



# **AGENDA ATTACHMENTS**

20 FEBRUARY 2024

ORDINARY COUNCIL MEETING  
BOTHWELL COUNCIL CHAMBERS

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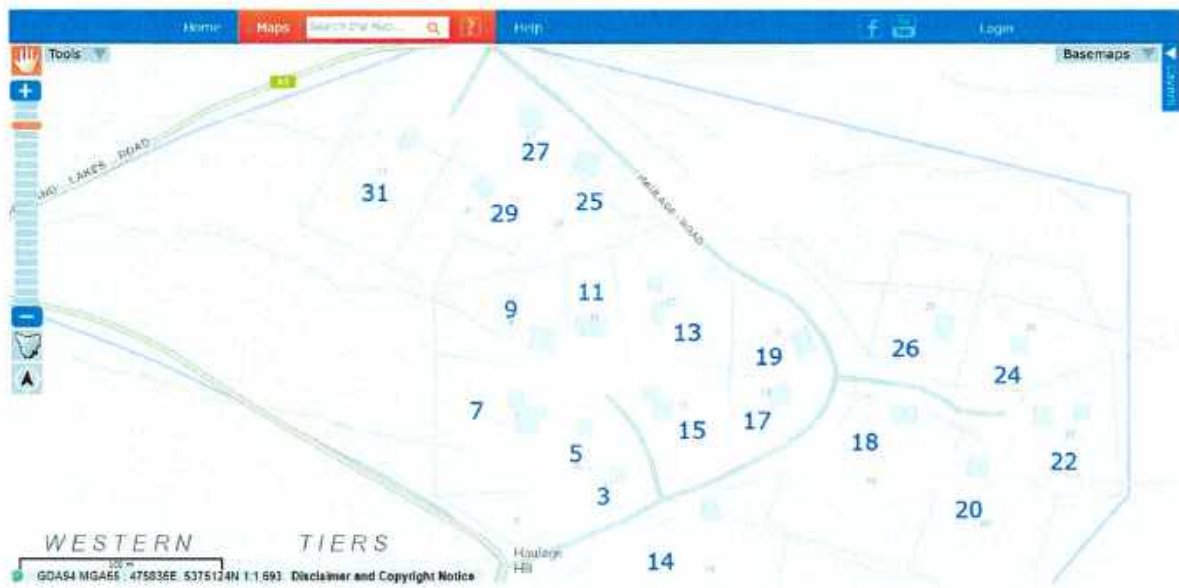
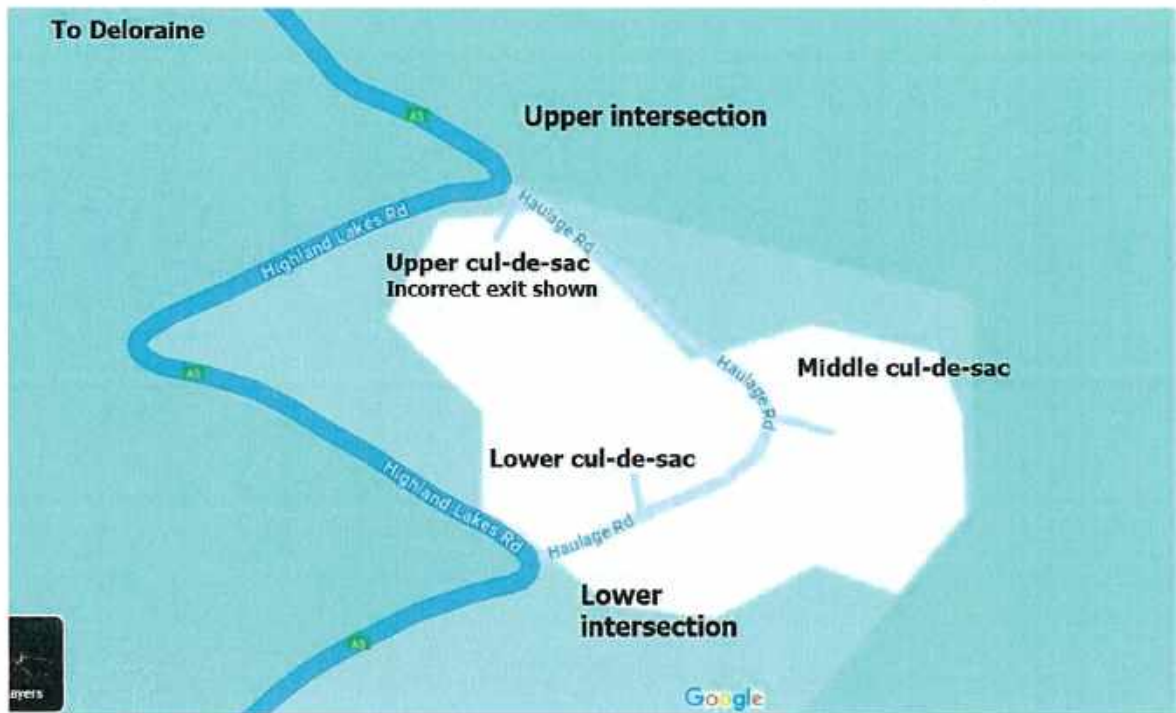
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Presentation to  
Central Highlands Council

by

Haulage Road Ratepayers  
Haulage Road, Breona

February 2024



*Haulage Road Breona shack sites*

## Introduction

In 2023, Haulage Road Ratepayers (HRR) formally agreed to approach the Central Highlands Council to raise their concerns and address the issues surrounding increased traffic and hazardous conditions at Haulage Road, Breona.

To get to this point, all 19 shack owners were identified and contacted by telephone or a face-to-face meeting. This process took months, but ultimately 18/19 shack owners gave their written consent to the task. For personal reasons that we fully appreciate, the 19<sup>th</sup> shack owner has not been available since our initial discussions.

As a result of this overwhelming commitment the Haulage Road Ratepayers Group (HRR) was formed.

HRR were asked to contribute any information or photographs they had. Shack diaries, old polaroid pictures, videos and folders of correspondence were provided. Decades of history and information.

