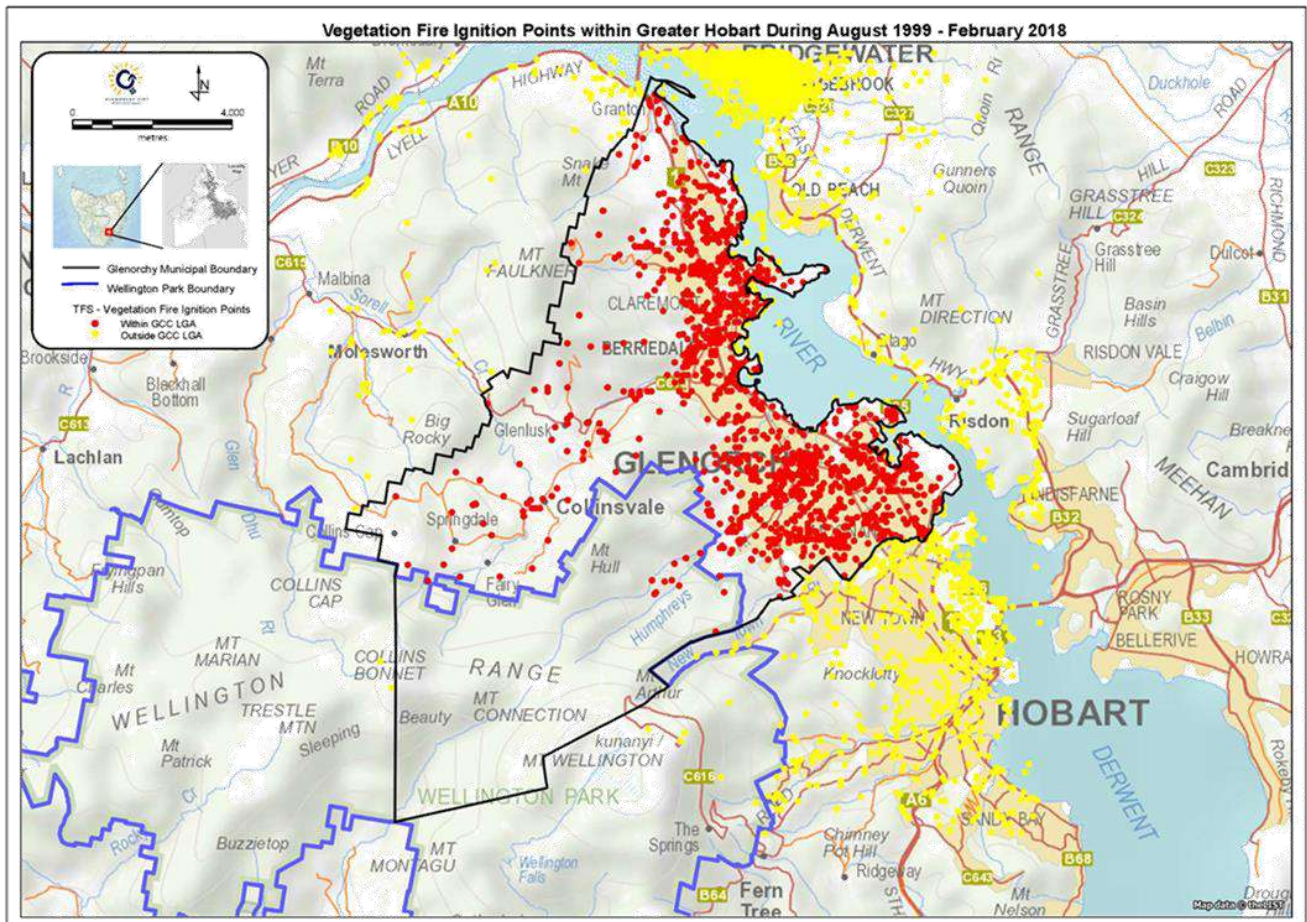


Figure 7: Vegetation fire ignition points within Greater Hobart during August 1999 - February 2018.

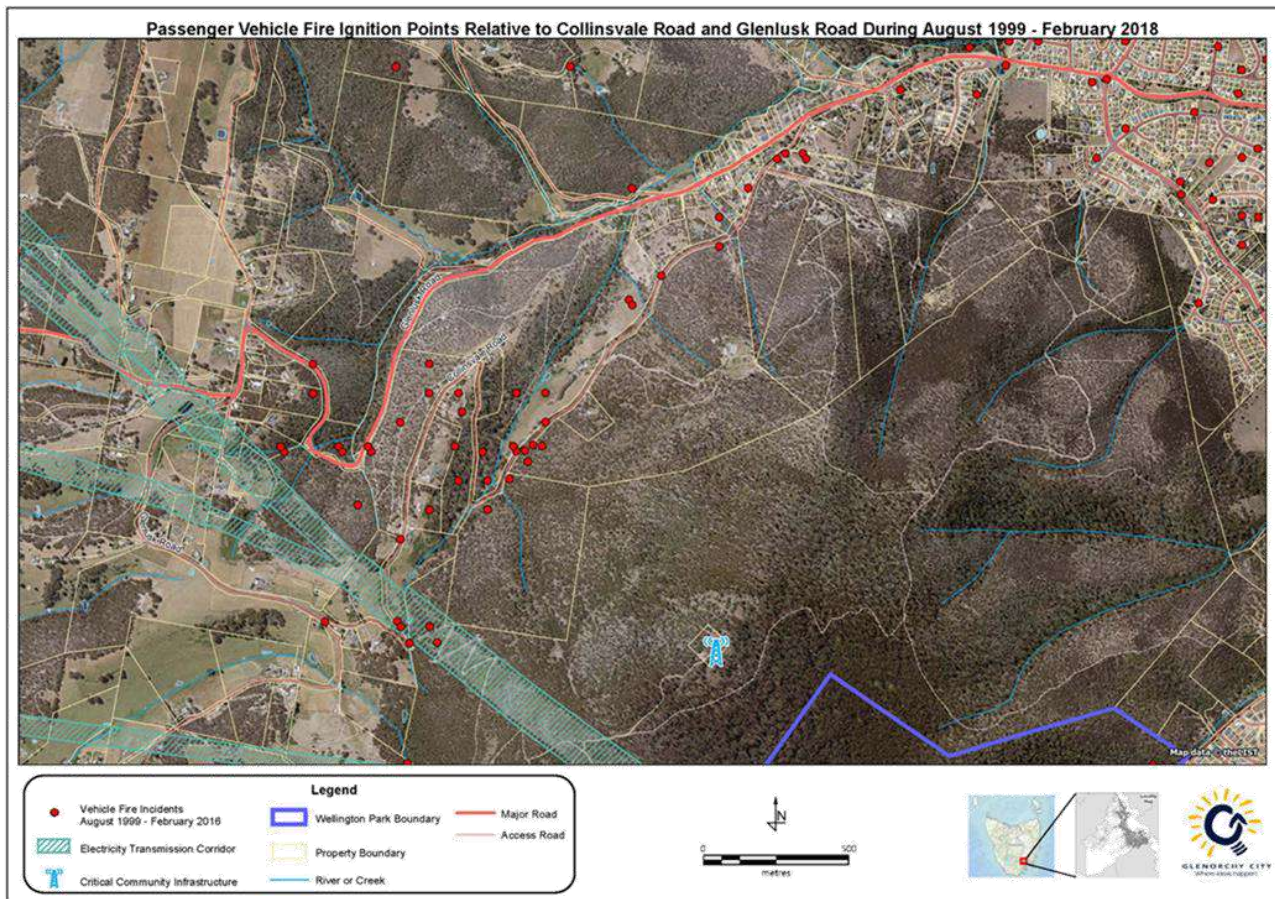


Figure 8: Passenger vehicle fire ignition points relative to Collinsvale Road and Glenlusk Road August 1999 - February 2018.

8.6 Glenorchy LGA Bushfire history

In Tasmania geographic information system (GIS) mapping of bushfire and planned burn boundaries only became regular practice during the 1990s. Before this bushfire history was word of mouth, or sometimes in the form of a loosely hand drawn boundary on a paper map (L. Suhr, personal communication, August 27, 2018).

Figure 9 shows the fire history within Greater Hobart during the period 1967 to 2016. The most destructive bushfire to impact the city of Glenorchy was the 1967 Black Tuesday Bushfires impacting approximately 182,109^{ha} (approximately 5900^{ha} within the GCC LGA) and costing the lives of 55 people (4 within GCC LGA) with another 9-people dying during the fires by natural causes, most likely due to fire trauma (McNiece, 2016). The 1967 fires impacted Upper Merton, reaching the Derwent River in some parts of Glenorchy. 11 houses were destroyed at the upper end of Tolosa Street (Haygarth and Hendrick, n.d.). This fire event led to significant changes to the regulation, arrangements and management of fire in Tasmania.

Year	Location	Documented Notes
1887	Lower slopes Mt Wellington	Played havoc with the 'native shrubs'
January 1898	Between Lower Glenorchy Reservoir and Collinsvale	
1906	Slopes of Mt Wellington reaching as low as Barossa Road	
March 1910	Reached as far as Mt Hull, Glenlusk and the top of the Goat Hills	
February 1914	Slopes of Mt Wellington	Reported to rage the slopes of Mt Wellington and said to be the biggest since the summer of 1897-98
1927	Started near Merton and burned into Lenah Valley	Destroying hundreds of acres of bushland and orchard
February 1934	'Behind the Glenorchy Reservoir'	Several fires reported to burn
April 1937	Started at the top of the Glenorchy Reservoir and burned down towards Lenah Valley	
February 1967	Greater Hobart	

Table 2: Documented historical bushfires impacting Glenorchy LGA (Haygarth and Hendrick, n.d.)

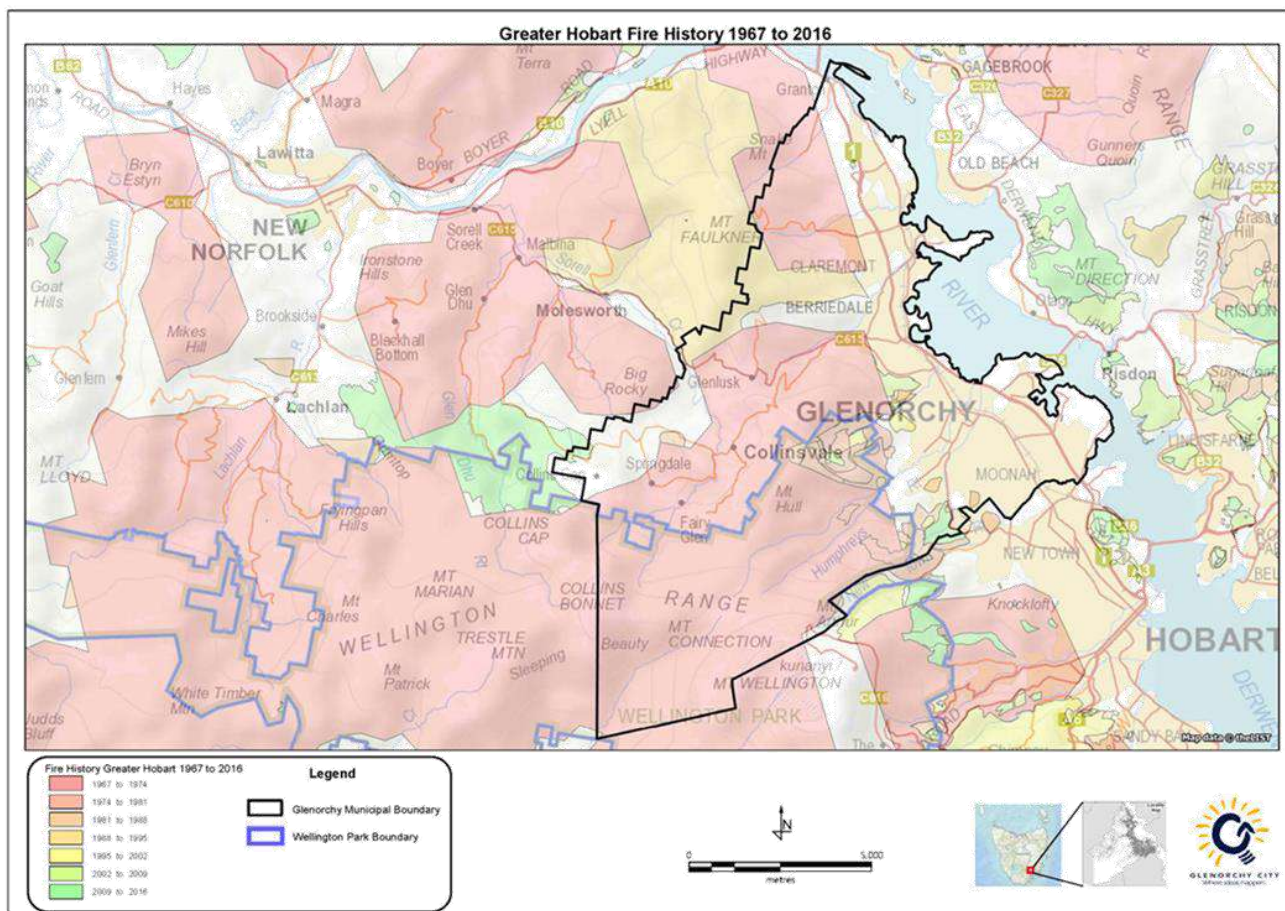


Figure 9: Fire history Greater Hobart 1967 to 2016.

9 Analysing bushfire risk potential for Glenorchy LGA

The Tasmanian State Natural Disaster Risk Assessment identifies the likelihood of bushfire being unlikely, however the consequence being high, and the risks associated with bushfire being high.

9.1 Bushfire risk assessment analysis for areas covered by Bushfire Mitigation Plans

The bushfire risk to assets within and surrounding bushfire-prone areas covered by BMPs (section 5.1) was assessed with the objective to rank the appropriate level of risk so that mitigation treatments can be prioritised and are appropriate to the level of risk. The risk assessment process derives from a process previously undertaken within the HFMA by AVK Environmental Management.

All Council managed bushfire-prone areas with specific BMPs have been impacted by bushfire within the last twenty years. There have been no reports of any significant damage to adjoining properties during this period. However, there is sufficient fuel in these areas to sustain high intensity fires on days of very high or above FFDI.

The bushfire risk assessment used in BMPs is only for bushfires burning within Council managed bushfire-prone vegetation or approaching an adjoining asset being impacted by fire leaving council managed bushfire-prone vegetation. Some assets may face a greater bushfire risk from bushfire-prone vegetation that is not under Council control. The assessment is based on three main factors:

1. Bushfire threat in terms of fuel loads/hazard levels and fire approach
2. vulnerability to damage of the asset
3. potential consequences of a fire damaging or destroying the asset.

The limitation of the assessment approach used is that it fails to identify bushfire risk and treatments at the larger landscape level. Bushfire risk treatments within this strategy at a landscape level have been identified utilising Phoenix Rapidfire and Bushfire Risk Assessment Model (BRAM) and includes priority area risk profiling with identification of priority assets. These are addressed regionally through the HFMAC and documented in the Hobart Bushfire Risk Management Plan. Risk treatments from the Hobart Bushfire Risk Management Plan will be included in the GCC Three-year Bushfire Risk Treatment Schedule.

9.2 Phoenix RapidFire analysis

Phoenix RapidFire is a research tool developed by the University of Melbourne (Kevin Tolhurst and Derek Chong). It is used for both incident prediction through capturing the nature of a fire as it spreads across the landscape, and as a key tool for bushfire risk assessment and strategic bushfire management planning at a landscape level.

During April 2019 the Bushfire Risk Unit (BRU) of the TFS ran a series of bushfire simulator modelling within Greater Hobart to assist in the strategic outputs for this strategy. Phoenix RapidFire simulations used six scenarios (table 3) and were based on an incremental fire risk analysis which allowed to identify the potential outcomes of one alternative compared to another. A complete listing of assumptions and limitations is contained in a separate report (Tasmania Fire Service, 2019).



Scenario ID	Description
1) Pre-program	Where all fire history up until 1st July 2013 was included
2) Current	All fire history up until 31st December 2018 was included. The additional fire history beyond 31st June 2018 was included from the BRU's Fire Management Unit database
3) Max	Where no fire history was used (fuel loads at maximum)
4) Min	Where all treatable fuels set to burnt (treatable fuel loads at minimum)
5) No Fuel Treatment	Where 2013 fuel loads are accumulated to 2019 without any bushfires or planned burning in the landscape
6) Planned Burning Only	Where 'Current' fuel conditions are used with the absence of bushfire in the 2013-2019 period

Table 3: Phoenix RapidFire modelling scenarios

9.3 Bushfire Risk Assessment Model (BRAM) analysis

BRAM is a model developed by the Fire Management Section of the Tasmanian Parks and Wildlife Service. BRAM identifies bushfire risk at a strategic level as well as to identify the elements driving actual bushfire risk. A BRAM analysis of the Glenorchy LGA was completed during April 2019 by the Tasmanian Parks and Wildlife Service on behalf of Council which included overall bushfire risk, values at risk, predicted fire behaviour, and ignition potential. Section 10.3 discusses the modelling outputs.

10 Evaluating bushfire risk potential for Glenorchy LGA

Evaluating bushfire risk potential helps determine which risks require further detailed assessment within the LGA, and what treatments and treatment frequency is required. Council's Three-year Bushfire Risk Treatment Schedule will list treatments that are an output of this strategy.

10.1 Bushfire risk assessment for areas covered by Bushfire Mitigation Plans evaluation

This assessment identified four key findings:

1. The requirement for Council to reinstate/install hazard management areas on Council managed land to reduce bushfire risk to human settlements and the vulnerability to damage of critical community infrastructure
2. Develop a maintenance program for fire trails under Council control to ensure fire trails are trafficable during bushfire seasons
3. Develop a planned burning program based on the two primary objectives of this strategy (section 3)
4. Continually develop the Bushfire Mitigation Vegetation Monitoring Program (section 12.1.1) to assist in the adaptive management approach to this strategy.

10.2 Phoenix RapidFire evaluation

The simulations identified clear risk reductions on the urban fringe, with a general trend for minor risk accumulation the further you move away from the urban interface. Modelling provided evidence to suggest the main driver for this reduction is planned burning that has occurred



between 2013 and 2018 within Greater Hobart and not bushfire. Modelling also indicated areas where planned burning has helped hold the risk levels steady or slowed the rate of its incline.

Modelling additionally highlighted just how much of the area is sitting on or near the maximum risk, and the areas that are likely to accumulate further over time without additional fuel reduction by planned burning or bushfire, and that a sizeable amount of area will still carry fire at greater than 3000 kW/m even if all treatable fuels have been burnt (Tasmania Fire Service, 2019).

Results of this evaluation have emphasised that Council's current planned burning and mechanical treatment practices will contribute to mitigating bushfire risk at a landscape level whilst contributing to a tenure blind approach to the HFMA.

Evaluation results have influenced Council's bushfire risk mitigation treatments that will be included in Council's Three-year Bushfire Risk Treatment Schedule including but not limited to; planned burning, mechanical treatments, hazard management areas, fuel breaks and fire trails.

10.3 BRAM evaluation

The outputs of the modelling showed the bushfire risk profile of the LGA varying, the overall ignition potential is in the high to very high category. Likelihood of bushfire occurring may be reduced if an aggressive prevention program was undertaken. Fire behaviour potential could also be reduced by fuel reduction burning occurring in the areas of treatable vegetation types identified as high flammability with high head fire intensity (HFI) (older Dry Forest stands with high fuel loads). Note the areas identified as extreme HFI with moderate flammability is in Wet Forest stand types. Wet forest vegetation is generally untreatable by fuel reduction burning due to when conditions are safe to burn the vegetation is too wet, when the vegetation can carry fire it is generally unsafe during summer months with high or above FFDI.