In early October 2023, Margaret Vine-Hall and Jill Hawkins wrote to the council on behalf of the group. We outlined our concerns and asked to address the council in January 2024, with the date later changed to February 20, 2024. In a letter to us from General Manager Kim Hossack, we were asked to provide the council with as much information as possible, well in advance of the February meeting.

We have prepared a 15 minute audio/visual presentation as evidence of traffic jams, accidents, road damage, dust pollution and misuse. An email with the link to the presentation was sent to all councillors and senior staff on February 2.

The group members were asked to write a personal statement about their experiences. All up 15 statements were received – 14 from current HRR and 1 statement from a former HRR. Due to the nature of the information, HRR have sought the council's advice about privacy concerns, and we present these statements with personal details redacted.

In addition to the A/V and statements, HRR present this document which includes statutory information, history, issues and suggestions. While researching, it became evident that it was also necessary for this document to include an examination of the broader problems caused by increased traffic on Highland Lakes Road (A5), travelling through Haulage Hill. These include excess noise and chaotic traffic conditions often caused by the wrong vehicles being in the wrong place at the wrong time.

## **Issues**

### **Haulage Road**

Ratepayers do not feel safe walking Haulage Road because of speeding vehicles, dust, abuse, and the dangers from out-of-control vehicles in slippery conditions.

Haulage Road is used by far more people than residents/ratepayers.

The road quickly deteriorates after rain, ice, snow and overuse and requires grading and watering twice a year.

Haulage Road is overly used as a short-cut.

Speeding vehicles raise the dust in summer, polluting roof-top water tank systems and coating solar panels. This has a direct impact on solar uptake and the quality of drinking water.

Speeding vehicles damage the road when it's dry or wet.

Speeding vehicles are a danger to pedestrians and other road users.

The road is wrongfully perceived as an alternative to HLR in ice and snow.

HRR were promised a recreational environment in the Shack Sites Project, yet most owners no longer walk the road, allow children to play at the front of their shacks, or sit outside to enjoy their surroundings.

Ratepayers are often forced to deal with the consequences of vehicles blocking their road, cul-de-sac, driveways and entrances and damaging their property.

Ratepayers are often the first to help people who have become stuck in the snow or ice at any hour of the day or night. Over the years we have supplied blankets, food, warm drinks, a bed for the night, as well as mechanical help including towing. All too often we provide this assistance because of someone else's stupidity.

The signs at the top and bottom of HR are largely ignored.

The popularity of Highland Lakes Road and its route down 3 hairpin bends at Haulage Hill is also directly impacting HRR. We put up with noise that is sometimes at industrial levels. Loud sounds are amplified by the geography and geology of the area.

The top intersection of HLR and HR is chaotic in winter. There are multiple accidents every year. When it's icy some drivers will use HR as an alternative with consequences far beyond their abilities to deal with. The top intersection becomes congested with vehicles and pedestrians. There will be a line of cars waiting to move through Haulage Hill. A sign near Quamby Caravan Park will read 'Road Closed except 4WDs with Chains' but this is not policed. No-one checks if the vehicles have chains that fit, and no-one stops 2WD cars that ignore the sign or a barrier

and travel up HLR. The problems at Haulage Hill in winter start at the bottom of the mountains, from both north and south.

### History



*Haulage Road in 1979. Leasees paid rates to Deloraine Council and a lease fee to the Lands Department.*

Haulage Road began as a narrow bush track. As the photographs show, the surface was rocky with large stones, boulders and shelves. It was the first 'shackies' who helped make the track useable. These fishermen and hunters called it 'punching in'. It once took several minutes to drive from the top of HR to bottom. These days, because of improvements, it takes seconds.

To give this section the space it deserves is not possible within this document. That's because Haulage Road has had many masters. It's been under the guidance of Parks and Wildlife, the Lands Department, Deloraine Council, Westbury Council and Central Highlands Council. Other stakeholders include Hydro Tasmania, the World Heritage Conservation Area, State Roads and 19 shack owners.

When shack site leasees were offered full tenure in the early 2000s processes began to determine infrastructure needs and the land value. Infrastructure was roadworks and wastewater costs. The purchase agreements also included covenants that prohibit exotic plants, fencing, exotic fish and animals (excluding dogs).

Shacks all around the state, including many areas around Great Lake and the HR precinct became part of the state government's Shack Sites Project. A contractor was engaged for the roadworks, but after complications, Central Highlands Council took on the role. Even though they had paid upfront, the delays meant 4 years went by before HR was upgraded.



We refer you to the attached personal statements, some of which provide a full account of the processes that original shack owners went through.

Despite the many meetings held over the last 4 decades where HR has been mentioned; the changes in management, the complaints, the damage, additional signage, the upgrade, the accidents and the injuries, and the cautionary tales, HR remains a speedway and a shortcut.

### Geography, Climate and Specifications

Haulage Road is approximately 1100m above sea level. It is classed as a local road and comes under the jurisdiction of the Central Highlands Council. The road has a gradient between 10 – 15 degrees and is defined as one main branch and 3 cul-de-sacs. It intersects with the A5 (Highland Lakes Road) at the top and bottom. There are 2 pinch points on the main branch where the road narrows to 5.4 and 5.3m. This is below the minimum road pavement standard for local area roads in Tasmania, of 5.5m - 6m. The HR precinct is nestled into the side of Haulage Hill to the north-east and Great Western Ties to the west. The nearest Bureau of Meteorology recording site is at Liawenee, 18klms away. The sun is late to rise in winter and disappears behind the hill by 3pm. In the weeks before and after the winter solstice, the sun barely rises above Haulage Hill. Low light and frosts generally start in April and continue through to late September/October. The temperature can drop below zero and it can snow any time of the year. A few shacks share a direct boundary with the World Heritage Conversation Area. There are permanent water holes and the area is home to a wide variety of protected plant and animal species. The area may go many weeks without rainfall in summer resulting in dusty conditions. Ratepayers are bound by covenants designed to protect the environment.

### Excuses and Abuses

Despite the signs at the top and bottom of Haulage Road that say 'Residents Only' when you ask them, non-HRR have a variety of excuses for using the local road rather than staying on the highway. As ratepayers, we've heard all of them. We are often verbally abused for being on Haulage Road, especially by drivers who are in a hurry and using it as a shortcut. Over the years many ratepayers have been injured by flying stones and dust, knocked off their feet by speeding vehicles, verbally abused by drivers and passengers and physically intimidated by cars both as drivers and pedestrians. We are made to feel that vehicles have all rights over pedestrians and slower moving 'true' local traffic.

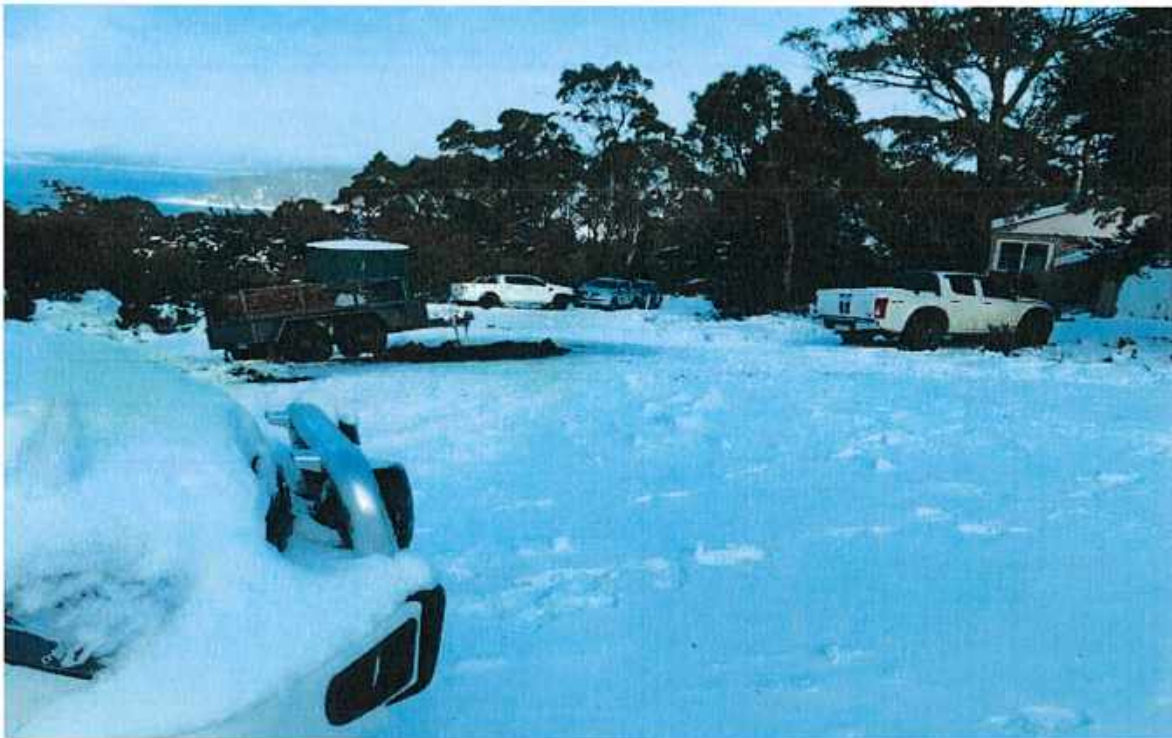
*"Coming up the mountain one day, there was this guy behind me when I turned into Haulage Road. He followed me in. I was going slow because the road was really dry and dusty, and he started blasting his horn. He kept doing it even after I turned into my driveway." October 2023*

*"I was out walking when a car came up HR. The driver waved as he went past. Then he stopped his car, got out and said, 'You didn't wave back!' He was angry. (Another neighbour) came out and he was bigger than this guy. The driver took one look at him and left." January 2017*



*"Get off the road! I've heard that so many times." HRR*

## Snow and Ice



*Five vehicles and a trailer were stuck in the ice on HR in 2021. Even though it was council policy, the snow had not been ploughed and had subsequently turned to ice. None of these vehicles belong to HRR. One vehicle is blocking a driveway. All these vehicles were 4WD. They got stuck at around 6pm. There was heavy snowfall throughout the night and the ap temperature was as low as -24C. The 11 people involved eventually walked down the hill to meet emergency services well after midnight. The vehicles stayed for 3 days until it rained. They were lucky they weren't stuck there for a week or more.*

Haulage Road is Not a suitable alternative to Highland Lakes Road in ice and snow conditions. In winter it's both a temptation and a trap. The road is seen as something of a challenge to drivers. It's the last patch of dirt where they can see if their tyres will spin on the ice or in the slush. While the council's snow policy states that roads will not be graded until the snow level is 30cm or higher, Haulage Road is the second last on the list of the order in which the grading is done. Unfortunately, this is often too late to prevent the formation of a thick layer of ice. When it's not graded it attracts drivers willing to take the risk. Grading helps remove the top layer of snow, but not always the ice underneath. Grading is not a complete solution.

Not all 4WDs are the same. Even the biggest and best can find themselves spinning out on the ice, endangering other people and vehicles, damaging public and private property, the road surface, culverts and drains. Thick ice does not melt away in the sunlight. If the temperature rises above zero, it melts a bit and then re-freezes in the early afternoon. The only thing that removes a thick layer of ice from HR is steady and prolonged rainfall.



*Cars that get into trouble on HLR at Haulage Hill, will often try their luck on HR. This car should not have been in the area. The road had not been ploughed and the surface was slippery ice, snow and slush. A passing motorist pulled this vehicle out of the ditch on the right, only to watch it spin around and go into the ditch on the left. This incident occurred at night in late June 2023.*

### Dust

Ratepayers rely on tank water and solar panels. 15/19 shacks in the precinct have a solar array and they are being impacted by high levels of dust in summer. Tank water systems are unnecessarily fouled by the build-up of dust on roof tops and in gutters. It's a sticky dust and it doesn't wash off with a bit of rain. Solar panels require more frequent manual cleaning to avoid a reduction in uptake and corrosion. HRR do not have the option of mains electricity or reticulated water.