11 Treating bushfire risk potential

11.1 Treatment statement

The size and intensity of each bushfire relates directly to the presence or effectiveness of bushfire risk reduction treatments, and the treatments perpetual maintenance. These treatments may affect the likelihood of fire occurring or the likelihood of the risk statement being fully materialised.

Treatments include:

- Community education and engagement coordinated through the TFS
- planned burning
- hazard management areas/defendable spaces consistent with AS 3959 – 2018 Construction of building in bushfire-prone areas. Council will ensure that the prescribed minimum width of a hazard management area on Council land is no less than that required for BAL-29 rated development to be achieved on the lot once the owner of the lot has undertaken their best efforts
- fuel breaks consistent with the TFS Fuel Break Guidelines
- fire trails
- mechanical vegetation thinning.

11.2 Greater Hobart bushfire risk reduction

Bushfire risk reduction at a Greater Hobart landscape scale is based on the guiding principal that bushfire does not stop at cadastral boundaries. Within Greater Hobart the predominant fuel age is 1967 regeneration with very high or extreme overall fuel hazard scores (Hines *et al.* 2010) however other significant bushfires have occurred within the Hobart Fire Management Area in 1983, 1998, 2001, 2006 and 2013.

At a landscape scale, the guiding principal to risk reduction is having a mosaic of uneven aged fuels, thus altering fire behaviour through reducing bushfire rate of spread, flame height, spotting and headfire intensity, giving agencies an upper hand in bushfire management.

11.2.1 Hobart Fire Management Area Committee (HFMAC)

The HFMA includes local government areas of Hobart, Glenorchy, Clarence, Brighton and parts of Kingborough and Derwent Valley. The principal aim of the HFMAC is to bring together the various stakeholders that manage land use across the HFMA, to work together to effectively manage vegetation fuels for the mitigation of bushfires. GCC is required under Section 55 of the *Fire Service Act 1979* to have a representative sit on the HFMAC.

11.2.2 Hobart Bushfire Risk Management Plan

The Hobart Bushfire Risk Management Plan is an output of the HFMAC taking a risk management approach including a range of measures that will reduce the bushfire risk within the HFMA. The plan includes information on strategic emergency vehicle access routes (fire trails) and fuel breaks. The aim is to identify existing strategic access routes, note their current condition and identify where new vehicle access is required for fire management. Similarly, information on existing fuel breaks on public land has been gathered and the need for additional breaks identified, particularly to protect high value assets (State Fire Management Council, 2018).

Council's treatments at a Greater Hobart level that are outputs from this strategy include:

- GCC Coordinator Bushfire Management sitting on HFMAC
- Council's perpetual commitment to continuously improve its bushfire risk mitigation treatments/capabilities.

11.3 Glenorchy LGA scale bushfire risk reduction

The context of this strategy is bushfire-prone vegetation managed by council. The TFS facilitate numerous programs throughout the LGA including Bushfire Ready Neighbourhoods, Bushfire Ready Schools, and Fuel Reduction Program to contribute to Glenorchy LGA scale bushfire risk reduction.

Council's treatments at an LGA level that are outputs from this strategy include:

- Community education and engagement coordinated through the TFS
- implementation of BMPs for areas identified in section 5.1
- planned burning
- hazard management areas/defendable spaces consistent with AS 3959 – 2018 Construction of building in bushfire-prone areas. Council will ensure that the prescribed minimum width of a hazard management area on Council land is no less than that required for BAL-29 rated development to be achieved on the lot once the owner of the lot has undertaken their best efforts

- fuel breaks consistent with the TFS Fuel Break Guidelines
- fire trails
- mechanical vegetation thinning.

11.4 Property/household scale bushfire risk reduction

The proactive management of individual properties by their owners is fundamental in reducing bushfire risk. Risk reduction treatments undertaken by Council on Council managed bushfire-prone vegetation will only be effective when fuel modification also occurs at the property/household level on adjoining private land.

Council's treatments at a property scale that are outputs from this strategy include:

- Community education and engagement coordinated through the TFS
- annual Fire Hazard Abatement Program
- annual Vegetation Control Program
- application of planning and building regulations to proposed use and development in bushfire-prone areas
- fuel breaks consistent with the TFS Fuel Break Guidelines
- hazard management areas/defendable spaces consistent with AS 3959 – 2018 Construction of building in bushfire-prone areas
- annual Bushland Weed and Vegetation Management Program.

12 Monitoring, evaluation and review

12.1 Strategy monitoring

For ongoing effectiveness this strategy will require regular checks to ensure that information is relevant, up to date and that the most suitable bushfire risk mitigation treatments are in place. These checks must be ongoing to account for any changes either in the risk assessment process used, legislative changes, and the adequacy of controls or elements of the risk.

12.1.1 GCC Bushfire Mitigation Vegetation Monitoring Program

During 2017 Council established a Bushfire Mitigation Vegetation Monitoring Program (VMP). This program captures forest health data and fuel hazard accumulation rates annually at permanent bushland locations targeted to be treated with planned burning, or untreatable fuels that have potential to be impacted by high intensity bushfire resulting in long term/permanent changes in forest structure. The VMP will assist determining measurable outcomes to fuel management treatments prescribed within the Three-year Bushfire Risk Treatment Schedule.

12.2 Strategy evaluation

During each strategy review an evaluation process will occur which will assist determining the effectiveness of the strategy in achieving the objectives and assist prescribing corrective actions if required.

The evaluation process will include but not limited to:

- Effectiveness of bushfire risk reduction treatments prescribed
- changes to Council's operational ability to implement required treatments

- changes to legislation
- changes to statutory planning
- changes to TFS guidelines.

12.3 Strategy review

This strategy will function for a ten-year period, with the first review to be undertaken at three years post adoption with following reviews at three-year intervals. An objective of each review will be to work towards achieving common priorities within Council by further imbedding bushfire mitigation treatments and principals into Council's governance and operational framework.

This strategy will enter a review phase if any of the following occurs:

- Significant bushfire event impacts the HFMA
- significant changes to relevant state or federal legislation/policy
- significant change to Tasmanian bushfire risk assessment.

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GLENORCHY FIRESHED MODELLING REPORT



Tasmania Fire Service

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DATE: 08/04/2019



Glenorchy Fireshed Modelling Report – April 2019

TABLE OF CONTENTS

Contents

TABLE OF CONTENTS	2
BACKGROUND	3
METHODOLOGY	4
Fire History	5
Most Common and Second Most Common Wind Directions	5
Ignition Scenario Creation	6
Fireshed Analysis	6
RESULTS	7
DISCUSSION	20
REFERENCES	21

Tables, Figures & Equations

Table 1 – Modelled scenario descriptions	4
Equation 1 – Wind Direction Calculation	5
Equation 2 – Wind Generalisation Calculation	6
Figure 1 – Map displaying proportion of fires passing through this area across under 2013 fuel load conditions using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area	8
Figure 2 – Map displaying relative number of fires passing through this area under 2013 fuel load conditions, normalised against the 'Maximum' scenario using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area	9
Figure 3 – Map displaying proportion of fires passing through this area across under current 2019 conditions using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area	10
Figure 4 – Map displaying relative number of fires passing through this area under 2019 fuel load conditions, normalised against the 'Maximum' scenario using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area	11
Figure 5 – Map displaying proportion of fires passing through this area across under 2019 conditions using a planned burning only fuel load scenario using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area	12
Figure 6 – Map displaying relative number of fires passing through this area under 2019 fuel load conditions using a planned burn only fuel load scenario, normalised against the 'Maximum' scenario using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area	13
Figure 7 – Map displaying proportion of fires passing through this area across under 2019 conditions with no fire history used from 2013 onwards using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area	14
Figure 8 – Map displaying relative number of fires passing through this area under 2019 conditions with no fire history used from 2013 onwards, normalised against the 'Maximum' scenario using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area	15
Figure 9 – Map displaying proportion of fires passing through this area across under a maximum fuel load scenario (no fire history) using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area	16
Figure 10 – Map displaying proportion of fires passing through this area across under a minimum fuel load scenario (all treatable fuels burnt) using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area	17
Figure 11 – Map displaying relative number of fires passing through this area under a minimum fuel load scenario (all treatable fuels burnt), normalised against the 'Maximum' scenario using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area	18
Figure 12 – Map displaying change from 2013 to 2019 in the proportion of fires passing through this area across three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area	19



Tasmania Fire Service

Glenorchy Fireshed Modelling Report – April 2019

Maps contained in this report may include data provided by DPIPWE (Information and Land Services Division (ILS), and Parks and Wildlife Service Fire Management Section), and Tasmania Fire Service. These map products have been produced by the Tasmania Fire Service. While all efforts have been taken to ensure the accuracy of these products, there may be errors and/or omissions in the data presented. Users of these products are advised to independently verify data for accuracy and completeness prior to use.

BACKGROUND

Rob Whittle, the Coordinator Bushfire Management at Glenorchy City Council (GCC) contacted Tasmania Fire Service (TFS) in September 2018 to discuss the possibilities for bushfire simulator modelling to be incorporated into the draft Bushfire Mitigation Strategy for Bushfire-prone Vegetation Managed by GCC. The strategy has a risk-based approach which identified Phoenix RapidFire has been as a research tool in assessing potential bushfire risk, and to assist in strategic outputs from this strategy. As a result the Council's Bushfire Mitigation Portfolio requested assistance through modelling to be undertaken by the Bushfire Risk Unit in TFS.

The results of this modelling is detailed in this report.



METHODOLOGY

The methodology for the IFA analysis follows the same basic principles as outlined in the 'Bushfire Risk Assessment Methodology' section in the Bushfires in Tasmania Report (Richards, *et al.*, 2014). A complete listing of assumptions and limitations is contained in Appendix 1 of the report. Furthermore a paper by Furlaud *et al.* (2017) describes a similar approach used to run the modelling simulations, and can provide a more detailed description of some of the techniques used to run the state-wide batch analyses. 18 scenarios in total were modelled which are described in Table 1:

Significant methodology deviations from the Richards, *et al.* (2014) report and Furlaud *et al.* (2017) paper include:

- The original report used Phoenix RapidFire Version 4.0.0.0, this modelling uses version 4.1.1 which incorporates minor bug fixes and is the only supported version by Fire Prediction Services.
- The spatial resolution for the ignition grid was increased from 2.5km to 100m and limited to Glenorchy LGA
- A 1km grid would have resulted in 126 points in Glenorchy LGA, whereas a 100m grid records 12,166 points, however this is reduced for areas that are not in a mapped Bushfire Prone Area, to give a total of 9,310 ignitions used.
- Weather region for 100m grid originally spanned three weather zones of influence, however for the purpose of this modelling the bushy park ignitions were assigned to HOBART (ELLERSLIE ROAD) weather stream to simplify to just two weather streams.
- For each of the 2 weather regions, three weather scenarios were used instead of one (Table 1).
- Uses a new Phoenix fuel types XML

Table 1 – Modelled scenario descriptions

Scenario ID	Sim ID	Financial Year	Weather*	Description
1	9715	2012/13	SFMR	Pre-program (2013)
2	9716	2018/19	SFMR	Current (2019)
3	9723	N/A	SFMR	Max
4	9730	N/A	SFMR	Min
5	9731	2018/19	SFMR	No Fuel Treatment (2019)
6	9732	2018/19	SFMR	Planned Burning Only (2019)
7	9724	2012/13	MC	Pre-program (2013) - MC
8	9725	2018/19	MC	Current (2019) - MC
9	9726	N/A	MC	Max - MC
10	9727	N/A	MC	Min - MC
11	9728	2018/19	MC	No Fuel Treatment (2019) - MC
12	9729	2018/19	MC	Planned Burning Only (2019) - MC
13	9717	2012/13	2MC	Pre-program (2013) - 2nd MC
14	9718	2018/19	2MC	Current (2019) - 2nd MC
15	9719	N/A	2MC	Max - 2nd MC
16	9720	N/A	2MC	Min - 2nd MC
17	9721	2018/19	2MC	No Fuel Treatment (2019) - 2nd MC
18	9722	2018/19	2MC	Planned Burning Only (2019) - 2nd MC

* SFMR = The 99th percentile summertime weather scenario was used from Richards *et al.* (2014; pp. 35-36), unaltered.

MC = The Richards *et al.* (2014; pp. 35-36) 99th percentile summertime weather scenario was used, however the wind direction was substituted with the most common wind direction as calculated below.

2MC = As per MC, but the second most common wind direction was used.



Glenorchy Fireshed Modelling Report – April 2019

Fire History

The [TASVEG 3.0 Fire Attributes](#) (DPIPWE, 2014), and [Fire History](#) datasets (TFS, 2017) were used to provide a fuel layer that is representative of fuel type and accumulation for the different regimes.

There were six different fire history regimes modelled. These included:

- 'Pre-program' where all fire history up until 1st July 2013 was included.
- 'Current' where all fire history up until 31st December 2018 was included. The additional fire history beyond 31st June 2018 was included from the Bushfire Risk Unit's Fire Management Unit database.
- 'Max' where no fire history was used (fuel loads at maximum)
- 'Min' where all treatable fuels set to burnt (treatable fuel loads at minimum)
- 'No Fuel Treatment' where 2013 fuel loads are accumulated to 2019 without any bushfires or planned burning in the landscape
- 'Planned Burning Only' where 'Current' fuel conditions are used with the absence of bushfire in the 2013-2019 period.

Most Common and Second Most Common Wind Directions

Wind directions for scenarios 7 through 18 were determined as follows, using the xarray python module for data analysis (Hoyer and Hamman, 2017):

1. The 5 year initial analysis datasets for the Bureau of Meteorology Atmospheric high resolution Regional Reanalysis for Australia (BARRA) Tasmanian sub-domain gridded weather datasets (Jakob, *et al.*, 2017) were used to analyse FFDI and wind direction at hourly time steps for each of the 39,858 1.5km weather grid points across Tasmania.
2. The daily maximum FFDI was calculated from the hourly FFDI for summer months only (December, January, February)
3. The 95th percentile of maximum daily FFDI values for each of the 1.5km weather grid cells was calculated. For this 5-year dataset, the maximum daily FFDI for summer months resulted in a total of 451 data points. Therefore $\geq 95^{\text{th}}$ percentile equated to the top 23 days within the dataset.
4. Wind direction was calculated from BOM zonal and meridional wind datasets (Equation 1).

$$(180.0 / \pi) * \text{atan2}(u10, v10) + 180.0$$

Where:

$u10$ = Zonal wind speed (at 10 m height)

$v10$ = Meridional wind speed (at 10 m height)

Equation 1 - Wind Direction Calculation



Glenorchy Fireshed Modelling Report – April 2019

5. Wind direction values were then generalised in to 16 wind quadrants (N, NNE, NE, ENE, etc) in degrees (Equation 2).

$$\text{modulo}(\text{integer}((x / 22.5) + 0.5), 16) * 22.5$$

Where:

x = wind direction in degrees

Equation 2 - Wind Generalisation Calculation

6. Wind direction values were selected for hourly times greater than or equal to the 95th percentile FFDI value (summer months only).
7. The most common (mode) and second most common values were calculated for each of the data points.

Ignition Scenario Creation

1. Ignitions were applied with nearest wind direction value from weather data points for each of the two scenarios (most common & second most common).
2. The wind direction was applied uniformly throughout the duration of the day, i.e. the wind direction did not vary over the course of the day.
3. All other weather variables for the two weather regions (e.g. wind speed, temperature, RH) were unaltered from the original Richards et al. (2014) report weather scenarios.

Fireshed Analysis

The outputs of the modelled fire simulation scenarios were loaded into a PostgreSQL database and analysed based on thresholds exceeding, zero, 3000 and 10000 kW/m intensity. The number of times different fires from the ignition lattice across 3 scenarios was recorded for each cell, which is commonly referred to as 'fireshed' in this report.



Glenorchy Fireshed Modelling Report – April 2019

RESULTS

The results for the alternate weather scenarios were summed together to create a single map for each of the 3 groups. The results for the 3000 kW/m threshold for each scenario group is displayed in figures 1-11, including both an absolute and relative result, and the changes between 2013 and 2019 results is displayed in Figure 12.

For the purposes of comparison across maps, the scale has been kept constant across each of the 6 fireshed absolute maps. The category break values as for cartographic purposes only and attempts to visually separate categories which are not distributed normally.

For an individual 200m cell, a value of 10% would equate to 2,793 ignitions propagating a modelled bushfire that spread through the cell in question at an intensity greater than 3000 kW/m.



Glenorchy Fireshed Modelling Report – April 2019

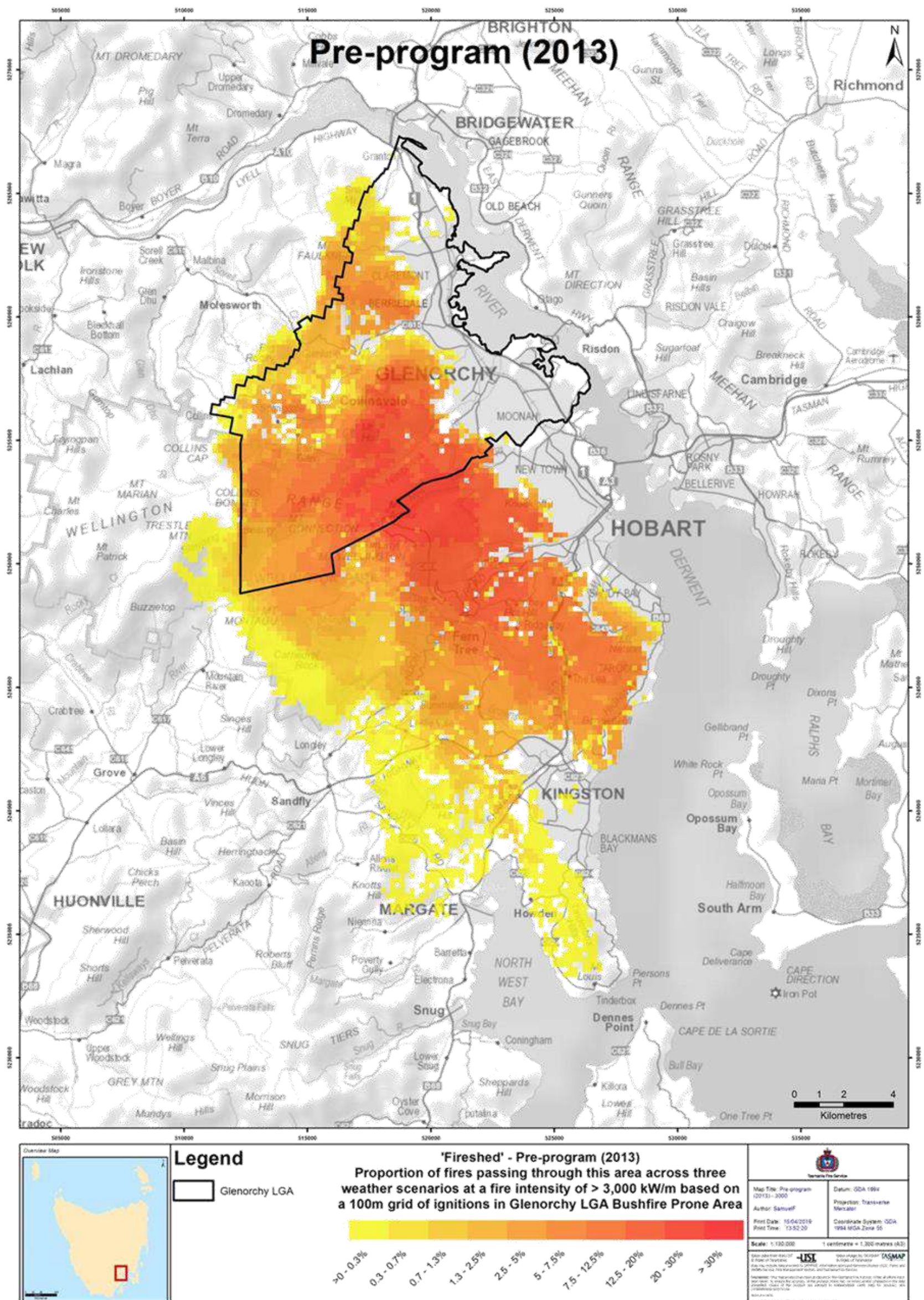


Figure 1 – Map displaying proportion of fires passing through this area across under 2013 fuel load conditions using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area



Glenorchy Fireshed Modelling Report – April 2019

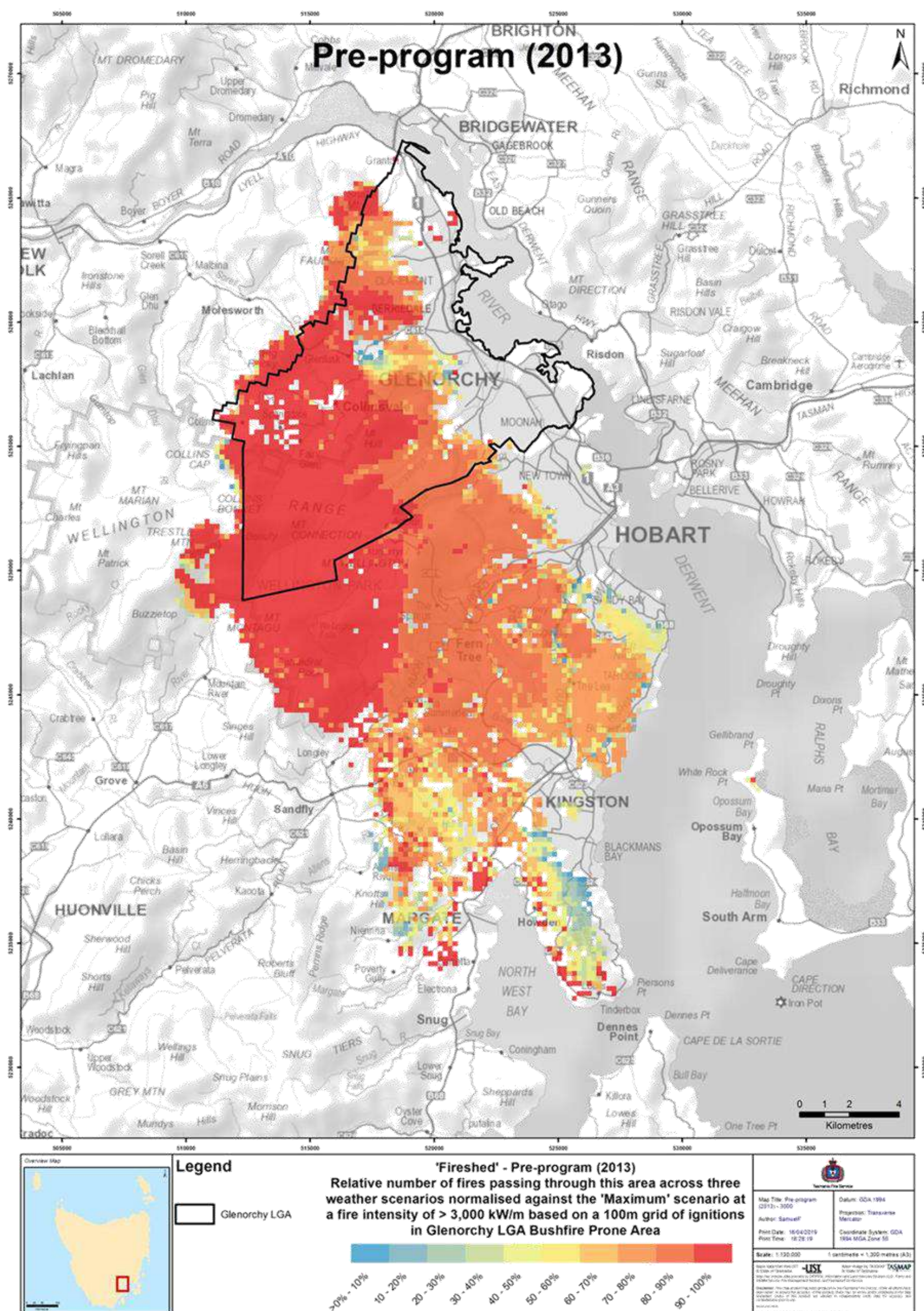


Figure 2 – Map displaying relative number of fires passing through this area under 2013 fuel load conditions, normalised against the 'Maximum' scenario using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area



Glenorchy Fireshed Modelling Report – April 2019

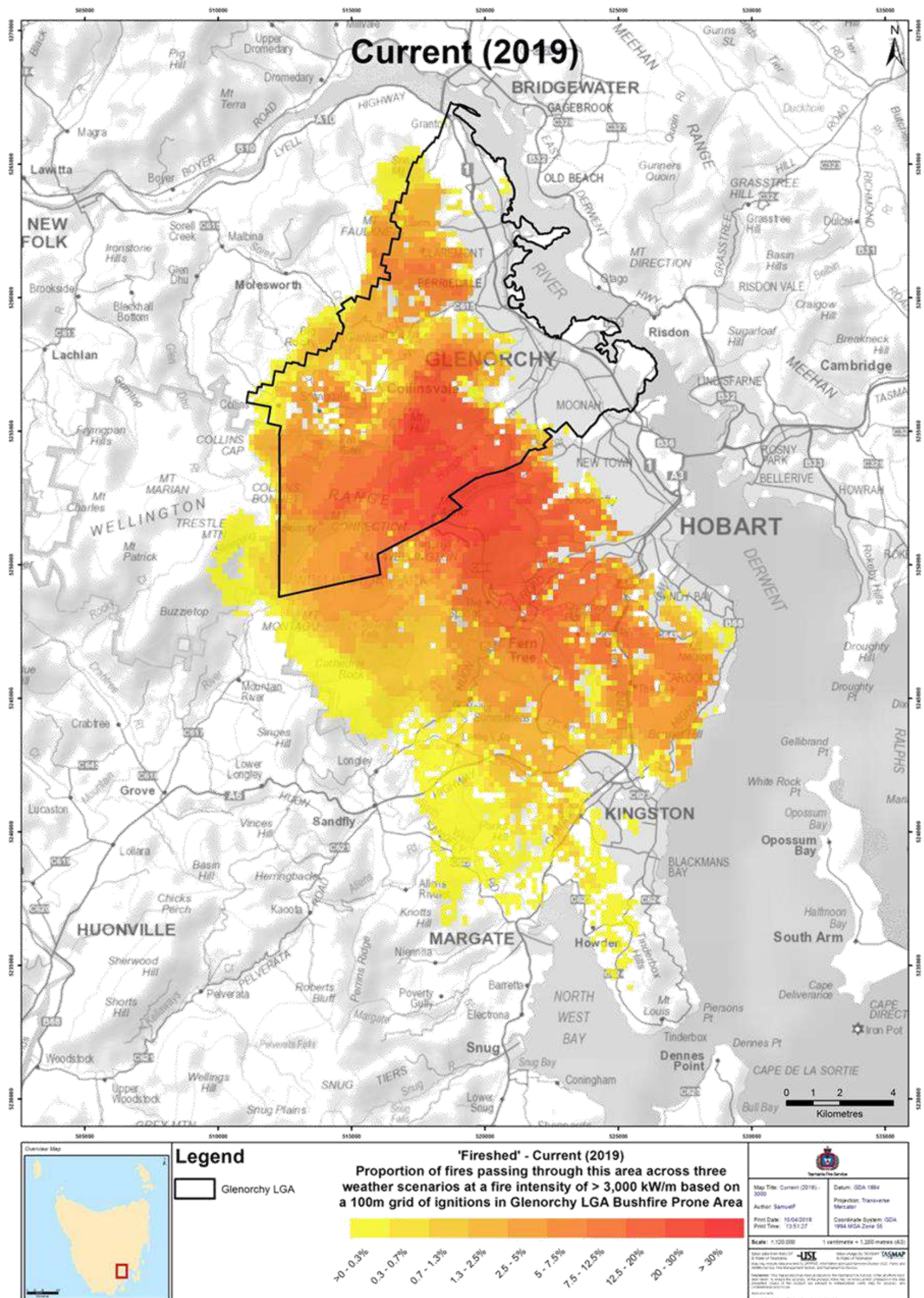


Figure 3 – Map displaying proportion of fires passing through this area across under current 2019 conditions using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area



Glenorchy Fireshed Modelling Report – April 2019

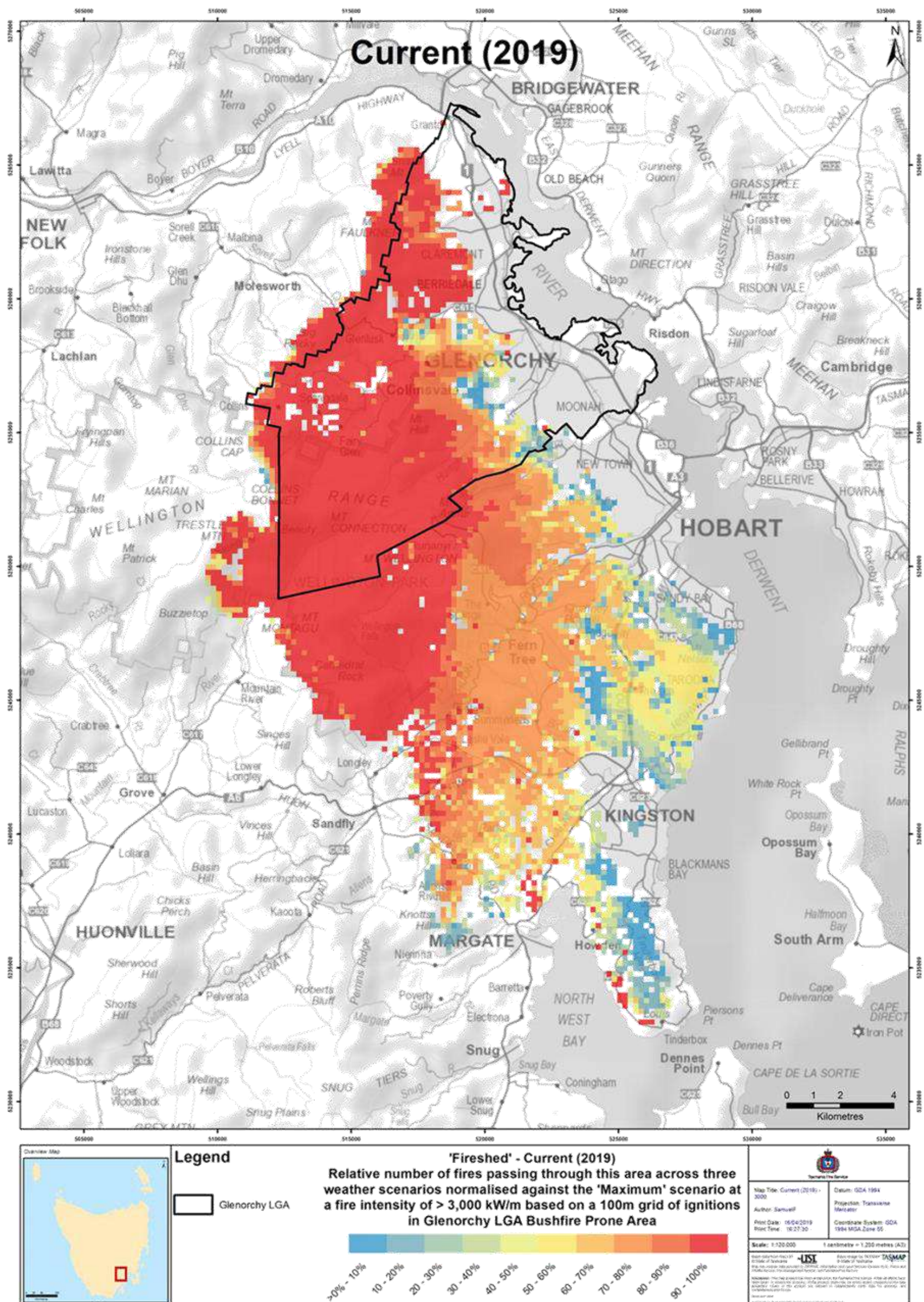


Figure 4 – Map displaying relative number of fires passing through this area under 2019 fuel load conditions, normalised against the 'Maximum' scenario using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area



Glenorchy Fireshed Modelling Report – April 2019

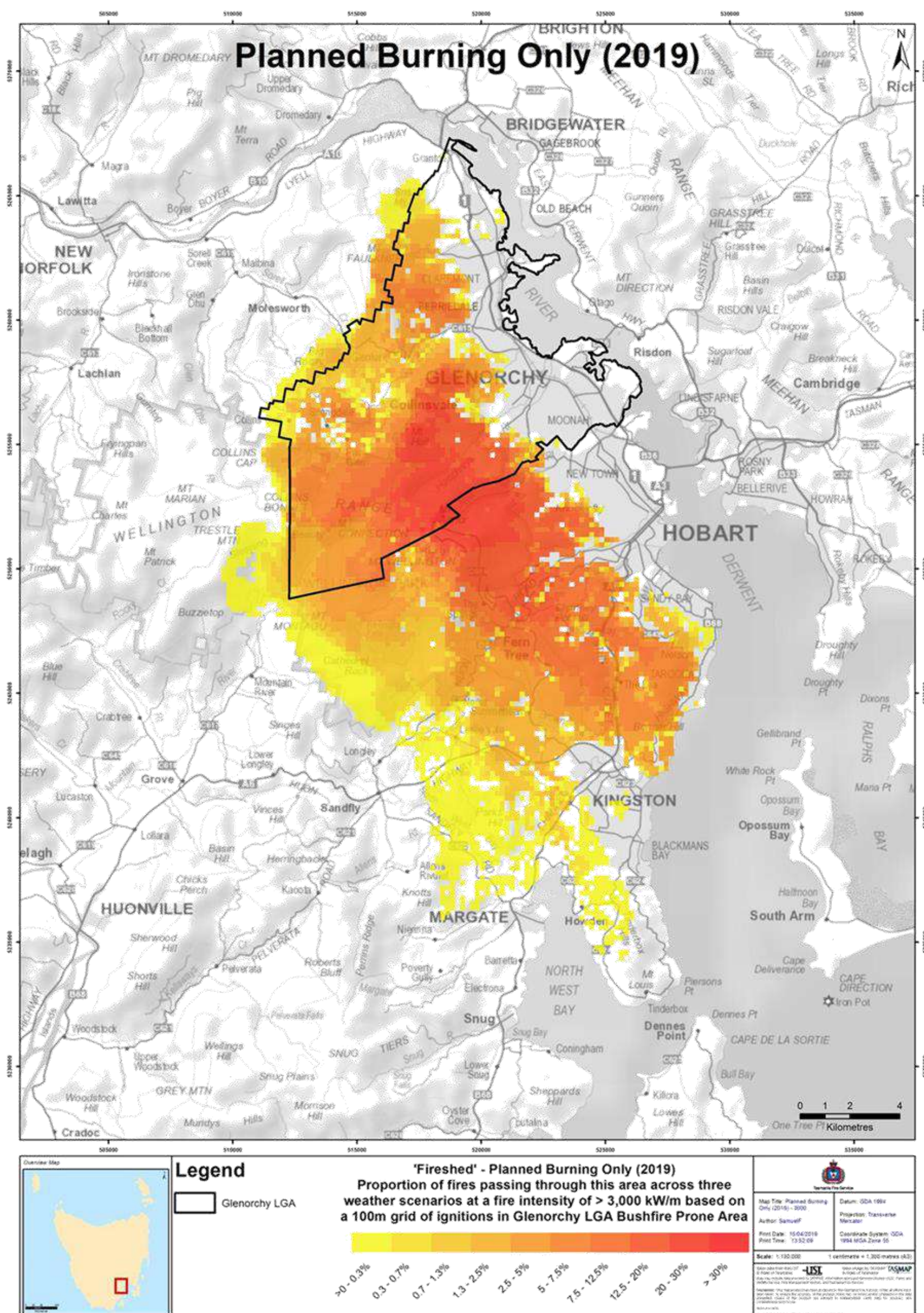


Figure 5 – Map displaying proportion of fires passing through this area across under 2019 conditions using a planned burning only fuel load scenario using three weather scenarios at a fire intensity of greater than $3,000 \text{ kW/m}$ based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area



Glenorchy Fireshed Modelling Report – April 2019

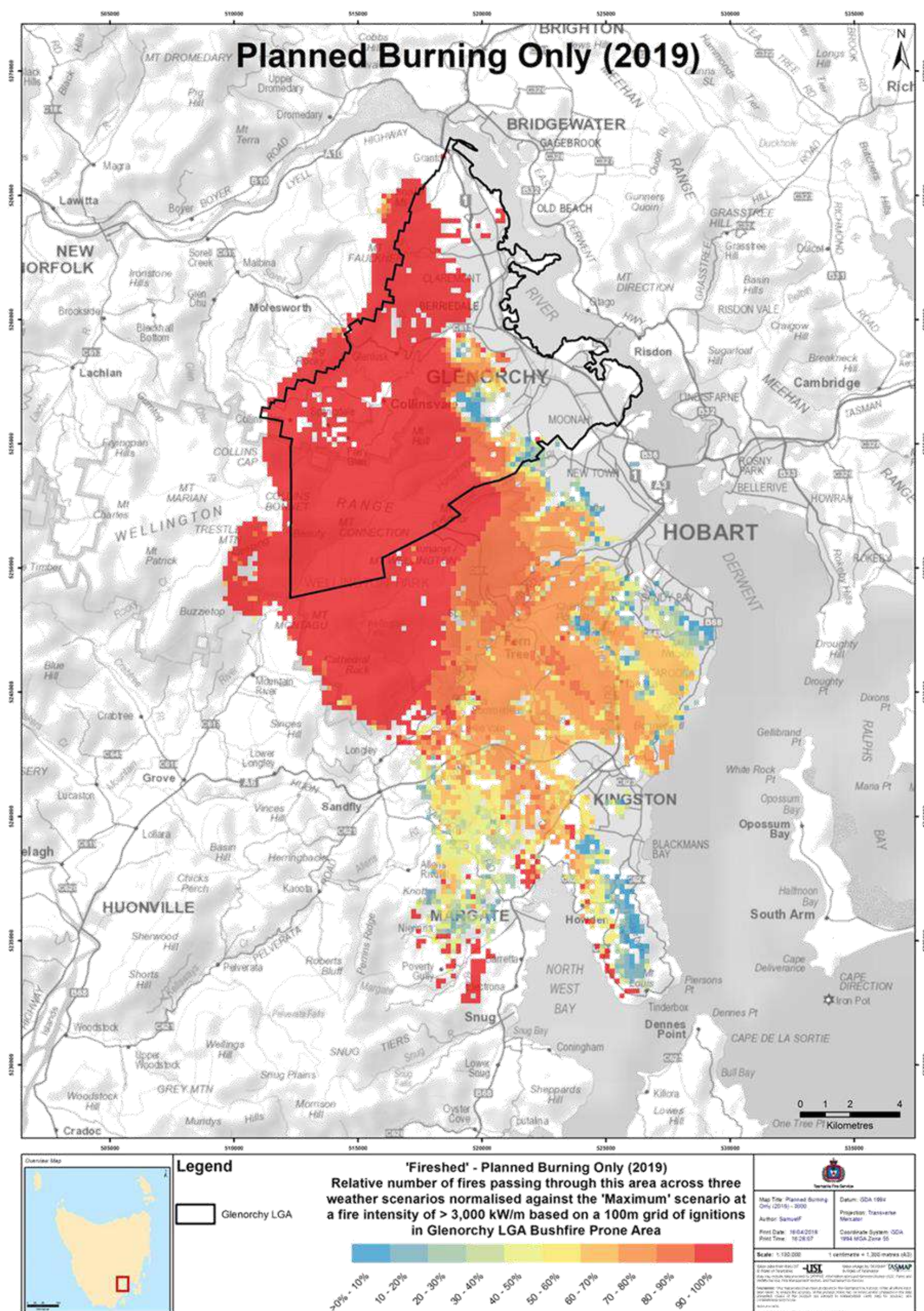


Figure 6 – Map displaying relative number of fires passing through this area under 2019 fuel load conditions using a planned burn only fuel load scenario, normalised against the 'Maximum' scenario using three weather scenarios at a fire intensity of greater than $3,000 \text{ kW/m}$ based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area