*"Four of us were walking towards each other for a chat when a ute came racing up HR. We could all see this huge dust cloud coming our way. He saw us but didn't slow down. Two people moved behind a doorway. There was nothing I could do to avoid the cloud. As he went past the driver waved at us. He and his passenger were laughing. The cloud went all the way up the road and over the shacks and us! I wish I'd had a camera." February 2024*

*"I feel so sorry for some of the shackies. They come up with a clean car and go home with something they can write their name on." HRR*



### Road Damage

Haulage Road has a speed limit of 40kph and a 5T load limit. There are Slow Down signs at the top and bottom. High volumes of water flow down the hill. The area has several streams and drains to carry the bulk of the water away. There are also drain systems under Haulage Road and large channels along the escarpment of Haulage Hill. Liawenee recorded 38mm of rain in a recent event, while a gauge in Breona on the same day recorded 68mm.



*The drain system on the right has failed. The culverts in front of some properties have been buried over the years by grading, resurfacing and the movement of dirt by ice and rain. On the left hand side, water has started flowing off the top of the road and down a driveway.*

Haulage Road is graded twice a year. This is often done just before summer and just before winter. By the time the repair vehicles arrived on site on January 31, 2024 parts of the road near the middle cul-de-sac were down to bare rock. After being graded, watered and rolled, it only took 3 windy days for the surface to dry out. Excess traffic then began to use the road, displacing the upper layer, resulting in rocks surfacing and dust clouds forming. This is how it starts; the road is repaired, dries, becomes dusty, it rains or snows, gutters and grooves form in the middle and along the western flank of the road, excess vehicles degrade these further, road

is repaired. It's a pattern. By contrast there are many other villages around Great Lake whose roads haven't been graded in years because they only carry local traffic.

Most of the damage occurs between shacks 13 and 14. This is the area where vehicles will accelerate when travelling uphill, and brake when moving downhill.

### Accidents

If we only recounted the last 5 years, there were still too many accidents and incidents to list. If we hear vehicles in difficulty and choose to ignore them, there will likely be a knock on the door or a stranger in the driveway needing help. We often put ourselves at risk to help them.

"I went outside to help and forgot about the ice. As soon as my foot hit it I went straight down. The bruise on my back was the size of a dinner plate."

We refer you to our A/V file for a more detailed description of accidents and incidents.

### Vehicle Counter

Two things influence a vehicle counter on HR. The number of projects underway in the greater Central Highlands that require tradespeople or special events in the broader area, and the weather. This was the case when the counter was installed in the summer of 2008 or 2009, and it was the same when it was recently used. While the council's vehicle counter was in place (twice) some ratepayers kept anecdotal notes of the overall situation.

The counter was first installed from approximately November 17, 2023 until December 20, 2023. This was in the lead up to the Christmas holidays, during a time of economic hardship for many people, and at a time when the latest variant of covid19 was taking hold in the Tasmania population. The recorded covid numbers were around 1,000 new cases every week for the 5 weeks that the counter was in place. In addition to this the weather was variable and most of the tradies had finished for the year and were no longer using HR as a shortcut twice a day. Despite this, the number of vehicles using HR was still vastly more than the number of shack owners who visited their properties. The highest number of HRR shacks that were occupied at any one time during this period was 5/19

The counter was then reinstalled from approximately January 11, 2024 until January 30, 2024. During this time new covid19 infections were still between 900-1000 cases every week. The highest number of occupied shacks was 7/19. That was on the January 26 long weekend.

In October 2023, we set up a camera near the middle cul-de-sac. During a 75 minute period we recorded 17 vehicles travelling up or down HR. Only 1/17 was a HRR. We set up a trail camera

and realised over 50 vehicles had used HR from Friday afternoon to Sunday morning. This was excessive given there were only 3/19 shackowners in residence.

### Suggestions to address Haulage Road issues

Shack owners were encouraged to offer their suggestions to lower vehicle numbers, reduce speed, and address issues of accidents/incidents, damage to the road and water tank pollution. Every suggestion, good or bad, is listed here in no particular order.

HRR welcome discussion about these suggestions, and any others that council may identify as suitable. We realise that a combination of these ideas could be needed to rectify the problems. It may also be necessary to trial some options.

1. Widen Haulage Road *This is not possible due to existing shacks*
2. One Way going Up
3. One Way going Down
4. Unlocked (closed) gate at top
5. Unlocked (closed) gate at bottom
6. Unlocked (closed) gate at middle
7. No Through Road blocking at top *Insufficient room for a turning circle*
8. No Through Road blocking at bottom
9. Severe speed humps (2 or 3) at top, middle and bottom
10. Reduce speed limit to 20kph
11. Increase signage (speed limit)
12. Install Watch for Wildlife signage
13. Re-align top and bottom entrances forcing a slow-down
14. Chicanes at intervals
15. Close HR during summer
16. Close HR during winter
17. Allow the road to deteriorate to force a slow-down *Not a popular option*
18. Re-route HLR away from Haulage Hill
19. Introduce and enforce penalties

20. Seal HR from approximately Shack 13 down to Shack 14
21. Seal all of HR

### **Highland Lakes Road**

As the population of Tasmania has increased, so has the number of vehicles who use this road. A recent media report stated Australians purchased 65,000 new 4WD vehicles in 2023. Tourism is a major part of the state's economy and HLR is often directly or indirectly promoted as a road to travel. The twists and turns of Haulage Hill, combined with an echo that reverberates around the area, makes it a great place to listen to the roar of your motorbike as you take on the 3 bends. It's not uncommon to hear 20, 30, 40 and more motorcycle groups travelling up the hill. The noise is deafening. Heavy vehicles pass through the area day and night and slowing them down from 100kph as they approach the bends is a long, slow and noisy process. Some have even overshot HLR at the top intersection and entered Haulage Road.

While we have reviewed traffic data for HLR, it has not been included in this document. The statistics do show a yearly increase in vehicle movements on the A5, including heavy vehicles.