Glenorchy Fireshed Modelling Report – April 2019

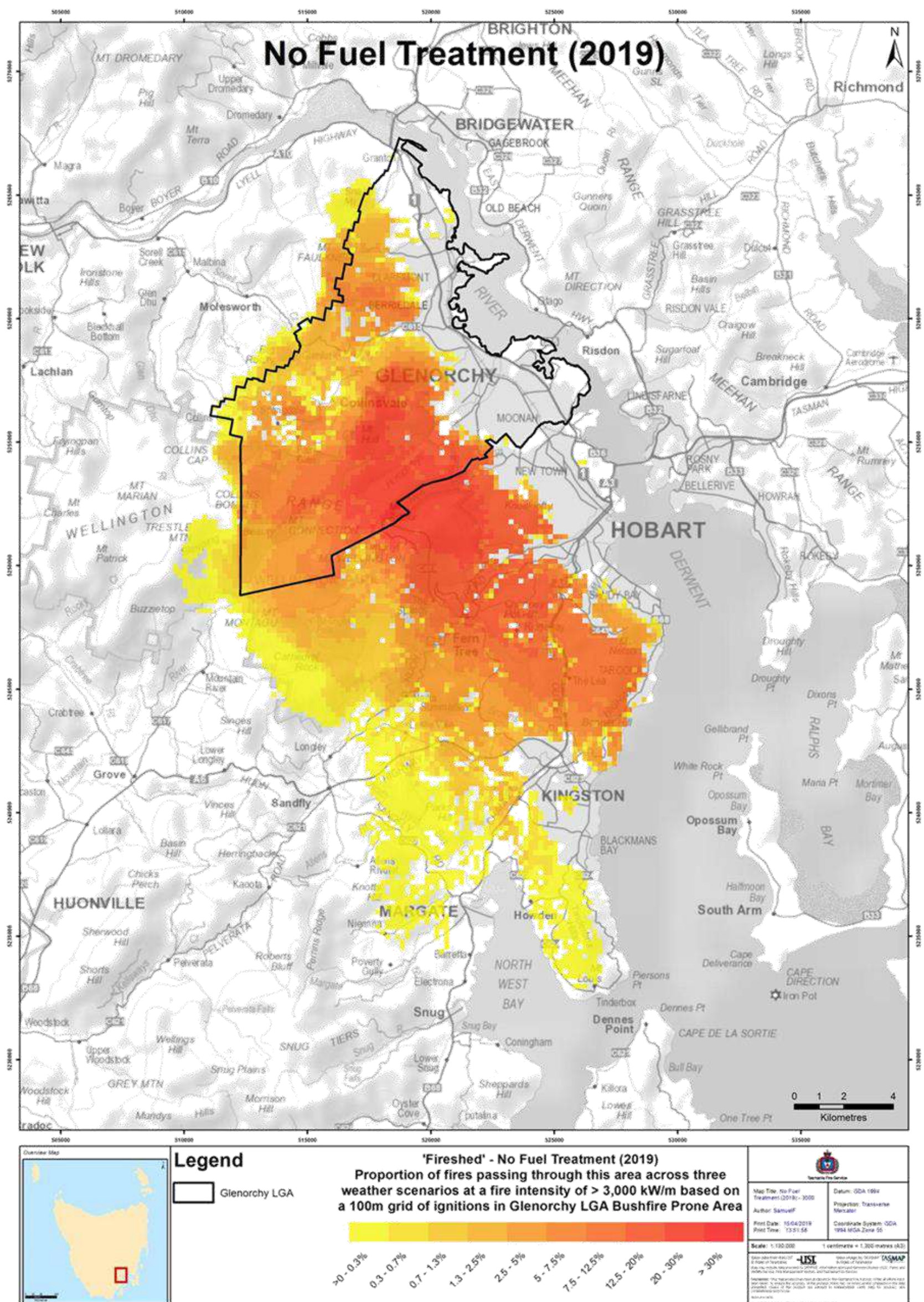


Figure 7 – Map displaying proportion of fires passing through this area across under 2019 conditions with no fire history used from 2013 onwards using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area



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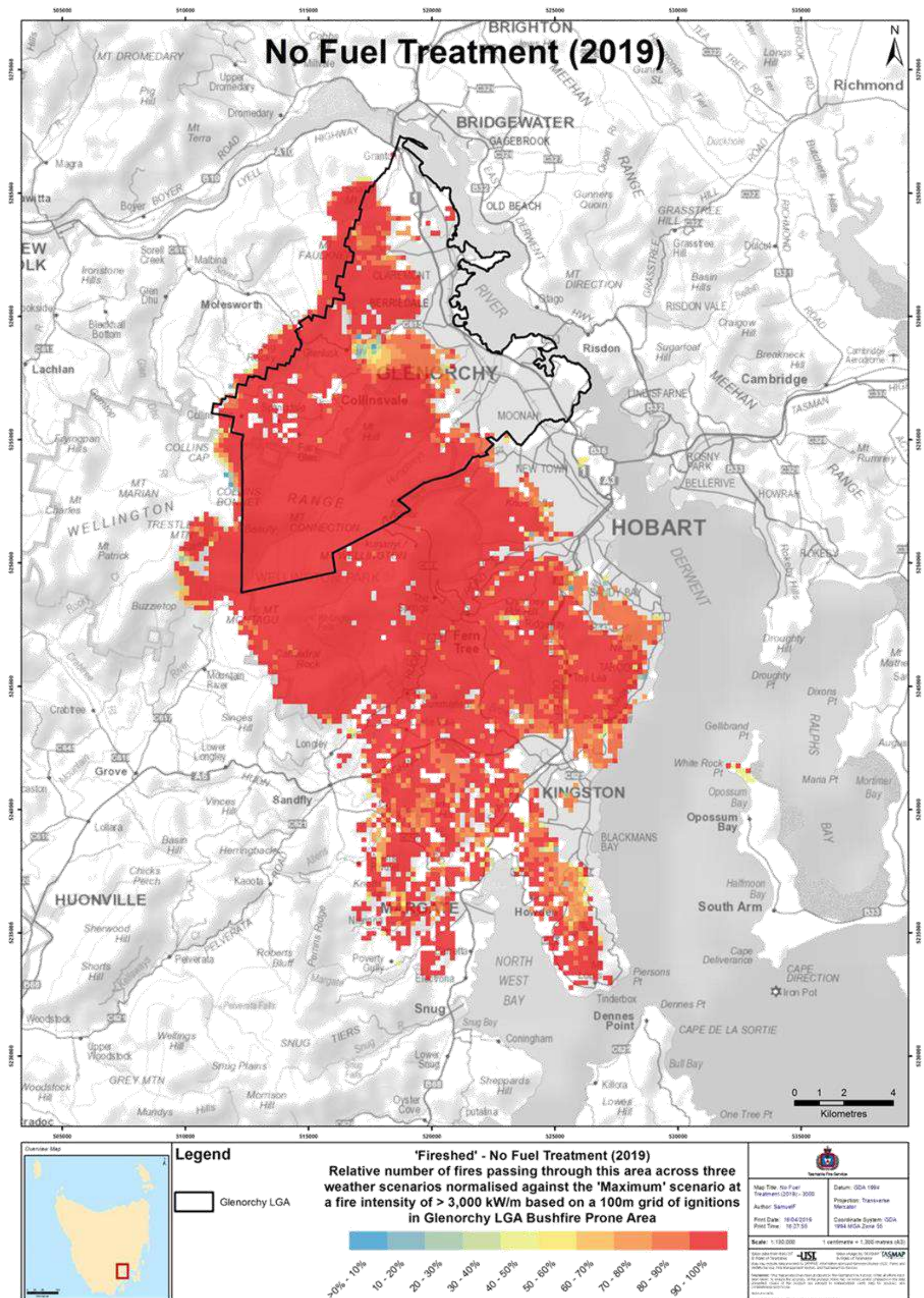


Figure 8 - Map displaying relative number of fires passing through this area under 2019 conditions with no fire history used from 2013 onwards, normalised against the 'Maximum' scenario using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area



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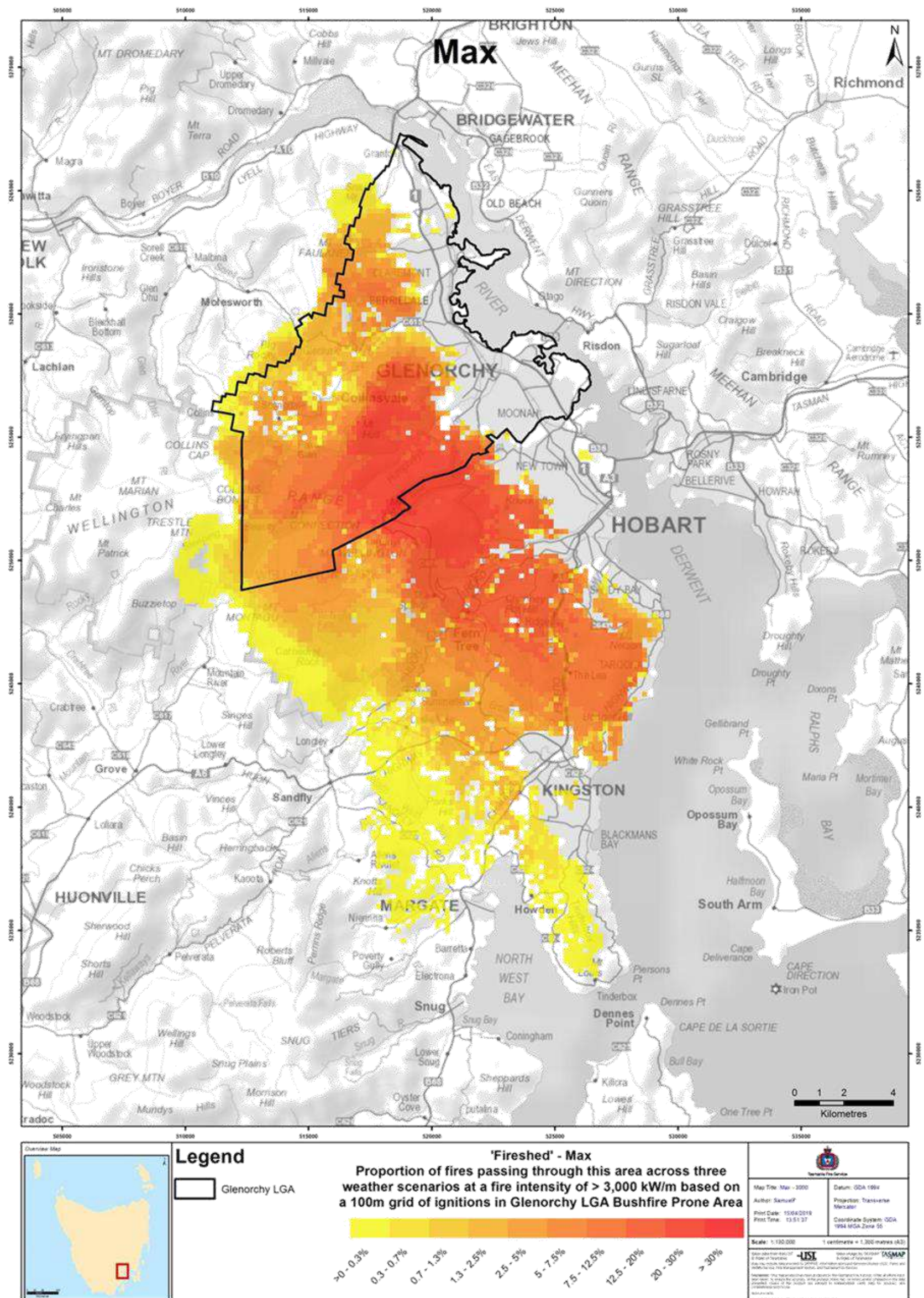


Figure 9 – Map displaying proportion of fires passing through this area across under a maximum fuel load scenario (no fire history) using three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area



Glenorchy Fireshed Modelling Report – April 2019

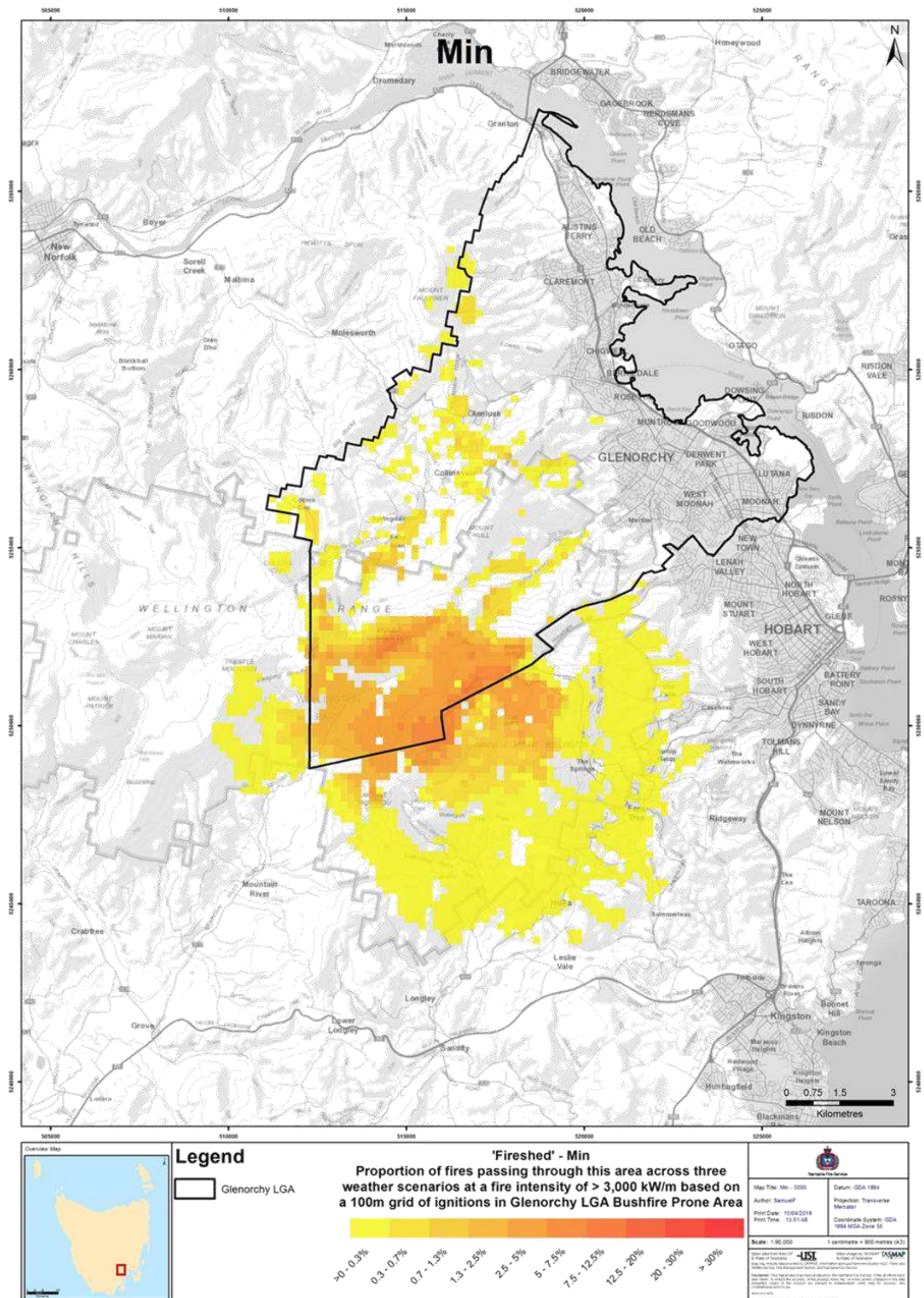


Figure 10 – Map displaying proportion of fires passing through this area across under a minimum fuel load scenario (all treatable fuels burnt) using three weather scenarios at a fire intensity of greater than $3,000 \text{ kW/m}$ based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area



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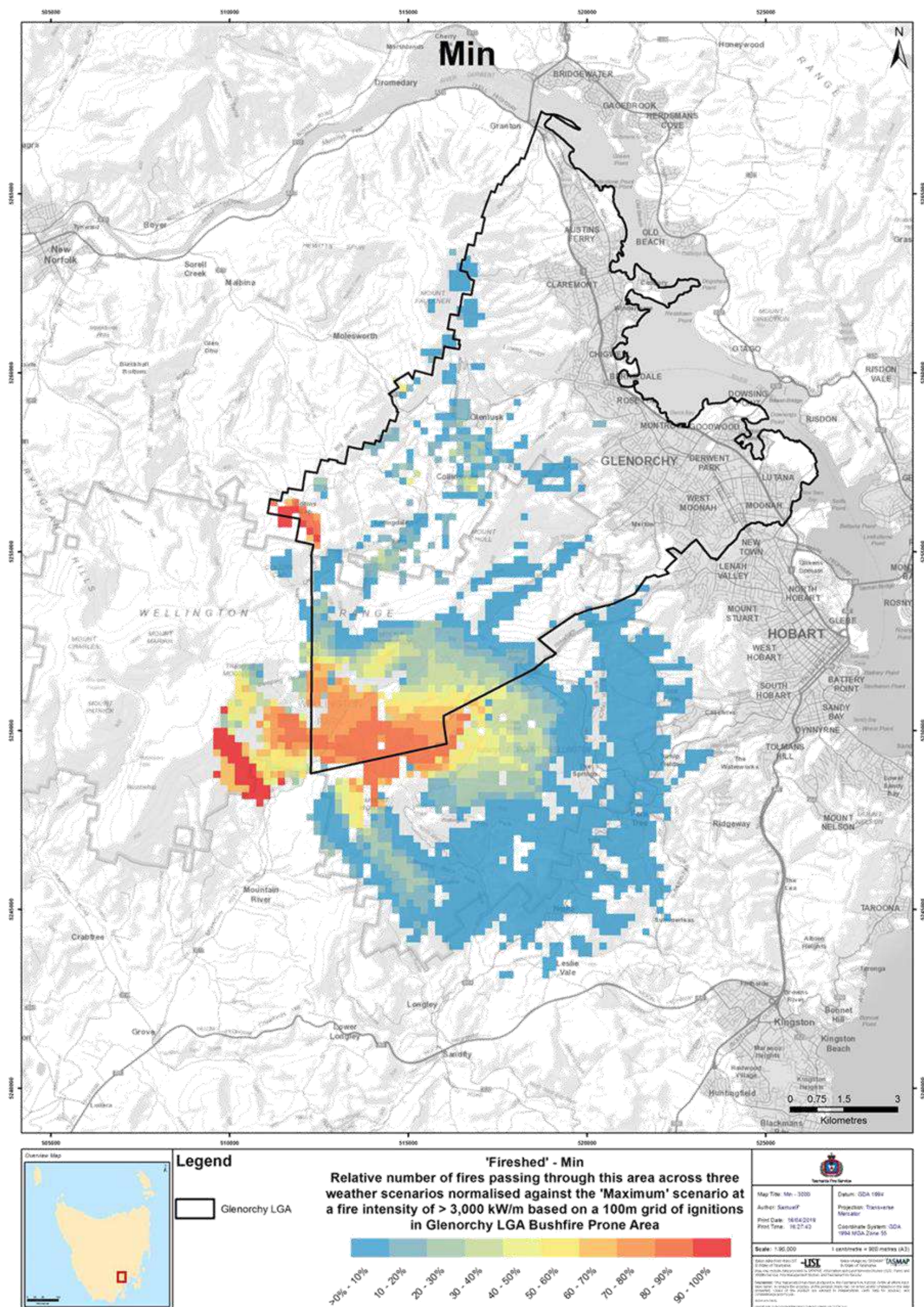