Please refer to our Audio/Visual presentation for evidence of traffic congestion and accidents at Haulage Hill. We can supply further evidence in the form of audio recordings and decibel readings should they be required in the future.

### **Incidents**

During the 2016 bushfires that had a devastating impact on areas around Great Lake, Highland Lakes Road was closed whenever the situation became too dangerous for vehicle movements. However, it was not policed. Some Breona residents made their way to the lookout and advised motorists not to proceed any further. Most of them ignored us. It was January and a lot of the vehicles coming up the mountain were either tourists, or people trying to check on their shacks in other areas around Great Lake.

### **Alternate Route**

We have attached to this document, for your information, a copy of the Parliament of Tasmania's Public Works Committee meeting from 2017 about the funding for the final part of

the sealing of HLR at Haulage Hill. The document provides clear evidence that the government was aware of the complications and limitations of the route down the hill.

### **Our position**

Regular maintenance of HR which comes at an unnecessary cost to council and all Central Highlands ratepayers. State Roads property through Haulage Hill is also regularly damaged.

The speed limit of 40kph on HR is too high and puts our lives at risk. We request the council address this as a matter of urgency and reduce the speed limit to 20kph.

Dust is negatively impacting solar uptake, water quality and our quality of life.

HR should be given a higher priority for snow ploughing. We are 2<sup>nd</sup> last on the council's list, grouped with 17 gazetted council roads and 24kms of driveways and other emergency entrances before the plough reaches Haulage Road.

Despite the many meetings over the decades, the changes in management, the complaints, the additional signage, the upgrades and repairs, the damage to public and private property, the accidents and the injuries, HR remains a speedway and a well-known shortcut.

HRR fear the council may be leaving itself open to public liability claims by not addressing the dangers of HR, despite being aware of them for 15 years.

The route of A5 (Highland Lakes Road) at Haulage Hill is not safe or practical for the conditions, especially in winter. We ask that Central Highlands Council approach State Roads and request a re-examination of the route, considering the evidence we have presented of accidents and traffic chaos.

Over the decades, it has been others who have decided the fate of our road. By their decisions they have effectively said that speeding is ok, that accidents are ok, that dust is ok, that abusing pedestrians is ok, that pushing a car out of the way is ok, that causing injury to others and property is ok, as long as Haulage Road remains open for them to use as a shortcut. We believe we know our road better than anyone else. Yes, it's a local road, but there are conditions attached to it.



In the past, HRR have been told that we can't close the entrances with gates or an obstacle because emergency services need access. We've then seen other dual access roads restricted with a pile of rocks or a gate.

We realise that snow and ice and having to attend other scenes many kilometres away, can prevent or delay emergency vehicles from reaching Haulage Hill or HR. Whether they are on the A5 moving through Haulage Hill or on HR, accidents and incidents, reported to the police or not, are frequent. We would appreciate a donation from the council for the purchase of emergency equipment such as mylar blankets, activated hand warmers, disposable cups and first aid supplies.

As so many vehicles ignore signs and road closures and proceed anyway, we ask that council speak to Tasmania Police about new ways to prevent inappropriate vehicles from reaching the area from either the north or the south.

#### Attachments

We would again like to call the council's attention to our Audio/Visual file. It contains more information and evidence in pictures and videos and recollections than we could describe (or print) in a 100 page document.

#### Other Attachments

1. 15 verified personal statements from Haulage Road Ratepayers
2. Central Highlands Council's Snow Grading Policy
3. Central Highlands Council's Alleviation of Dust Nuisance-Roadworks Policy
4. Central Highlands Council's Minimum requirements for consideration when reconstructing or resealing council's road network Policy
5. Energy Matters
6. Parliament of Tasmania report into Highland Lakes Road Upgrade



Haulage Road Ratepayers

February 2024



To Central Highlands Council.

15 December, 2023.

Dear Council,

My name is [REDACTED] and I purchased my shack and moved to Haulage Road Breona in December 2007/January 2008.

I only saw old Haulage Road once but I remember I was in a small hire car and it took several minutes to drive from the top intersection down to the middle cul-de-sac and up to the shack. It was slabs of rock and large rocks and natural hollows. A bit left, a bit right, back to the left again and slowly, all the way.

I had moved from Dodges Ferry and while I had a fair idea about this new mountain life I'd chosen the learning curve was steep and long. I'd be a fool to say I know it all now.

The second time I came to the shack was move-in-day. The work gang was in the process of upgrading Haulage Road and had reached the area just below the lower fire tank. The road had completely changed. I was able to drive down and into the cul-de-sac easily. I do remember seeing the entrances to people's shacks change. Suddenly the road pavement was higher than the driveways. I remember several owners speaking up about this and extra material being brought in to fix it.

The workers were terrific, and so was the job they did but they had to come back to divert a large volume of water that was descending into the rear of 3 shacks in our cul-de-sac. On one morning it was ankle deep and racing down under the shacks, down the driveways, it was everywhere. The work gang dug another long drain to carry a lot of the water into the rock valley at the side.

It was way back then that the works manager Tony Bailey gave me a bit of advice that I never forgot. He told me to be prepared to be stuck at the shack for up to 2 weeks at a time in winter. So I prepared for a 4 week stay. It was a good move. In 2013 I was stuck for 3 weeks, then my ute was dragged out of Haulage and I spent 3 weeks away only to come home and get stuck 100 metres from home where the ute stayed for another 3 weeks until it rained. That year was like a Sarah Lee cake. Every time the forecast said rain it just snowed, layer upon layer. At that time it was well known that Council's policy was not to plow the snow off the roads. Many a fun and frustrating and cold time was spent getting my car out of the middle cul-de-sac to the main part of Haulage Road. If Council's snow policy changed after 2013, I didn't really notice. The road is so often covered in ice and snow and the weather is unpredictable that I still stay prepared to be stuck here for 4 weeks.