Figure 11 - Map displaying relative number of fires passing through this area under a minimum fuel load scenario (all treatable fuels burnt), normalised against the 'Maximum' scenario using three weather scenarios at a fire intensity of greater than $3,000 \text{ kW/m}$ based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area



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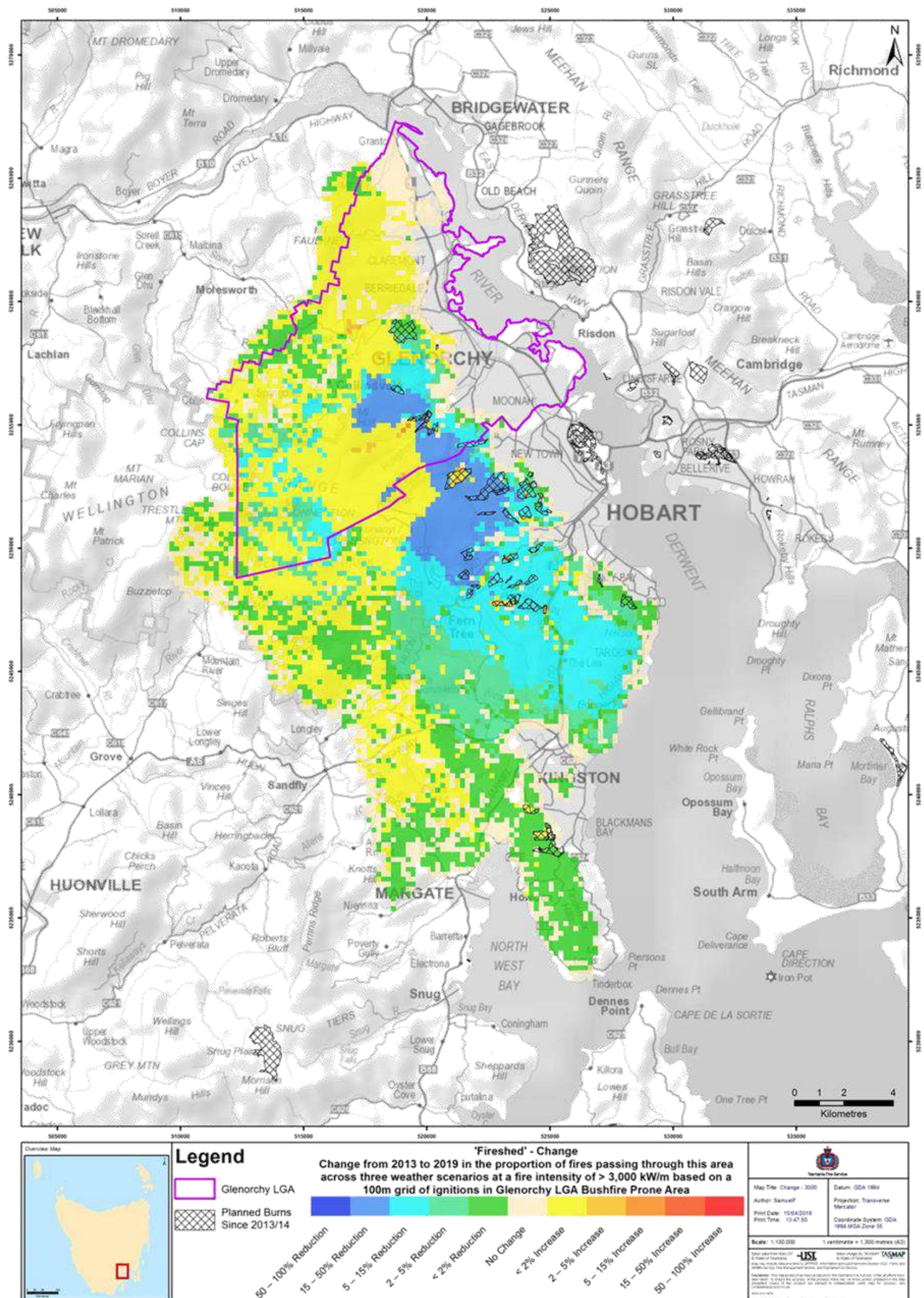


Figure 12 – Map displaying change from 2013 to 2019 in the proportion of fires passing through this area across three weather scenarios at a fire intensity of greater than 3,000 kW/m based on a 100m grid of ignitions in Glenorchy LGA Bushfire Prone Area



DISCUSSION

Figures 1 - 4 show the fireshed results modelled at 31st December 2013 and 31st December 2019, using fuel loads at 1st July 2013 & 31st December. The extent change is visible for runs down to Howden/Tinderbox area, however detailed change within the categories is not clearly evident with these particular class breaks for Figure 1 and Figure 3, whereas the relative representation in Figure 2 and Figure 4 are more useful for comparison. Figure 12 shows the change more clearly and clear reductions on the urban fringe is evident, with a general trend for minor accumulation the further you move away from the urban interface.

Figure 5 provides evidence to suggest the main driver for these reduction is planned burning and not bushfire, as the results are extremely similar to Figure 3.

Figure 7 gives an indication of areas where the re-accumulation rate might be offsetting the reduction result. That is to say there might be areas where planned burning has help hold to result steady or slowed the rate of incline.

Figure 9 highlights just how much of the area is sitting on or near the maximum, and the areas that are likely to accumulate further over time without additional fuel reduction by planned burning or bushfire.

Figure 10 highlights that a sizeable amount of area will still carry fire at greater than 3000 kW/m even if all treatable fuels have been burnt.

For the purposes of comparison across maps the 'relative' map series are clearer to compare across scenarios as their change relative to the maximum scenario is visually easier to determine.

The following assumptions have been made when presenting the results:

- All modelling assumes no suppression
- For relative fireshed results, zero scores are not shown.
- For relative fireshed results, situations when the max scenario is zero, results in a zero score
- For relative fireshed results, in the case when the max fireshed result is less than the comparison scenario the result is capped at 100%, any exceedance of this value is assumed to be modelling noise.



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FACT SHEET

Bushfire Mitigation Measures Bill 2020

The Tasmanian Government is committed to protecting life and property from the potentially devastating impacts of bushfire. To enhance Tasmania's bushfire preparedness, the Government is proposing to introduce a new legislative framework to support bushfire mitigation in Tasmania.

Summary

It is not possible to eliminate bushfires. However, measures can and should be put in place to reduce the impact of fires. The Bushfire Mitigation Measures Bill will introduce a new legislative framework for bushfire mitigation in Tasmania.

The Bill will ensure that there is clear accountability for landowners and occupiers in regards to bushfire mitigation. The Bill aims to proactively manage and mitigate risks to better protect human life, property and natural and cultural heritage values from the ravages of devastating bushfire.

What will the Bill do?

Reinforce the duty of public and private land owners/occupiers to mitigate bushfire risks

The Bushfire Mitigation Measures Bill will make it clear that landowners and occupiers have a duty to take practical steps to proactively manage bushfire risks on land they own or control.

Streamline Bushfire Mitigation Plan (BMP) approval processes

For new developments, bushfire risks are largely dealt with under existing planning and building laws. However, for existing developments or vacant land, the authorisation process for bushfire mitigation activities can be much more complex. These processes may deter or delay landowners and occupiers from taking steps to mitigate bushfire risks on their land. To combat this, the Bill creates a 'one-stop' approval process where landowners or occupiers can submit for approval a Bushfire Mitigation Plan (BMP) to a newly established Bushfire Mitigation Measures Panel (BMM Panel).

The new legislative framework aims to make it easier for landowners/occupiers to undertake bushfire mitigation activities within existing developments or on vacant land.

Allow for the establishment of a Bushfire Mitigation Measures (BMM) Panel

The BMM Panel will be made up of:

- the Secretary of the Department of Police, Fire and Emergency Services (or their delegate);
- the Secretary of the Department of Premier and Cabinet (or their delegate);
- the Director of the Environment Protection Authority;
- a representative nominated by the Local Government Association of Tasmania (LGAT); and
- an expert member appointed by the Minister.

The BMM Panel's representation allows a range of perspectives to be considered as part of the new BMP approval process. The Panel will also be able to request expert advice to assist it to assess an application. The Panel will need to be satisfied that proposed measures are intended for bushfire mitigation and not for other purposes such as clearing for agricultural purposes.

Consolidate the framework for bushfire hazard reduction notices

The Bill makes clear that there may be implications for landowners and occupiers who do not appropriately discharge their duties in relation to bushfire mitigation. The Bushfire Mitigation Measures Bill will provide the Tasmania Fire Service with the power to issue a bushfire hazard reduction notice to an occupier of land requiring the reduction of bushfire dangers and removal of bushfire hazards.

The Bill will also facilitate the prompt resolution of disputes relating to bushfire hazard reduction notices.

Further Information

You can read more about the Bill on the Department of Premier and Cabinet's website at www.dpac.tas.gov.au/bmmb. Here you will find a copy of the Bill and an Explanatory Paper.

Have your Say

The measures we take to manage the risks of bushfire are important to all Tasmanians. This is why we want the community and other stakeholders to have their say about the Tasmanian Government's new draft Bushfire Mitigation Measures Bill.

Submissions can be made on any aspect of the Draft Exposure Bill by visiting the Department of Premier and Cabinet's website at www.dpac.tas.gov.au/bmmb or by writing to the Project Team:

Email: bushfiremitigation@dpac.tas.gov.au
Post: Office of Security and Emergency Management
Department of Premier and Cabinet
GPO Box 123
HOBART TAS 7001

Submissions close on 23 October 2020.

Please note, unless stated as confidential, submissions will be treated as public information. Any offensive or defamatory material will not be published.

Department of Premier and Cabinet
Office of Emergency and Security Management



Title	Bushfire Mitigation Policy
Council Resolution	Item 10 (27 July 2020)
Responsible Directorate	Infrastructure and Works
Due for Review	One (1) year from Council resolution date
Strategic Plan Reference	<u>Valuing our Environment</u> 3.2 Manage our natural environments now and for future 3.2.1 Identify and protect areas of high natural values <u>Leading our Community</u> 4.3 Build strong relationships to deliver our communities' goals 4.3.1 Foster productive relationships with other levels of government, other Councils and peak bodies to achieve community outcomes
ECM	Council Policy
Version	1.2

PURPOSE

This policy provides direction how Council will mitigate associated risks for low probability but high impact bushfire events to Greater Hobart area.

SCOPE

This policy provides guidance and framework for Council's Bushfire Mitigation Strategy and Bushfire Mitigation Plans. It will assist in mitigating the impact of bushfire to human settlements and loss of life within the Greater Hobart community, and where possible promote and maintain natural and cultural values.

The underpinning principle is the protection of life.

This policy applies to any bushfire-prone area that is subject to, or likely to be subject to, bushfire attack.

It does not apply to:

- land which is not owned and managed by Council (including privately owned land, or land which is owned by Council but managed by a separate authority);
- Fire Hazard Nuisances under Section 199 of the *Local Government Act 1993*; or
- 'responses' to bushfires which is responsibility of the Tasmania Fire Service (TFS) and other emergency services.

STATUTORY REQUIREMENTS

Fire Service Act 1979

Council's powers, responsibilities and obligations under this *Act* include:

- to take all reasonable precautions to prevent any fire lit on their property from spreading to adjoining land (Section 63).



- to take diligent steps to extinguish or control any unauthorised fire on their property during a fire permit period, and to report that fire to the TFS, or the Police (Section 64).
- to “cause the formation in its municipal area of such fire breaks as it considers necessary or desirable to arrest the spread, or to facilitate the suppression of, fires” (Section 56).
- to contribute towards the operating costs of fire brigades (Sections 79 to 95).
- to deal with a fire danger which Council has been notified of under section 49 within such reasonable period of not less than 30 days as is specified in the notice, as if that fire danger were a nuisance under the Local Government Act, 1993.

Local Government Act 1993

Under section 93(a) of the *Local Government Act 1993*, Council can make a service rate on rateable land for the purpose of ‘fire protection’.

Council may also have obligations under the legislation listed in the following table when conducting bushfire mitigation activities

Acts	<i>Aboriginal Relics Act 1975</i> <i>Environmental Management and Pollution Control Act 1994</i> <i>Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)</i> <i>Environment Protection Policy (Air Quality) 2004</i> <i>Fire Service Act 1979</i> <i>Forest Practices Act 1985</i> <i>Historical Cultural Heritage Act 1995</i> <i>Local Government Act 1993</i> <i>Mineral Resources Development Act 1995</i> <i>Nature Conservation Act 2002</i> <i>Tasmanian Threatened Species Protection Act 1995</i> <i>Tasmanian Weed Management Act 1999</i> <i>Wellington Park Act 1993</i>
Regulations	Not applicable
Australian/International Standards	ISO 31000:2018 Risk management — Guidelines AS 3959-2018 Construction of buildings in bushfire-prone areas

DEFINITIONS

Asset	Anything valued by people which includes houses, crops, forests and, in many cases, the environment.
Bushfire	An unplanned fire burning in vegetation; also referred to as wildfire.
Bushfire Attack Level (BAL)	A means of measuring the severity of a building’s potential exposure to ember attack, radiant heat and direct flame contact, using increments of radiant heat expressed in kilowatts per metre squared, and the basis for establishing the requirements for construction to improve protection of building elements from attack by bushfire.



Bushfire-prone area	An area that is subject to, or likely to be subject to, bushfire attack.
Bushfire-prone vegetation	Contiguous vegetation including grasses and shrubs but not including maintained lawns, parks and gardens, nature strips, plant nurseries, golf courses, vineyards, orchards or vegetation on land that is used for horticultural purposes.
Hazard Management Area	An area around an asset where vegetation is modified, and most flammable material has been removed to reduce the fire's radiant heat intensity.
Fire Danger Rating (FDR)	A system to warn of the potential impact of a bushfire on any given day, based on forecast weather conditions.
Planned burning	The process of planning and applying fire to a predetermined area, under specific environmental conditions, to achieve a desired outcome.
Strategic planned burning	The utilisation of prescribed fire in key areas of the landscape, having significant potential to influence bushfire intensity and rate of spread.
Tolerable risk	The lowest level of likely risk from the relevant hazard: a) to secure the benefits of a use or development in a relevant hazard area; and b) which can be managed through: i) routine regulatory measures, or ii) by specific hazard management measures for the intended life of each use or development.

POLICY STATEMENT

Objectives

The two primary objectives of this policy are:

1. To minimise the impact of major bushfires on human life, communities, essential and community infrastructure, industries, the economy and the environment. Human life will be afforded priority over all other considerations, and
2. To maintain or improve the resilience of natural ecosystems and their ability to deliver services such as biodiversity, water, carbon storage and forest products.

The following means objectives will be used to achieve two primary objectives:

- continuously improving bushfire risk mitigation treatments
- delivering a tenure-blind, integrated approach to mitigating bushfire risk, and
- complying with legislative requirements.

Bushfire Mitigation



Council has a dedicated Coordinator, Bushfire Management who develops and implement Council's bushfire mitigation activities.

All actions carried out under this policy, including the development of supporting plans, strategies and other documents, and the review of this policy, are the responsibility, of the Coordinator Bushfire Management.

Measures to Mitigate Bushfire Risk

Council will make informed decisions, and improve the management of risk by working jointly with other fire agencies, land owners, land managers and neighbouring Councils within the Hobart Fire Management Area to contribute to a tenure-blind, integrated approach to mitigating bushfire risk by:

- maintaining hazard management areas on Council managed bushland to the most current TFS guidelines;
- maintaining fire trails on Council managed bushland to the most current Tasmanian Parks and Wildlife Service Managed Vehicular Fire Trail categories;
- supporting the provision of appropriate resources to carry out effective bushfire mitigation treatments;
- developing, coordinating, implementing and maintaining a five-year planned burning program;
- minimising smoke impact to communities resulting from bushfires and planned burning;
- maintaining an annual planned burning vegetation monitoring program;
- providing an annual report to Alderman and other stakeholders on bushfire mitigation treatments undertaken on Council managed bushland;
- regularly investing in developing and expanding Council's knowledge base, and ability to mitigate bushfire risk;
- regularly educating Council and the local community on bushfire mitigation treatments;
- involving local communities in decision making, and capturing local knowledge and expertise;
- strengthening understandings of relationships between fire and sensitive environments;
- acknowledging the potential effects of climate change and the likelihood that they will increase the risk of bushfire in Glenorchy; and
- ensuring compliance with statutory responsibilities.

Bushfire Mitigation Procedures

Council will implement the objectives of this policy by implementing a Bushfire Mitigation Strategy, and Bushfire Mitigation Plans. These documents will set out the treatments to be undertaken to reduce Greater Hobart's bushfire risk.

Council's bushfire mitigation treatments will contribute to a 'tenure-blind' approach, reflecting the approach of neighbouring Councils, land managers and fire agencies within the Hobart Fire Management Area. These will provide a level of assurance that bushfire risks faced by Councils are mitigated holistically, and that firefighting agencies are put in levels of tolerable risk.

Planned Burning Approval



Operational Planned Burn Plans are to be prepared and reviewed by separate parties. Those parties must hold the nationally recognised competency *Develop Prescribed Burning Plans*, and *Conduct Prescribed Burning*, or equivalent.

Council's Coordinator Bushfire Management is responsible for approving Council's Operational Planned Burn Plans.

Policy Review and Monitoring

This policy must be reviewed annually after the end of each bushfire season or as required to facilitate:

- a change in legislation that has a bearing on the document
- a change in Council's position on a particular subject area
- a recommendation from a governance body (e.g. TFS, State Fire Management Council, Tasmanian Parks and Wildlife Service)
- where quality assurance guidelines change due to continuous improvement initiatives, or
- changes in Council's agreed service levels.

BACKGROUND

Bushfire mitigation is critical to Glenorchy given that a third of the Glenorchy municipality is bushfire-prone vegetation located in the Wellington Park Ranges. Fire is the most significant issue for this area of bushland, in the form of the threat of bushfire.

This policy was developed to delineate Council's perceived bushfire risks to human settlements and loss of life against the actual high risks that Council is responsible to manage. It is reflective of Council's increased commitment to actively and adaptively mitigate bushfire risks to Glenorchy and the Greater Hobart area.



VERSION CONTROL

Date	Version	Details of Change	Responsible Person	Date Manager Sign-off	Adopted by Council
June 2017	1.0	First complete version adopted by Council.	Rob Whittle	Name: Paul Garnsey Date: May 2017	13 June 2017
16 July 2019	1.1	Amendments to objectives. Amendments to terminology to reflect updated International and Australian standards, Codes of Practice.	Rob Whittle	Name: Ross Frankcombe Date: 16 July 2019	29 July 2019
18 June 2020	1.2	Amendments to terminology.	Rob Whittle	Name: Clive Thompson Date: 18 June 2020	27 July 2020

Attachment 1



Monthly Financial Performance Report

For the year-to-date ending 30 November 2020

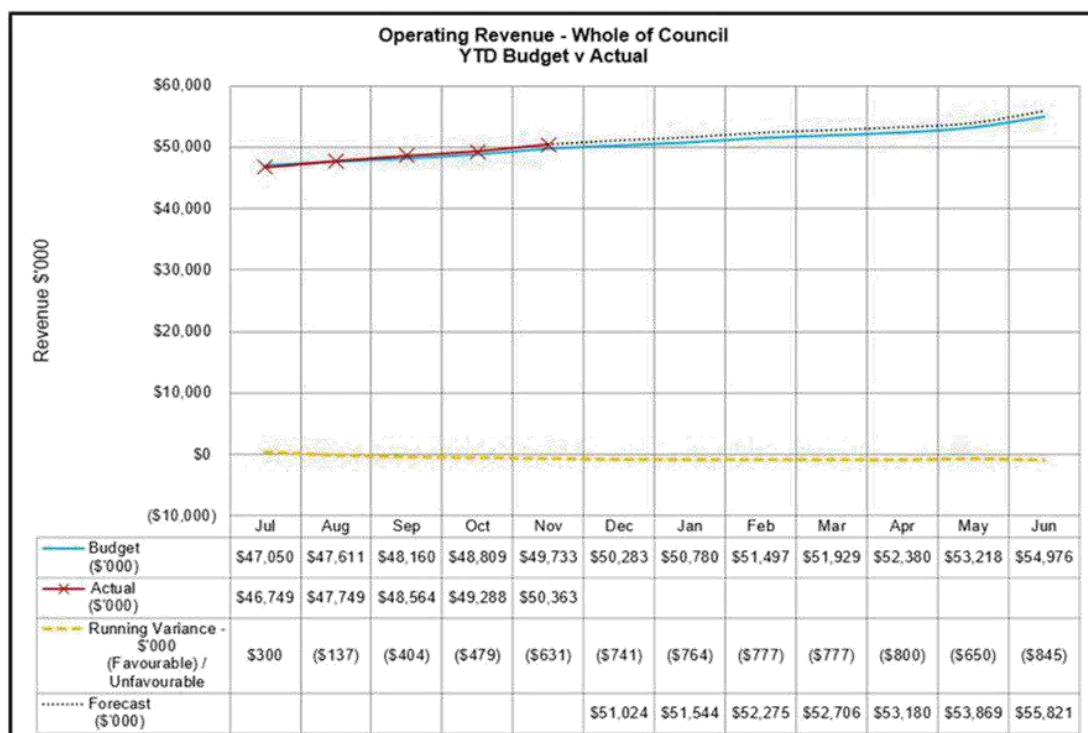
Statement of Comprehensive Income

Glenorchy City Council Financial Report Statement of Comprehensive Income to 30 November 2020					
Year-to-Date (YTD)	Note	2021 Budget \$'000	2021 Actual \$'000	2020 Actual \$'000	2021 Variance Actual to Budget
Operating Revenue					
Rates	1	40,008	39,974	40,864	↓ 0.1%
User charges and licences	2	8,194	8,490	7,923	↑ 3.6%
Interest	3	83	(24)	140	↓ 100.0%
Grants	4	1,279	1,755	1,778	↑ 37.2%
Contributions - cash	5	28	10	290	↓ 65.2%
Investment income from TasWater	6	-	-	-	↔ 0.0%
Other income		140	159	163	↑ 13.4%
Total Operating Revenue		49,733	50,363	51,158	↑ 1.3%
Operating Expenditure					
Employment costs	9	10,398	10,215	9,042	↓ 1.8%
Materials and services	10	6,095	6,072	6,246	↓ 0.4%
Depreciation and amortisation	11	5,629	5,706	5,733	↑ 1.4%
State Fire Commission contribution		1,475	1,475	1,475	↔ 0.0%
Finance costs		-	-	-	↔ 0.0%
Assets written off		-	-	-	↔ 0.0%
Bad and doubtful debts		1	-	-	↔ 0.0%
Other expenses	12	1,004	980	771	↓ 2.4%
Total Operating Expenditure		24,602	24,448	23,268	↓ 0.6%
Total Operating Surplus/(Deficit)		25,131	25,915	27,890	↑ 3.0%
Non Operating Revenue					
Contributions – monetary		-	-	-	↔ 0.0%
Contributions – non-monetary assets		-	-	-	↔ 0.0%
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	7	82	(3,769)	46	↓ 100.0%
Capital grants received specifically for new or upgraded assets	8	289	373	567	↑ 29.0%
Total Non-Operating Revenue		372	(3,395)	613	↓ 100%
Total Surplus/(Deficit)		25,502	22,519	28,503	↓ 11.7%
Capital Budget					
Economic Stimulus		24	215	0	
Transport		2,973	2,618	3,027	
Property		1,056	545	383	
Plant & Equipment		287	64	264	
Fleet		121	0	28	
Stormwater		756	750	551	
ICT & Other		199	169	131	
Total Capital Budget		5,418	4,360	4,387	↓ 18.1%

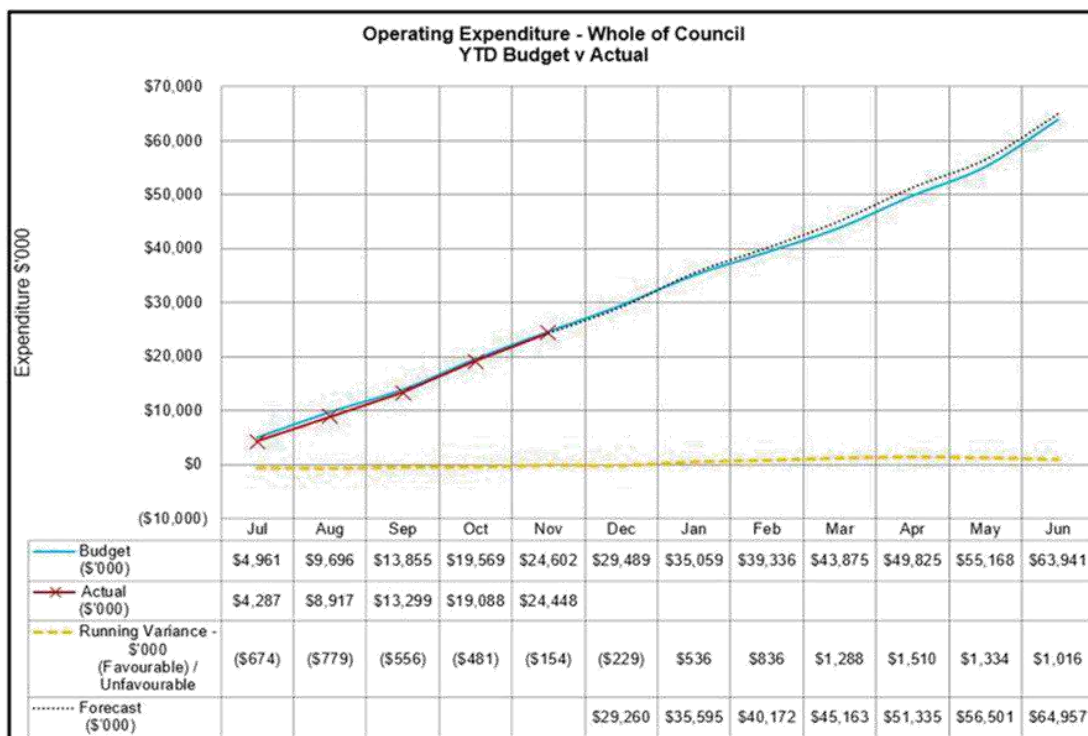
Note: The format of this table and following charts has been revised to separate non-operating revenue from the Total Operating Surplus/(Deficit)

Attachment 1

Operating Revenue – Whole of Council – \$ YTD Accumulative by Month

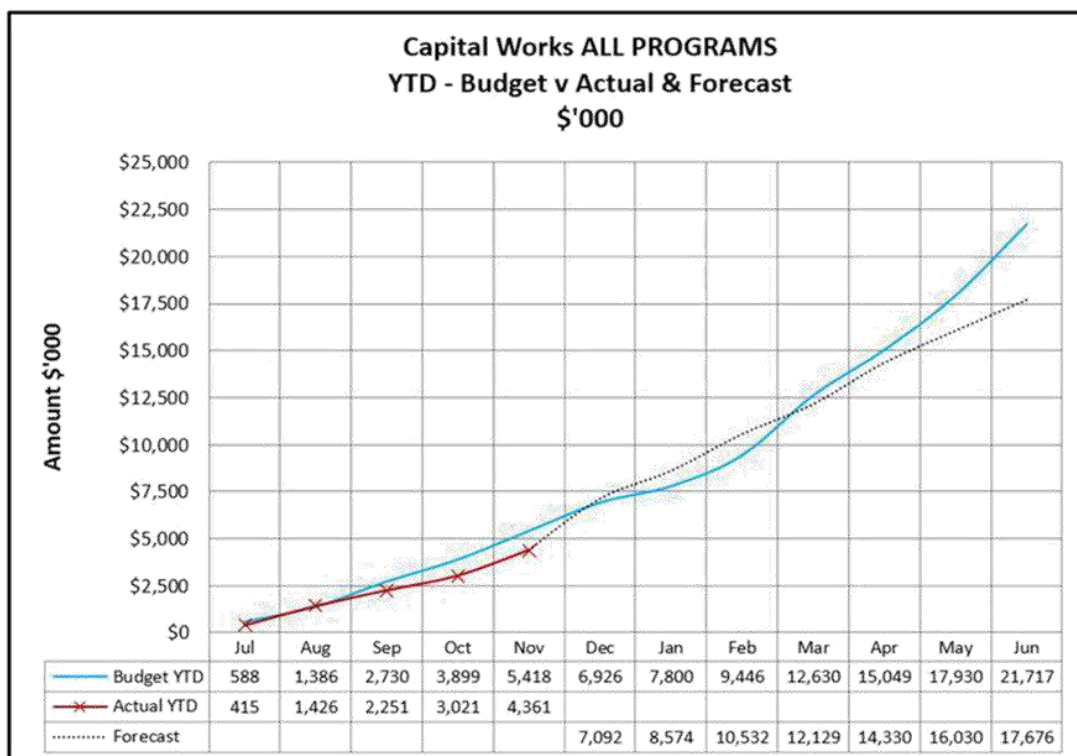


Operating Expenditure – Whole of Council – \$ YTD Accumulative by Month

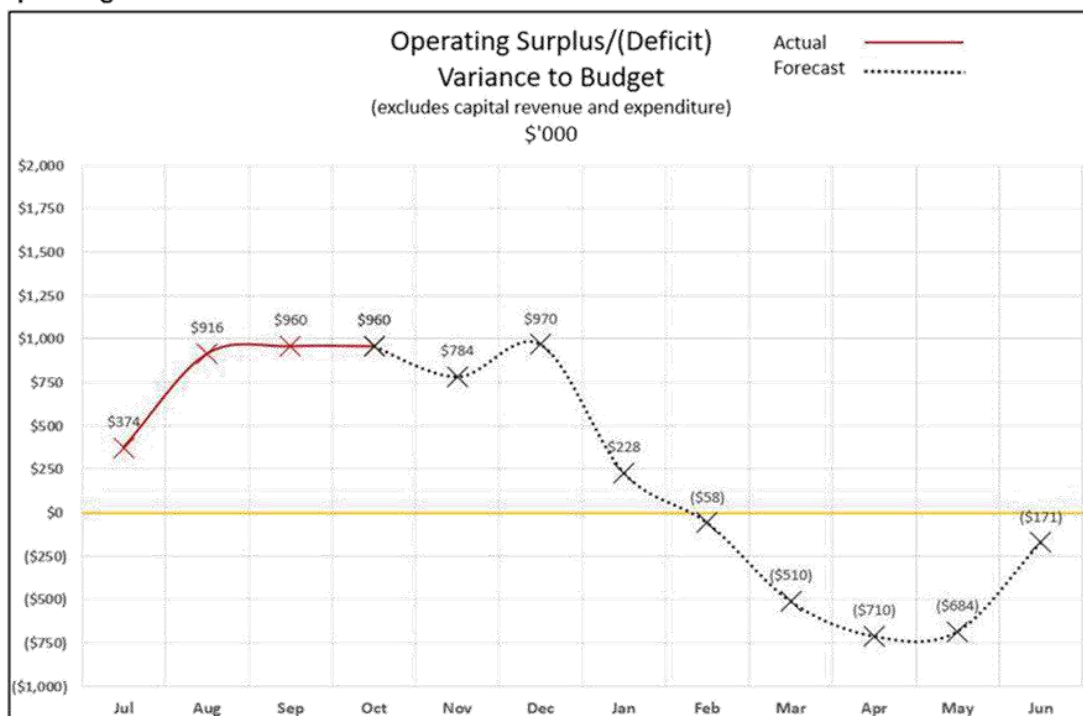


Attachment 1

Capital Works - Budget v Actual v Forecast - \$ YTD All Programs



Operating Forecast – to 30 June 2021



Attachment 1

Explanatory Notes

These notes are provided where a single or collective variance within the Statement of Comprehensive Income requires explanation. To enable \$ variances to be contextualised, they are also expressed as a % variance (rounded to a whole number). In most instances, variances are "year-to-date" specific and are not an indicator of potential budget or actual outcomes in the future.

Notes:

1. The threshold for variance reporting only details those areas deemed to be significant.
2. Arrow indicators represent:

Revenue higher than budget	↑	Revenue lower than budget	↓
Expense higher than budget	↑	Expense lower than budget	↓

Note	Revenue / Expenditure Item		Variance \$	Variance %
1	Rates:			
	General Rates, Fire Levy, COVID-19 Rebates, Charitable Rebates	↓	(33,545)	0%
	In November, \$26,000 was received from supplementary valuations against a budget of \$10,000. It is anticipated further supplementary valuation revenue will be generated in coming months			
2	User Charges & Licences:			
			Variance \$	Variance %
	Planning Services - application fees ²	↑	177,399	93%
	Property Services - lease, licences & hire fees ²	↑	119,623	100%
	Building - permit finalisation fees ²	↑	74,158	100%
	Landfill Operations - tip fees ³	↑	65,271	10%
	Waste Management - kerbside bins ²	↑	55,293	1%
	Plumbing - application fees ²	↓	(15,337)	7%
	Building - application fees ²	↓	(18,353)	25%
	Derwent Entertainment Centre – closed ²	↓	(22,989)	100%
	Dog Registration – fees ²	↓	(29,301)	8%
	Benjafield Childcare Centre - fees & subsidies ³	↓	(39,055)	39%
	FOGO - kerbside bins ²	↓	(49,456)	3%
	Public Compliance – infringements ³	↓	(53,472)	22%
	1. Budget timing difference 2. Ongoing variance 3. Variance is dependent on monthly activity			

Attachment 1

3	Interest on Investments:			
			Variance \$	Variance %
	Interest ¹	↓	(107,575)	100%
	1. Ongoing variance			
	The average interest rate across all current investments is 0.61%			
4	Grants:			
			Variance \$	Variance %
	Glenorchy Jobs Hub ²	↑	231,000	100%
	Berriedale Childcare Centre – fees & subsidies ³	↑	77,118	26%
	Full Gear - Motorbike Riders Safety ²	↑	59,525	100%
	2018 Flood Response – recovery of expenses ²	↑	48,607	100%
	26TEN Works Centre Project ⁴	↑	44,717	100%
	Benjafield Childcare Centre – WT3yo ⁴	↑	40,618	100%
	Berriedale Childcare Centre – WT3yo ⁴	↑	30,540	100%
	Local Drug Action Team ⁴	↑	21,718	100%
	Hydro "Brothers of Country" Grant ⁴	↑	13,745	100%
	Veolia Sponsorship Waste Minimisation Program ⁴	↑	10,909	100%
	Benjafield Childcare Centre – fees & subsidies ³	↓	(13,851)	7%
	26TEN Community Project ²	↓	(47,778)	100%
	Accounting Services – Financial Assistance Grant ²	↓	(88,966)	13%
	1. Budget timing difference			
	2. Ongoing variance			
	3. Variance is dependent on monthly activity			
	4. Unspent grant carried over from last year			
5	Contributions – Cash			
			Variance \$,000	Variance %
	Stormwater Private Connections ¹	↓	(16,788)	69%
	1. Variance is dependent on monthly activity			
	The demand for Council to connect private properties to the existing stormwater system is less than expected			
6	Other Income:			
			Variance \$	Variance %
	Planning Services – asset data collection fees ²	↑	10,954	100%
	1. Budget timing difference			
	2. Ongoing variance			

Attachment 1

7	Gain/(Loss) on Disposal of Assets:			
			Variance \$	Variance %
	Property Sales ¹	↓	(3,856,724)	100%
	1. Ongoing variance			
	Five property sales have settled to date, 3 Delwood Dve, 36 Elwick Road, 19A Clydesdale Ave, 29 Stourton St and the Derwent Entertainment Centre			
8	Capital Grants			
			Variance \$,000	Variance %
	Roads-2 Recovery ²	↑	50,000	100%
	Barossa Road Turning Circle ¹	↑	34,000	100%
	1. Ongoing variance			
	2. Timing variance			
9	Employee Costs:			
			Variance \$,000	Variance %
	Salaries & OnCosts ¹	↓	183,173	2%
	1. Variance is dependent on monthly employee activity			
	This is a combination of minor variations to workers compensation on-costs, superannuation, after hours callouts, overtime, leave accruals and casual placements			
10	Materials & Services:			
			Variance \$	Variance %
	Waste Management Services – suppliers ¹	↓	174,601	16%
	Asset Management – public street lighting ¹	↓	88,653	29%
	Service Management – software licences ¹	↓	75,932	7%
	Governance & Compliance – insurances ²	↓	47,358	7%
	Landfill Operations ¹	↓	42,068	14%
	Community Planning and Engagement – events ¹	↓	34,503	66%
	Internal Plant Hire ¹	↓	31,491	25%
	Public Compliance ¹	↓	28,984	28%
	Environment – labour hire ²	↑	(34,874)	86
	Land Sales ¹	↑	(42,599)	100%
	Environmental Health – contribution ¹	↑	(45,193)	100%
	Planning Services – consultants ²	↑	(45,754)	100%
	Urban Services ¹	↑	(52,150)	70%
	Bushfire Management ¹	↑	(56,540)	100%
	Facilities Maintenance ¹	↑	(67,031)	16%
	Property Services – utilities & pool management ¹	↑	(70,919)	32%
	City Strategy – economic stimulus ¹	↑	(88,169)	100%

Attachment 1

	1. Budget timing difference 2. Ongoing variance 3. Variance is dependent on monthly activity			
11	Depreciation¹:			
			Variance \$	Variance %
	Depreciation Stormwater & Drainage	↓	67,896	7%
	Depreciation Transport Assets	↓	56,484	2%
	Depreciation Plant & Vehicles	↓	34,480	18%
	Depreciation Restoration Costs (Landfill)	↓	33,440	65%
	Depreciation Other Non-Current Assets	↑	(18,054)	5%
	Depreciation Buildings & Other Land	↑	(39,675)	14%
	Depreciation ICT Equipment	↑	(75,560)	34%
	Depreciation Office Furniture	↑	(136,087)	100%
1. Ongoing variance				
The extent of these asset categories has changed subsequent to the depreciation budget being calculated				
12	Other Expenses:			
			Variance \$	Variance %
	Fleet - leases ¹	↓	95,872	17%
	Councillors - fees & allowances ¹	↑	(15,418)	10%
	Financial - internal audit ¹	↑	(30,301)	100%
	Property – lease ¹	↑	(44,425)	61%
1. Budget timing difference 2. Ongoing variance 3. Variance is dependent on monthly activity				

COVID-19

For the 2020/21 financial year to date, expenditure and commitments totalling \$284k have been incurred in the carrying out of COVID-19 safety and control measures. This is in addition to the \$352k incurred in the 2019/20 financial year:

Category	Expenditure	Purchase Orders
Allowances	\$41	\$0
Communication	\$40	\$0
Contractors	\$27,478	\$4,604
Employee Costs ¹	\$244,158	\$1,049
Equipment	\$702	\$468
Information Technology	\$23	\$0
Materials	\$9,330	\$815
Plant & Equipment	\$2,139	\$0
Public Relations	\$157	\$0
Safety Equipment	\$609	\$0
TOTALS	\$284,676	\$6,936

Attachment 1

¹Primarily Pandemic Leave Provision

Year	Expenditure
2019/20	\$351,745
2020/21	\$284,676

Adjustments to amounts previously reported

There are instances where ledger adjustments are required in respect of amounts reported in prior periods. Any adjustments will be visible when comparing current versus previous "Whole of Council Revenue and Expenditure" reports.