It wasn't long after I moved in that I started getting abused and yelled at when out for a walk along the road even while I was picking up rubbish or pulling out weeds. Over the years as the number of vehicles has increased, so has the level of abuse. I don't know

what is worse. Being showered in dust and small stones in summer, or falling over on the ice because some car wants to drive where you are standing. Over the past couple of years I've rarely walked the road. The weeds keep springing up and I see the rubbish, but I don't like coming in contact with people who have no business being there and don't care if you are injured while they use the road as a short-cut. I've even become reluctant to help people who are stuck or in trouble. After trying to help 11 of them on 1 night, one elderly, one a diabetic, and then getting another lot of abuse from someone else on another day, I avoid walking the road. I wish that was enough but in winter trouble seem to come to us. When I lived in Dodges Ferry the population used to double in summer but up here winter is the busiest time for accidents and traffic jams at Haulage Hill. Every man and his dog owns or has rented a 4WD and is out for a challenging drive.

This is the situation today. Highland Lakes Road is now fully sealed. It's become a major route for tourism, transportation, work vehicles, as the fastest route from the west coast to Hobart, and for shack owners and their families around Great Lake. Heavy vehicle movements especially can be heard on any day at any time because Haulage Hill is also one big echo chamber and one big bottleneck. As a result there has been an increase in vehicles using Haulage Road, especially in winter. And as a result of the constant damage the Council has had to send a work gang up twice a year to fix it. I talked to a shackle from another area who said Council hadn't touched their road in 5 years.

I could fill pages with stories about the things I've seen over the years, but I'm hoping that the Audio/Visual file the ratepayers' group gave you shows that we do have a problem. It's my belief that fixing the misuse of Haulage Road should be the first step Council takes, but there is a bigger picture. The second step would be to change the route of Highland Lakes Road, over the top of the lookout area and down the other side. The view from this spot is really the best in the whole of the Central Highlands and a huge number of tourists stop there and its crying out for improvement. This plan would divert all but the shack owners away from Haulage Hill and the mess that occurs there every winter. It would also substantially reduce the noise levels around Breona. Instead of grinding gears and using their air brakes as they drive through Haulage Hill at 2am on a Monday morning.

I know everyone has the right to use our road and the highway, but I believe I also have the right to live peacefully. I don't want footpaths and streetlights. I'd just like to walk along my local road. It's good exercise.

[REDACTED]

[REDACTED]

The [redacted] family shack was built at Breona on the Haulage Road in 1978. Since then till the present day we have seen a vast increase in the traffic using the Haulage Road. At the start it was just a track and very rough so only those who needed to get to their shacks used it. Problems with the volume started when the road was improved around the time the shack sites were sold.

We had a Volvo F16 semi trailer with quad axle float loaded with a 20 tonne excavator and a four wheel drive utility on the back stuck on the Haulage Road. He told us he thought it was a short cut, by passing Haulage Hill. This was before a weight limit was put on the road. He managed to get to the first corner of what we call the horse shoe and couldn't go any further. He had to back the rig back up to the Haulage Hill road and in the process of doing that broke the edges of the newly formed road away. [redacted] who was living up there at the time did write to someone I believe on the Council but I am not 100% sure who he contacted. He contacted us at the time for the details and said he was writing a letter about it.

I also contacted the Bothwell council by phone and I spoke to someone called Ray. This would have been around the same time. I told him about the increase in traffic and that if nothing was done eventually someone would be injured or even killed on that road. I was told signs would be installed. This was done, but they only work if people read them and take notice. They don't.

We also attended a meeting held at Miena about this problem. I believe representatives from Council were in attendance on the day. Every suggestion put forward to try and stop/slow the traffic was rejected. Speed humps couldn't be put in because you couldn't have speed humps on gravel roads. Gates were suggested with keys being given to shack owners but that was too much trouble. Gates could also be damaged by four wheel drives. Blocking off one end was also a suggestion. Nothing ever came from that meeting, and the problem was obviously put in the too hard basket.

Now the traffic today is worse, the road is still used as a shortcut to avoid the corners on the Haulage Hill. We have witnessed cars following a slow moving truck or van cut through the Haulage Road at the bottom and race around to beat the truck or van and get ahead of those at the top. This is done without any thought or consideration being given to any one walking on the road or heaven forbid another vehicle with the same idea coming from the top and trying to beat them to the bottom. It has got to the point where we avoid walking on the road, it is just not worth the risk. We are elderly and can no longer enjoy going for a walk in the area.

Ask residents of the North West Coast which way they go to Hobart and 9 out of 10 will tell you, they go through the Highlands. Some of these take the shortcut. Trade vehicles are regulars on the road and yes they use the Haulage Road rather than the Haulage Hill. We were told at one stage that when the Haulage was sealed, this problem would stop because no one would use the unsealed road. We were also told that the Haulage Hill road would be reconstructed along the old tramway line and that would solve the problem as it would remove most of the bends. Of course, that didn't eventuate either, we were just told that to keep us quiet. Continuous traffic on the road means that any repairs done don't last, shack owners are then left to travel over a rough road. If you indicate to people speeding to slow down, you are then given the 1

finger salute. I was once told by an employee of the Government when I mentioned that the road was for shack owners as the signage states. His reply was, "it is a public road and you can't stop us using it."

It is time the problem was taken out of the too hard basket and something done to limit traffic and speeding on the road. Hopefully this time round, something will be done about it.

On behalf of the [REDACTED] family

[REDACTED]  
[REDACTED]



## Haulage Road

Thu 11/01/2024 1:52 PM

To:

Hello

We would like to submit to Council, our supporting submission regarding the traffic situation at Haulage Rd., Breona.

As background information we live in Brisbane but travel down to Breona on a regular basis, probably 6-7 times a year for up to 2-3 weeks at a time.