Procurement Exemption 17 November 2020 to 10 December 2020

Contractor or Supplier	Value (ex GST)	Description of the grounds from the Code for Tenders and Contracts	Description of the circumstances	Description of the commodities (i.e. works, goods and/or services) purchased	Requesting Officer	Approving Officer	Title	Date approved
Pitt & Sherry	\$30,260.00	The Commodities can be supplied only by a particular Service Provider and no reasonable alternative or substitute exists, because the Commodities can be supplied only by a particular Service Provider and no reasonable alternative or substitute exists; due to an absence of competition for technical reasons	Detection test is an in-field test requiring a highly specialised equipment called Deflectograph. Pitt and Sherry is the only service provider in Tasmania has such equipment. Given the relatively low contract sum (approx. \$30,000 total), it is hard to attract any other service providers from Mainland to take on the job without footing a significant amount of mobilisation cost. Council officer has asked his counterparts in other southern Tasmania councils but found there is a lack of interest to procure the service collaboratively due to timing and other reasons.	Road Pavement Detection Test - After the 2020 pavement condition assessment, a list of 20 roads with a total length of approximately 4.5km have been short-listed for future assessment due to the pavement condition score they were receiving. The purpose of this exercise is to develop a better understanding of the base and subbase condition and to determine the remaining life of the assessment via a non-destructive detection graph test.	Frank Chen	Ted Ross	DBW	09-Dec-20

Street Lighting



Title	Street Lighting Policy
Council Resolution	Item 13 (15 March 2016) as per Council Minutes
Responsible Directorate	Infrastructure & Works City Services & Infrastructure
Due for Review	14 March 2020 June Four (4) years after the approval 2014
Strategic Plan Reference	3.1.3 Manage the City's transport network and the associated infrastructure to promote sustainability, accessibility, choice, safety and amenity for all modes of transport. Deliver services that create sustainable and liveable built environments.
ECM	Council Policies

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PURPOSE

This policy sets minimum target lighting standards for the Glenorchy City municipality, based on the Australian Standard for Lighting of Roads and Public Spaces.

SCOPE

This policy applies to:

- The lighting of roads, footpaths, car parks and outdoor public spaces.

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STATUTORY REQUIREMENTS

Acts	Local Government (Highways) Act 1982 – Sections 32 & 33
Regulations	Not Applicable
Australian/International Standards	- AS/NZS 1158:2005 Lighting for Roads and Public Spaces - AS/NZS 1158.0:2005 Lighting for roads and public spaces Introduction - AS/NZS 1158.1.1:2005 Lighting for roads and public spaces Vehicular traffic (Category V) lighting - Performance and design requirements - AS/NZS 1158.1.2:2010 Lighting for roads and public spaces Vehicular traffic (Category V) lighting - Guide to design, installation, operation and maintenance - AS/NZS 1158.2:2020 Lighting for roads and public spaces Computer procedures for the calculation of light technical parameters for Category V and Category P lighting - AS/NZS 1158.3.1:2020 Lighting for roads and public spaces Pedestrian area (Category P) lighting - Performance and design requirements - AS/NZS 1158.4:2015 Lighting for roads and public spaces Lighting of pedestrian crossings - AS/NZS 1158.5:2014 Lighting for roads and public spaces Tunnels and underpasses

DEFINITIONS

Lighting categories	Defined in AS/NZS 1158.0:2005 and associated standards: - Category V lighting for vehicular traffic is applicable to roads on which the visual requirements of motorists are dominant, e.g. traffic routes. Subcategories range from V1 to V5. - Category P lighting for pedestrian areas is applicable to roads on which the visual requirements of pedestrians are dominant, e.g. local roads and to local
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June 2020 15 March 2016

Infrastructure & Works City Services & Infrastructure

Page 1 of 5

Street Lighting



	area traffic management devices (LATMS) installed on such roads. Also lighting which is applicable to outdoor public areas, other than roads, where the visual requirements of pedestrians are dominant, e.g. outdoor shopping precincts. Subcategories range from: • PR1 to PR6 for road reserves • PP1 to PP5 for pedestrian and cyclist paths • PA1 to PA3 for public activity areas • PE1 to PE3 for connecting elements • PC1 to PC3/PCD/PCX for outdoor car parks
Local area traffic management devices (LATMS)	Devices installed on the carriageway as part of a local area traffic management scheme. They are typically used to control specific traffic movements, (e.g. roundabouts, speed humps) and to deter traffic, (e.g. slow points). These may consist of raised or surface-painted sections or a combination of the two.
Carriageway	That portion of the road devoted particularly to the use of vehicles, inclusive of shoulders and auxiliary lanes.
Luminaire	Apparatus which distributes, filters or transforms the light transmitted from one or more lamps and which includes, except for the lamps themselves, all the parts necessary for fixing and protecting the lamps and, where necessary, circuit auxiliaries together with the means for connecting them to the electrical supply.

MINIMUM APPLICABLE LIGHTING STANDARDS

1. [Lighting is to be designed in accordance with AS/NZS 1158.1.1 which includes specific requirements for lighting of such things as pedestrian crossings, intersections and local area traffic management devices.](#)
2. [Lighting category when for vehicular traffic is dominant \(Category V\) is to be in accordance with Table 2.1 in AS/NZS 1158.1.1:2005 Lighting for roads and public spaces Vehicular traffic \(Category V\) lighting - Performance and design requirements.](#)
3. [Lighting of pedestrian crossings is to be in accordance with Table 3.1 in AS/NZS 1158.4:2015 Lighting for roads and public spaces Lighting of pedestrian crossings.](#)
4. [Lighting category when Where lighting for pedestrians is are dominant \(Category P\), is subject based on selection criteria including activity, risk of crime and the need to enhance prestige. Therefore, the following target design lighting categories apply.](#)
5. [v](#)

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Type of Area	Target Design Lighting Category
CBD footpaths	PR2
Primary footpaths	PR3
Secondary footpaths with high night-time pedestrian movements	PR3
Secondary footpaths	PR5
Local footpaths	PR5

Street Lighting



Footpaths identified as having frequent night-time movements of vulnerable individuals or groups	PR5
Replacement of existing luminaires on existing electrical distribution poles	PR6
Night-time use cycle paths	PP4
Major facilities with mixed pedestrian movements (e.g. bus station)	PA2
Major entertainment venues (e.g. cinema complex)	PA2
Immediate vicinity of night-time sporting venues	PA3
Right of ways within new subdivisions	PE2
Major night-time use car parks (frequent night-time movements)	PC2
Designated spaces for people with disabilities in major night-time use car parks	PCD

For CBD areas with high traffic volumes (for example, greater than 10,000 vehicles per day) and with high night-time pedestrian movements, the design lighting category will be minimum P1 for footpaths and V1 for vehicular carriageways.

1. For night-time urban arterial roads and high night-time major collectors the minimum design lighting category will be as follows:

2.

3. For "and Local" footpaths other urban roads and footpaths the minimum design lighting category will be P4, with the exception of replacement of existing luminaires on existing electrical distribution poles in which case the minimum design lighting category will be P5. The lighting PR6 category also applies if there is no footpath.

For rural roads, appropriate lights will only be placed at strategic locations, such as intersections, bus stops, telephone boxes and shops.

6. The lighting categories (category P) above are for footpaths within the road reservation where lighting for pedestrians is dominant and applies to all road categories. Where lighting for vehicles is dominant (category V) such as on arterial, main roads, sub-arterial or principal roads, then the lighting category is applied in accordance with the standard and based on the road hierarchy. If there is an overlap between category P and V lighting, then Category V lighting will take priority with the exception of V lighting is the target apart from CBD footpaths.

4-7. For rural roads appropriate lights will only be placed in strategic locations, such as intersections, bus stops, telephone boxes and shops.

5. For lighting in major night-time use car parks, the minimum design lighting category will be P11 and P12 for parking spaces for people with a disability. Major car parks are those identified as having frequent night-time movements.

6. For major facilities with mixed pedestrian and vehicle movement, such as the Tolosa Street Bus Station, the minimum design lighting category will be P6.

7. Lighting for night-time use cycle paths will have a minimum design lighting category of P4.

8. Right of ways will only be considered for lighting on request from the wider community or if there is a significant safety issue associated with poor lighting.

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Street Lighting



9. For all new developments, the lighting shall be in accordance with AS 1158 and to the satisfaction of Council's Development Engineer.

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10. This Policy is to be read in conjunction with Council's Footpath Policy which defines the Footpath Hierarchy including CBD Centre, Primary, Secondary and Local. Any deviations from this Policy, written consent shall be obtained from Council's Manager of Infrastructure, Engineering & Design.

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2. Footpaths identified as having frequent night time movements of vulnerable individuals or groups are to have a minimum design lighting category of P3.

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3. Lighting around major entertainment venues such as the Cinema Complex or the Derwent Entertainment Centre should have a minimum target design lighting category lighting standard of P6.

4. Lighting in the immediate vicinity of night time sporting venues should have a minimum lighting standard of P3.

5.

6. Council shall encourage the use of high standard lighting presentation by private businesses and property owners.

7.

11. The use of the word "target" is to provide guidance on the desired standard, but also provide flexibility to deliver value for money to the community and to allow innovations in design. The targets can be increased if the overall cost is not prohibitive or decreased in certain circumstances where the cost is prohibitive, so that Council can provide a safe and affordable service to the community.

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12. Council will allocate an annual budget as part of its capital works program and will assess the requests received from the community and carry out the work based on the priority.

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1. Council will encourage the use of energy efficient and smart technology, for example, LED lights, motion detection and reduced light pollution.

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14. Council encourage the use of high standard lighting presentation by private businesses and property owners.

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— This Policy is to be read in conjunction with Council's Footpath policy which provides defines the Footpath Hierarchy including CBD Centre, Primary, Secondary and Local. Any deviations from this Policy, written consent shall be obtained from Council's

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2.

Council allocates a budget as part of its capital works program and will assess the requests received from the community and carry out the work based on the priority.

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Street Lighting



~~include the community aspect.~~

~~For all new developments, the light shall be in accordance with AS 1158 and to the satisfaction of Council's development engineer.~~

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BACKGROUND

The objective of providing road lighting ~~within the road reserve~~ is to provide a lighted environment that is conducive to the safe and comfortable movement of vehicular and pedestrian traffic at night. ~~Proper lighting applications also play an important role in and th~~ the discouragement of ~~illegal acts anti-social behaviour and~~ while protecting the integrity of the ~~night-time~~ environment through control of light spill and glare. Lighting may also be used to enhance the prestige and amenity of a ~~location~~ but should be designed to minimise any obtrusive effects.

The principles of street lighting in Australia and detailed design criteria are set out in AS/NZS 1158.2005 ~~Lighting for Roads and Public Spaces and associated standards.~~ ~~However~~ However, the Road Authority should set the appropriate design lighting category, based on advice contained in the Standard, ~~and therefore have prepared~~ this ~~policy~~ Policy, which defines minimum design lighting categories for Glenorchy City municipality.

~~AS/NZS 1158.2 and 1158.3.1 have recently been updated in 2020 and supersedes the 2015 editions. This policy has been updated to suit the new standards.~~

Lighting for vehicular traffic and pedestrian crossings are clearly defined in AS/NZS 1158.1.2 and AS/NZS 1158.4 respectively, and no additional guidance around lighting standards is required. However, lighting for pedestrian areas is much more subjective, requiring the user to assess the area against several selection criteria including activity, risk of crime and the need to enhance prestige. Therefore, target minimum applicable lighting standards have been defined in this policy.

COUNCIL POLICY STREET LIGHTING POLICY



PURPOSE

This policy sets target lighting standards for the Glenorchy City municipality, based on the Australian Standard for Lighting of Roads and Public Spaces.

SCOPE

This policy applies to:

- The lighting of roads, footpaths, car parks and outdoor public spaces.

STRATEGIC PLAN ALIGNMENT

Valuing our Environment

Strategy 3.1.3 Manage the City's transport network and the associated infrastructure to promote sustainability, accessibility, choice, safety and amenity for all modes of transport.

RELATED DOCUMENTS

N/A

STATUTORY REQUIREMENTS

Acts	<i>Local Government (Highways) Act 1982 - Sections 32 & 33</i>
Regulations	N/A
Australian/International Standards	• AS/NZS 1158.0:2005 Lighting for roads and public spaces Introduction • AS/NZS 1158.1.1:2005 Lighting for roads and public spaces Vehicular traffic (Category V) lighting - Performance and design requirements • AS/NZS 1158.1.2:2010 Lighting for roads and public spaces Vehicular traffic (Category V) lighting - Guide to design, installation, operation and maintenance • AS/NZS 1158.2:2020 Lighting for roads and public spaces Computer procedures for the calculation of light technical parameters for Category V and Category P lighting • AS/NZS 1158.3.1:2020 Lighting for roads and public spaces Pedestrian area (Category P) lighting - Performance and design requirements • AS/NZS 1158.4:2015 Lighting for roads and public spaces Lighting of pedestrian crossings • AS/NZS 1158.5:2014 Lighting for roads and public spaces Tunnels and underpasses

DEFINITIONS

Lighting Categories Defined in AS/NAZ 1158.0.2005 and associated standards:

- *Category V* lighting for vehicular traffic is applicable to roads on which the visual requirements of motorists are dominant, e.g. traffic routes. Subcategories range from V1 to V5.
- *Category P* lighting for pedestrian areas is applicable to roads on which the visual requirements of pedestrians are dominant, e.g. local roads and to local area traffic management devices (LATMS) installed on such roads. Also lighting, which is applicable to outdoor public areas, other than roads, where the visual requirements of pedestrians are dominant, e.g. outdoor shopping precincts. Subcategories range from:
 - PR1 to PR6 for road reserves
 - PP1 to PP5 for pedestrian and cyclist paths
 - PA1 to PA3 for public activity areas
 - PE1 to PE3 for connecting elements
 - PC1 to PC3/PCD/PCX for outdoor car parks

Local area traffic management devices (LATMS) means Devices installed on the carriageway as part of a local area traffic management scheme. They are typically used to control specific traffic movements, (e.g. roundabouts, speed humps) and to deter traffic, (e.g. slow points). These may consist of raised or surface-painted sections or a combination of the two.

Carriageway means That portion of the road devoted particularly to the use of vehicles, inclusive of shoulders and auxiliary lanes.

Luminaire means Apparatus which distributes, filters or transforms the light transmitted from one or more lamps and which includes, except for the lamps themselves, all the parts necessary for fixing and protecting the lamps and, where necessary, circuit auxiliaries together with the means for connecting them to the electrical supply.

POLICY STATEMENT

Minimum Applicable Lighting Standards

1. When vehicular traffic is dominate (Category V), such as on arterial, main roads, sub-arterial or principal roads, then the lighting category is to be based on the road hierarchy and in accordance with AS/NZS 1158.1.1:2005.
2. Lighting of pedestrian crossings is to be in accordance with AS/NZS 1158.:2015 and associated AS1158 standards.
3. When pedestrians are dominant (Category P) the lighting category is subjective to selection criteria including activity, risk of crime and the need to enhance prestige. Therefore, the following target design lighting categories apply:

Type of Area	Target Design Lighting Category
CBD footpaths	PR2
Primary footpaths	PR3
Secondary footpaths with high night-time pedestrian movements	PR3
Secondary footpaths	PR5
Local footpaths	PR5
Footpaths identified as having frequent night-time movements of vulnerable individuals or groups	PR5
Replacement of existing luminaires on existing electrical distribution poles	PR6
Night-time use cycle paths	PP4
Major facilities with mixed pedestrian movements (e.g. bus station)	PA2
Major entertainment venues (e.g. cinema complex)	PA2
Immediate vicinity of night-time sporting venues	PA3
Right of ways within new subdivisions	PE2
Major night-time use car parks (frequent night-time movements)	PC2
Designated spaces for people with disabilities in major night-time use car parks	PCD

4. If there is an overlap between Category P and V lighting, then Category V lighting will take priority, except for CBD footpaths.
5. For rural roads, appropriate lights will only be placed in strategic locations, such as intersections, bus stops, telephone boxes and shops.
6. Right of Ways will only be considered for lighting on request from the wider community or if there is a significant safety issue associated with inadequate lighting.
7. For all new developments, the lighting shall be in accordance with AS 1158 and to the satisfaction of Council's Development Engineer.
8. This Policy is to be read in conjunction with Council's Footpath Policy which defines the Footpath Hierarchy including CBD Centre, Primary, Secondary and Local. Any deviations from this Policy, written consent shall be obtained from Council's Manager of Infrastructure, Engineering & Design.
9. The use of the word "target" is to provide guidance on the desired standard, but also provide flexibility to deliver value for money to the community and to allow innovations in design. The targets can be increased if the overall cost is not prohibitive or decreased in certain circumstances where the cost is prohibitive, so that Council can provide a safe and affordable service to the community.
10. Council is committed to allocate an annual budget as part of its capital works program and will assess the requests received from the community and carry out the work based on the priority.
11. Council is committed to the use of energy efficient and smart technology, for example, LED lights, motion detection and reduced light pollution where possible and practical.



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12. Council encourage the use of high standard lighting presentation by private businesses and property owners.

BACKGROUND

Council is the Road Authority which is responsible for managing the local highways defined under the *Local Government (Highway) Act 1982* and associated Council-owned assets (e.g. public stormwater drainage and street lighting).

The objective of providing lighting within the road reserve is to provide a lighted environment that is conducive to the safe and comfortable movement of vehicular and pedestrian traffic at night. Proper lighting applications also play an important role in the discouragement of anti-social behaviour and protecting the integrity of the night-time environment through control of light spill and glare. Lighting may also be used to enhance the prestige and amenity of a location but should be designed to minimise any obtrusive effects.