Our observations and thoughts on the problem are as follows:

- the road has a 40kph speed limit for "residents only". There are many more non-residents who use the road as a short cut.
- we would be very surprised if all those cars adhere to the speed limit.
- we have been abused by these "speedsters" for asking them to merely slow down on the dirt road, without any affect.
- the dust, noise and generally disruptive problems these vehicles cause is not good for residents but more importantly the wildlife that live there.
- unfortunately we have seen several native animals killed on the road, mainly wallabies and possums. We have seen wombats, quolls and Tasmanian devils that we all would hate to see suffer the same fate.
- it would also seem that this behavior would impact on the adjoining World Heritage area in the sense that wildlife, flora and the general peacefulness it exudes would be compromised. We come there and will continue to do so because of its unbelievable landscape and wildlife, a lot of which cannot be found anywhere else in the world!

We hope Council take these concerns seriously before more animals are killed, and potentially something happens to a young child or adult resident.

Best regards,

17-11-23

SHACK SITE:-

HAULAGE ROAD

BREONA

TAS

TO WHOM IT MAY CONCERN,

I HAVE OWNED A SHACK ON HAULAGE ROAD FOR THE PAST FORTY FOUR YEARS. THE ROAD STARTED OFF BEING A GOAT TRACK AND OVER TIME IT HAS BEEN GRADED AND WIDENED. DURING THE TIMES I HAVE STAYED AT THE SHACK I HAVE HEARD A LOT MORE TRAFFIC USING HAULAGE ROAD, FOR THIS REASON I'M NOT SURE WHY BUT I PRESUME TRAFFIC HEADING NORTH USE THE GRAVEL ROAD TO ARRIVE AT THE TOP TO TRY AND OVERTAKE A VEHICLE THAT WAS IN FRONT OF THEM WHETHER THEY WERE TOWING A BOAT OR CARAVAN OR MAYBE A LOG TRUCK. DURING THIS DETOUR THE VEHICLE TRAVELS AT A DANGEROUS SPEED CREATING A LOT OF DUST. AT TIMES I HAVE HEARD CARS TOWING A TRAILER MAKING A LOT OF DUST. (I CAN'T SPEAK FOR THE WINTER MONTHS) I KNOW THE SPEED LIMIT IS 40 KLM HOUR WHICH I FEEL SHOULD BE REDUCED IN HALF OR THEREABOUTS. MY SHACK IS OFF THE MAIN HAULAGE ROAD BUT I FEEL FOR THE RESIDENTS CLOSE TO THE MAIN ROAD AS FAR AS SAFETY IS CONCERNED A FEW SUGGESTIONS FOLLOWS

- 1/ REDUCE SPEED LIMIT
- 2/ MORE POLICE PRESENCE
- 3/ MORE SIGNAGE RE SAFETY

Yours Faithfully

Hi, [REDACTED] My wife [REDACTED] and I have owned our shack at [REDACTED] Haulage Hill road for 13 years.

In that time , we rebuilt the shack and have done many improvements to increase our enjoyment of the lake and surrounds. I personally have travelled to the lake fishing all my life.

Since the complete sealing of the lake road, the increase in traffic is very noticeable .

This has also led to an increase in traffic on our Haulage Hill road.

The main problem we have is the speed that drivers travel at on our 40 kmph signposted road. The contributing factor is that vehicles heading down the hill can directly continue straight onto our road at speed .

I believe if there was a traffic island to drive around at the top, this would stop the temptation to speed down our road and continue on the sealed road as they should.

The corner on Haulage Hill Road seems very narrow if you meet other vehicles. Several times, I have had close shaves while towing my boat to the lake.

Dust is also an issue from speeding vehicles in summer. Dust settles on the roof and ends up in our water tanks, fouling our only source of drinking water.

Snow was mentioned in a previous council meeting, but that really isn't a problem on just our road. Both routes are affected in winter, and I have helped several people out over the years .most of them have been on the main road and up near the information bay.

I hope you consider my letter and help us out mainly for safety reasons. It would not be a big or super expensive job to change the alignment of our street to help us ratepayers out.

Thanks

[REDACTED]

[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED] Haulage Hill Road Breona.

15/11/2023

Central Highlands Council

To whom it may concern,

This is to state that I lived at Haulage Rd, Breona  
from 2017 to 2020 approximately.

During that time, I observed that Haulage Rd was being  
used as a through Rd on a daily basis by travellers (not  
residents of Haulage Rd).

This created many stresses, including, but not limited to:

- 1) Speeding - Endangering adults, children, pets  
and wildlife
- 2) Throwing up dust - which got all over, and into  
the shack, car/s, washing hanging out.
- 3) Noise pollution - We were there for the serenity.

Thank you

Kind regards

[Redacted signature]  
[Redacted address]

## HAULAGE ROAD SHACK SITES

A brief history as recalled by [REDACTED] Haulage Road Breona Tas. 7304

1. Our shack was purchased in December 1991
2. The crown land licence was transferred on January 1992
3. The state government started the process to convert the crown land sites to freehold around 1994.
4. We purchased our block in November 2004
5. The condition of Haulage Road in December 1991 was very poor with many large potholes and extensive washaways on the road surface. At this time Deloraine Council was responsible for the road maintenance but my recollection of this is that it was never regarded as a priority to do any maintenance on the road. From December 1991 to May 2008 I can only ever recall the road being graded twice in this period. This condition was the reason very few people used Haulage Road except for shack owners that owned shacks in the area. Haulage Road upgrade was completed around May 2008. After this upgrade, Haulage Road was in much better condition than the Great Lake Highway. The highway remained unsealed at this time. As a result Haulage Road became the preferred route for highway traffic. We noticed a steady increase in traffic using the road as both a bypass for the highway and a short cut to beat other traffic to the top or bottom of Haulage Hill. Through traffic speeds increased dramatically as a direct result of this upgrade. Initially most shack owners on Haulage Hill were pleased with the road upgrade but soon realised the downside of this road improvement. An increased amount of traffic and the speed of vehicles using the road have created a huge dust problem in summer. As most shack owners in this area have rainwater tanks this has become a serious pollution problem for our water supplies. Some heavy laden trucks have also been noted using the road on several occasions. Since the recent sealing of the Great Lake Highway nothing much seems to have changed as far as traffic numbers using Haulage Hill Road as a bypass to the Highway. As a concerned shack owner I am not sure how this problem can be fixed. My two main concerns for us is the high speeds of some vehicles using this road and the huge dust problem created in summer by numerous speeding vehicles using Haulage Road as a bypass. I would not like to see the road closed as it is a safety issue during periods of snow and ice and also a bushfire risk during summer. As a concerned shack owner the road needs to be open in both directions but something needs to be done to dissuade drivers using this road as a highway bypass.