Australian Standards such as *AS/NZS 1158 Lighting for Roads and Public Spaces* and other associated standards set out the principles of street lighting in Australia and detailed design criteria.

However, it is the Road Authority's responsible to set the appropriate design lighting category (Level of Service), based on advice contained in the Standard, and therefore the Glenorchy City Council has developed and maintained a Street Lighting Policy, which defines minimum design lighting categories for the municipality.

Council developed a Street Lighting Policy in 2015 (Street Lighting Policy 2015) in line with AS/NZS 1158 and associated standards.

Since AS/NZS 1158.2 and 1158.3.1 have recently been updated in 2020 and supersedes the 2015 editions, the Street Lighting Policy 2020 has been developed and updated to suit the new standards.

Lighting for vehicular traffic and pedestrian crossings are clearly defined in AS/NZS 1158.1.2 and AS/NZS 1158.4 respectively, and no additional guidance around lighting standards is required. However, lighting for pedestrian areas is much more subjective, requiring the user to assess the area against several selection criteria including activity, risk of crime and the need to enhance prestige. Therefore, target lighting standards have been defined in this Policy.

DOCUMENT CONTROL

Version:	2.0	Adopted	DD Month YYYY	Commencement Date	DD Month YYYY
Minutes Reference	#####			Review Period	4 Years from adoption
Previous Versions:	Version 1.0 adopted 15 March 2016 (Council meeting, Item 13)				
Responsible Directorate	Infrastructure and Works		Controller:	Manager Infrastructure, Engineering and Design	
ECM Document No.:	#####				

COUNCIL POLICY

SHORT TERM PARKING PERMITS FOR PERSONS WITH A DISABILITY



PURPOSE

This policy provides direction on the circumstances under which Council will issue a short-term parking permit to a person with a temporary disability.

SCOPE

This policy applies to persons with a temporary disability, who seeking a permit to park in accessible parking spaces (previously referred to as disabled parking spaces) in the City of Glenorchy.

STRATEGIC PLAN ALIGNMENT

Making Lives Better

Objective 1.1 Know our communities and what they value

Strategy 1.1.1 Guide decision making through continued community engagement based on our community plan

Leading Our Community

Objective 4.1 Govern in the best interests of our community

Strategy 4.1.1 Manage Council for maximum efficiency, accountability and transparency

Strategy 4.1.3 Maximise regulatory compliance in Council and the community through our systems and processes

Objective 4.2 Prioritise our resources to achieve our community's goals

Strategy 4.2.1 Deploy the Council's resources effectively to deliver value

STATUTORY REQUIREMENTS

Section 203 of the *Road Rules 2009* provides that a driver must not stop in a parking area for people with disabilities unless:

the driver's vehicle displays a current parking permit for people with disabilities; and

the driver complies with the conditions of use of the permit.

Acts	<i>Road Rules 2009</i>
Regulations	N/A
Australian/International Standards	N/A



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DEFINITIONS

Short-Term Permit means a short-term parking permit issued by Council to a person with a disability, issued by Council for a period of time specified in this Policy.

Complex walking aid means aids such as a walking frame but does not include a standard walking stick.

Parking permit for people with disabilities means the meaning given in the *Road Rules 20019* (Dictionary)

Parking area for people with disabilities means the meaning given in the *Road Rules 20019* (s. 203)

POLICY STATEMENT

Purpose of Policy

Subject to eligibility, This Policy is intended to assist people with temporary ambulatory disabilities who need to park close to doctors, shops and other services by providing for them the authority to park in accessible parking spaces within the City of Glenorchy.

Term of Short-Term Permit

Council will issue a Short-Term Permit for:

- (a) an initial period of 12 months, and
- (b) a renewed period of an additional 6 months, following a review of the person's eligibility.

Eligibility

1. A person will be eligible for a ~~Short-Term~~ Permit where they have a severe ambulatory disability which results in them being:
 - (a)
 - (b) unable to walk, or
only able to walk very short distances (e.g. 50 metres or less within 5 minutes) without the assistance of another person or the use of a complex walking aid.
2. Council will not issue a ~~Short-Term~~ Permit to persons who are afflicted by a vision impairment or intellectual disability, except where the person also meets the eligibility criteria in paragraph 3 (~~above~~below).
3. (b) Council will only issue a Short-Term Permit where the applicant provides evidence from a qualified health care professional that that the applicant will be:
 - disabled for a minimum period of 6 months from the date of application, or
 - in the case of a person whose disability makes them reliant on a wheelchair, a minimum period of 3 months from the date of application.

Parking Concessions

A person issued with a ~~Short-Term~~ Permit is entitled to the parking concessions available to members of the State Government's Transport Access Scheme. This includes the ability to park in a parking area for people with disabilities, provided the Short-Term Permit is displayed and the driver complies with the conditions of the permit



DD Month 20##

~~Short-Term~~ Permit Holders are also permitted to park for longer than the specified time in a parking spaces, where the time limit on the sign:

~~is less than 30 minutes – for, a maximum parking time allowance of 30 minutes is provided,~~

~~is greater than 30 minutes or more but less than 1 hour or less – for, a maximum parking time allowance of 2 hours is provided; or~~

~~is more than 1 hour – for twice the period indicated on the sign, a maximum parking time allowance of double the time restriction of the sign, is provided.~~

(a)

BACKGROUND

Under the Australian Disability Parking Scheme and the State Government's Transport Access Scheme, persons who meet certain eligibility criteria may be eligible for an Australian Disability Parking Permit.

Council is authorised issue to Short-Term Permits which authorise persons with a temporary disability to stop in a parking area for people with disabilities in the Glenorchy Municipality whilst they have a disability.

DOCUMENT CONTROL

Version:	1.0	Commencement Date:	DD-Month-YYYY 20 December 2016
Minutes Reference	Council meeting, DD-Month-YYYY 19 December 2016, Item ##		
Previous Versions:	Not applicable		
Responsible Directorate	[Directorate]Community and Customer Services	Controller:	[Position Title]Manager Customer Services
ECM Document No.:	#####		

COUNCIL POLICY

**SHORT TERM PARKING PERMITS
FOR PERSONS WITH A DISABILITY****PURPOSE**

This policy provides direction on the circumstances under which Council will issue a short-term parking permit to a person with a temporary disability.

SCOPE

This policy applies to persons with a temporary disability, who seek a permit to park in accessible parking spaces (previously referred to as disabled parking spaces) in the City of Glenorchy.

STRATEGIC PLAN ALIGNMENTMaking Lives Better

Objective 1.1 Know our communities and what they value

Strategy 1.1.1 Guide decision making through continued community engagement based on our community plan

Leading Our Community

Objective 4.1 Govern in the best interests of our community

Strategy 4.1.1 Manage Council for maximum efficiency, accountability and transparency

Strategy 4.1.3 Maximise regulatory compliance in Council and the community through our systems and processes

Objective 4.2 Prioritise our resources to achieve our communities' goals

Strategy 4.2.1 Deploy the Council's resources effectively to deliver value

STATUTORY REQUIREMENTS

Section 203 of the *Road Rules* 2019 provides that a driver must not stop in a parking area for people with disabilities unless:

- (a) The driver's vehicle displays a current parking permit for people with disabilities; and
- (b) The driver complies with the conditions of use of the permit.

Acts	<i>Road Rules 2019</i>
Regulations	N/A
Australian/International Standards	N/A



DEFINITIONS

Short-Term Permit means a short-term parking permit issued by Council to a person with a disability, for a period of time specified in this policy.

Complex walking aid means aids such as a walking frame but does not include a standard walking stick.

Parking permit for people with disabilities means the meaning given in the *Road Rules* 2019 (dictionary).

Parking area for people with disabilities means the meaning given in the *Road Rules* 2019 (s.203)

POLICY STATEMENT

Purpose of Policy

Subject to eligibility, this Policy is intended to assist people with temporary ambulatory disabilities who need to park close to doctors, shops and other services by providing the authority to park in accessible parking spaces within the City of Glenorchy.

Term of Short-Term Permit

Council will issue a Short-Term Permit for:

- (a) an initial period of 12 months, and
- (b) a renewed period of an additional 6 months, following a review of the person's eligibility.

Eligibility

1. A person will be eligible for a Permit where they have a severe ambulatory disability which results in them being:
 - (a) unable to walk, or
 - (b) only able to walk very short distances (e.g. 50 metres or less within 5 minutes) without the assistance of another person or the use of a complex walking aid.
2. Council will not issue a Permit to persons who are afflicted by a vision impairment or intellectual disability, except where the person also meets the eligibility criteria in paragraph 3 (below).
3. Council will only issue a Short-Term Permit where the applicant provides evidence from a qualified health care professional that the applicant will be:
 - (a) disabled for a minimum period of 6 months from the date of application, or
 - (b) in the case of a person whose disability makes them reliant on a wheelchair, a minimum period of 3 months from the date of application.



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Parking Concessions

A person issued with a Permit is entitled to the parking concessions available to members of the State Government's Transport Access Scheme. This includes the ability to park in a parking area for people with disabilities, provided the Short-Term Permit is displayed and the driver complies with the conditions of the permit

Permit Holders are also permitted to park for longer than the specified time in a parking spaces, where the time limit on the sign:

- (a) is less than 30 minutes, a maximum parking time allowance of 30 minutes is provided,
- (b) is greater than 30 minutes but less than 1 hour, a maximum parking time allowance of 2 hours is provided; or
- (c) is more than 1 hour, a maximum parking time allowance of double the time restriction of the sign, is provided.

BACKGROUND

Under the Australian Disability Parking Scheme and the State Government's Transport Access Scheme, persons who meet certain eligibility criteria may be eligible for an Australian Disability Parking Permit.

Council is authorised issue to Short-Term Permits which authorise persons with a temporary disability to stop in a parking area for people with disabilities in the Glenorchy Municipality whilst they have a disability.

DOCUMENT CONTROL

Version:	2.0	Adopted	DD Month YYYY	Commencement Date	DD Month YYYY
Minutes Reference	#####			Review Period	4 Years from adoption
Previous Versions:	v 1.0 adopted 19 December 2016 (Council meeting, Item 17)				
Responsible Directorate	Community and Customer Services	Controller:	Manager Customer Services		
ECM Document No.:	#####				

COUNCIL POLICY

FIRE HAZARD ABATEMENT
NOTICES POLICY**PURPOSE**

This policy provides direction as to the circumstances under which Council will issue Fire Hazard Abatement Notices to owners of private property and take enforcement action against property owners for non-compliance.

SCOPE

This policy applies to private property within the Glenorchy local government area on which something has been identified as ~~which is~~, or is likely to be, a fire risk.

STRATEGIC PLAN ALIGNMENTMaking Lives Better

Objective 1.1 Know our communities and what they value

Strategy 1.1.1 Guide decision making through continued community engagement based on our community plan

Leading Our Community

Objective 4.1 Govern in the best interests of our community

Strategy 4.1.1 Manage Council for maximum efficiency, accountability and transparency

Strategy 4.1.3 Maximise regulatory compliance in Council and the community through our systems and processes

Objective 4.2 Prioritise our resources to achieve our community's goals

Strategy 4.2.1 Deploy the Council's resources effectively to deliver value

STATUTORY REQUIREMENTS

Section 199 of the *Local Government Act 1993* (the Act) provides that a 'nuisance' includes anything that is, or is likely to be, a fire risk.

Section 200 of the Act provides that if a Council is satisfied that a nuisance exists, the General Manager may serve an abatement notice on a person which specifies, amongst other things, the nature of the nuisance, any reasonably necessary action to be taken to abate the nuisance, and the time in which the action must be taken.

Section 200(3) of the Act provides that a person served with an abatement notice must comply with the notice, unless they choose to appeal it.

Acts	<i>Local Government Act 1993</i> <i>Fire Service Act 1979</i>
Regulations	N/A
Australian/International Standards	N/A



DD Month 20##

DEFINITIONS

Fire Risk means anything that a council officer is satisfied may pose a risk of causing or exacerbating the effects of a fire. This may include (but is not limited to) overgrown grass, vegetation, weeds, or scrub, the presence of rubbish or flammable material on a property, or the proximity of a property to bushland.

Fire Hazard Abatement Notice means an Abatement Notice issued under section 200 of the *Local Government Act 1993*.

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POLICY STATEMENT

One of the Council's functions under the Act is to provide for the health, safety and welfare of the community. Council is also required by the Act to take action to abate nuisances, which include anything that is or is likely to be a fire risk.

Council will actively work with the community and the Tasmanian Fire Service (TFS) to reduce fire hazards risks in the Glenorchy local government area. Measures that Council will take will include:

- notifying residential landowners of potential fire risks,
- issuing Fire ~~Hazard~~ Risk Abatement Notices where fire risks are identified,
- taking enforcement action against landowners where fire risks are not abated, and
- educating the community about proper fire management practices.

The circumstances under which Council will take the above measures are outlined below:

1. General principles

Council will only take action to abate a fire risk or issue an infringement notice where a property owner has been given notice of the risk and has been given the opportunity to take action to abate it.

However, nothing in this policy prevents Council officers from taking enforcement action in accordance with the provisions of the Act or any other act if they consider it necessary.

2. Notification of Fire ~~Hazards~~ Risks

Prior to the beginning of the summer bushfire season, Council will issue "Fire Hazard General Notices" (**General Notice**) to the owners of all properties which, due to their location or other characteristics, cause Council to be satisfied that they may pose a fire risk. General Notices will typically be issued in or about mid-October, or alternatively upon the declaration of the beginning of the ~~bushfire~~ season ~~summer Fire Permit Period~~ by the TFS, whichever is earlier.

The purpose of a General Notice is to draw property owners' attention to potential fire risks on their property and give them the opportunity to take action to identify and abate the risk prior to inspections ~~being undertaken~~ by Council and, ~~the~~ a subsequent ~~issue of a~~ Fire Hazard Abatement Notice, which may be issued.

3. Inspections



DD Month 20##

Council will conduct routine inspections to determine any fire risks on of properties to which a General Notice ~~has been issued to determine whether a fire risk exists~~ is related, or on properties which may be subject to an alleged fire risk that Council receives via a Customer Request.

4. Fire Hazard Abatement Notices

Council will issue a Fire Hazard Risk Abatement Notice to the owner of any property on which it is satisfied that a fire risk exists as a result of an inspection.

A Fire Hazard Risk Abatement Notice will comply with the requirements of section 200 of the Act, and will give the owner 14 days to take the action specified in the notice to abate the fire risk.

5. Enforcement action

Where a property owner fails to comply with a Fire Hazard Risk Abatement Notice, Council may take enforcement action. Enforcement action includes:

- taking action to abate a nuisance under section 201 of the Act (in which case Council will recover the cost of any action taken from the owner),
- issuing an infringement notice under section 204A of the Act,
- applying to a Court for a nuisance order under section 203 of the Act, and/or
- taking any other enforcement action that Council may be entitled to take under the Act or any other act.

6. Education program

Council supports the view that the most effective way of controlling fire ~~hazards~~ risks is to ensure that they do not develop into serious ~~community bushfire~~ threats. Council is committed to both:

- taking its own measures to educate and work with the community, and
- working with and supporting the TFS or other agencies to raise awareness.

Wherever possible, Council will identify and ~~action take~~ opportunities to ~~provide education to~~ educate property owners and the ~~broader~~ community about proper ~~appropriate~~ fire hazard risk management practices. Such measures may include:

- ~~the provision of~~ providing information or fact sheets,
- holding seminars or information evenings, and
- participating in, and supporting any, community education measures organised by the TFS, including the provision of facilities, where ~~available~~ required.

7. Inconsistency with legislation

In the event of an inconsistency between this policy and the provision of the Act (or another act), the latter will prevail to the extent of the inconsistency.

BACKGROUND

Council is responsible for (among other things) providing for the health, safety and welfare of the community.

Part of Council's ordinary responsibilities are ~~is to~~ identifying and taking steps to mitigate any danger to the community posed by fire. To ~~discharge~~ fulfil that responsibility, Council conducts



DD Month 20##

routine inspections of properties in its municipal area to identify potential fire risks. If identified, and ~~notified~~ Property owners are notified accordingly ~~so that~~ to allow action ~~can~~ to be taken to remove any fire hazard which exists. One means by which Council can notify owners of the risk is through the issue of an Abatement Notice under section 200 of the Act.

From time to time, it may be necessary for Council to take formal enforcement action to ensure that risks are properly mitigated, and to safeguard the community from the risks posed by fire as much as possible.

DOCUMENT CONTROL

Version:	1.0	Commencement Date:	DD Month YYYY 27 September 2016
Minutes Reference	Council meeting, DD Month YYYY 26 September 2016 , Item ## 2		
Previous Versions:	Not applicable		
Responsible Directorate	[Directorate]Community and Customer Services	Controller:	[Position Title]Manager Customer Services
ECM Document No.:	####		

COUNCIL POLICY

FIRE HAZARD ABATEMENT NOTICES POLICY



PURPOSE

This policy provides direction as to the circumstances under which Council will issue a Fire Hazard Abatement Notices to owners of private property and take enforcement action against property owners for non-compliance.

SCOPE

This policy applies to private property within the Glenorchy Local Government area on which something has been identified as, or is likely to be, a fire risk.

STRATEGIC PLAN ALIGNMENT

Making Lives Better

Objective 1.1 Know our communities and what they value

Strategy 1.1.1 Guide decision making through continued community engagement based on our community plan

Leading Our Community

Objective 4.1 Govern in the best interests of our community

Strategy 4.1.1 Manage Council for maximum efficiency, accountability and transparency

Strategy 4.1.3 Maximise regulatory compliance in Council and the community through our systems and processes

Objective 4.2 Prioritise our resources to achieve our communities' goals

Strategy 4.2.1 Deploy the Council's resources effectively to deliver value

STATUTORY REQUIREMENTS

Section 199 of the *Local Government Act 1993* (the Act) provides that a 'nuisance' includes anything that is or is likely to be a fire risk.

Section 200 of the Act provides that if a Council is satisfied that a nuisance exists, the General Manager may serve an abatement notice on a person which specifies, amongst other things, the nature of the nuisance, any reasonably necessary action to be taken to abate the nuisance, and the time in which the action must be taken.

Section 200(3) of the Act provides that a person served with an abatement notice must comply with the notice, unless they choose to appeal it.

Acts	<i>Local Government Act 1993</i> <i>Fire Service Act 1979</i>
Regulations	N/A
Australian/International Standards	N/A



DD Month 20##

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DD Month 20##

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BACKGROUND



DD Month 20##

Council is responsible for (among other things) providing for the health, safety and welfare of the community.

Part of Council's ordinary responsibilities is to identify and take steps to mitigate any danger to the community posed by fire. To fulfil that responsibility, Council conducts routine inspections of properties in its municipal area to identify potential fire risks. If identified, Property owners are notified accordingly to allow action to be taken to remove any fire hazard which exists. One means by which Council can notify owners of the risk is through the issue of an Abatement Notice under section 200 of the Act.

From time to time, it may be necessary for Council to take formal enforcement action to ensure that risks are properly mitigated, and to safeguard the community from the risks posed by fire as much as possible.

DOCUMENT CONTROL

Version:	2.0	Adopted	DD Month YYYY	Commencement Date	DD Month YYYY
Minutes Reference	#####			Review Period	4 Years from adoption
Previous Versions:	v 1.0 adopted 26 September 2016 (Council meeting, Item 9)				
Responsible Directorate	Community and Customer Services		Controller:	Manager Customer Services	
ECM Document No.:	#####				