[REDACTED]  
[REDACTED]  
24/10 2023

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, 13 December 2023 8:24 AM  
**To:** [REDACTED]  
**Subject:** FW: Haulage Hill Experiences

To whom it may concern, my wife and I purchased our shack at Haulage Hill 11 years ago for family weekends and holidays.

I have no problem with who or how many use the road but please slow down.

I have been asked to document some incidents that have occurred during our time there in a conscious effort to avoid a serious accident.

For 7 years I have worked weekends [REDACTED] in the Central Highlands as well as work on the [REDACTED] through the week.

While working weekends I have spent a lot of time driving to and from our location in all weather conditions and various times so I do have an understanding of the extreme difficulties the environment presents.

I personally was a passenger in a fatal accident 7 years ago at Brandum Bay when the road was gravel.

The most serious near miss was mid 2023 my wife was walking up the Haulage Hill on a Friday afternoon.

Two 4wds almost bumper to bumper came off the bitumen at the top of the hill and headed down Haulage Hill Rd without slowing down.

Both vehicles had 4-wheel bikes in the trays / tubs as well as a trailer each with 4-wheel bikes loaded up.

My wife waved to them to slow down as she was halfway up the hill and could see this was an accident about to happen.

She stood as far off the edge of the road as possible and both vehicles sped past showering her with rocks and dust this resulted in my wife falling face first down onto the ground.

Cuts and bruises on knees and hands and aches were the result.

A few weeks later we were enjoying a Sunday morning outside and a camper van came down the hill speeding more than 40kmh as sign posted I would estimate about 70 to 80 kmh.

I yelled out to slow down so the driver locked his brakes up then when he finally stopped, he reversed back and abused us for having almost caused an accident. I tried to explain to him he was well over the speed limit, making dust and a general commotion and you can guess the response I got from the driver.

I rang and reported both incidents to the local police as I feared he may return when I was away at work that day and my wife would be alone.

I can recall at least 4 abusive incidents that I will never forget ,

1. Reversing my boat into my entrance and holding up a speeding car as he had to wait no more than 1 minute.
2. A neighbor having a standoff with a vehicle and its occupants as he was leaving his shack nearby and all because the road was too narrow for them to pass at the speed they wanted to, and it caused them to slow down and take extra care not to go into the top side drain.

3. On returning from assisting a barrier crash at the top of the road I stood out at my entrance and was waving cars to slow down due to the ice only to be abused and threatened.
4. Driver sideways across the top near the barrier too frightened to move as he had gone off the road twice prior to this slide and another driver abusing him for blocking the road.
5. Same incident tradie came down from the look out and was planning to carefully go down Haulage and was not speeding saw it was blocked went around the corner and into the right-hand drain which then caused 2 cars to crash into his vehicle and each other's.

Friday afternoons I witness tradies vehicles racing up Haulage to get in front of traffic and I have personally rung 3 of those businesses and reported the matter to their safety officers who assured me they knew who it was at the time and that they would raise it in their safety meetings.

The rocks and dust that are showered over our shack and water tank can be a concern.

Sunday mornings is a hill climb race to beat the traffic to the top of the hill with many having to lock up their brakes at the bitumen as the other vehicle wants to be the first to get to the top as well.

Once again on a Sunday this year a 4wd Ute went so fast up hill off the Haulage Hill gravel and onto the bitumen he lost control and crashed into a concrete culvert on the left-hand side 50 metres up from the intersection.

I heard the noise and went to see if they were hurt, and he was on his phone abusing someone, so I stayed away.

Within 5 minutes the pictures were on social media with the car crash scenes and damage stating the car was now for sale as is.

A 2023 winter crash was being attended to by 2 local police officers half way down Haulage Rd. when the contractor for the state road was grading off the snow / ice on the sealed section and was asked by the police to also do Haulage Hill so the tow truck could access the vehicle nosed into the drain.

The contractor obliged using great care to not damage the road surface and made the situation safer for everybody involved.

I understand that it is not permitted to be done by anybody except the council but thankfully common sense was used.

The vehicles rear end was a hazard as it was protruding onto the road and needed to be removed.

Winter is a whole different subject , countless barrier crashes in ice conditions.

People with broken arms and dislocated shoulders from slipping over while trying to assist others it is total mayhem at times.

Ambulances being called to assist with these types of injuries is very dangerous for the ambulance volunteers as well as police.

I hope this has given a description of what goes on and as I say I could go on an on about winter and ice incidents.

It is obvious speed is my main concern and if that can be engineered out it would be a much safer area for everyone from police to emergency personel, locals and visitors.

Diverting traffic slightly to slow speeding down would be the 1<sup>st</sup> option to try, this type of thing is used successfully in high altitude areas in Tasmania such as Cradle Mountain.

To navigate around a road adjustment such as a chicane or temporary half road closed sign for example would be a start.

I personally have no problem with who or how many use the road but please slow down.



**TO WHOM IT MAY CONCERN:**

Statement regarding Haulage Hill Road.

We have been residents of [REDACTED] Haulage Hill Road since December 1997. Since purchasing our property, we have seen a dramatic increase in the number of vehicles using the road as a short cut to avoid the corners on the Lake Highway.

The increase in through traffic has been constant since 2005, when the road was upgraded to comply with the subdivision of shack sites by the Crown. Prior to 2005 the road was a rough bush track which was very slow to navigate to gain access to the shacks. Through traffic was never an issue at this time.

Once the track was upgraded to a road the increase in traffic speeding through became a dangerous problem. Residents then complained to the Council and eventually signs were erected, stating that the access was for shack owners only. The signs are totally ineffective and have not addressed the issue.

There have been many occasions where speeding vehicles have been observed racing each other from the bottom corner to see who gets to the top of Haulage first, one using Haulage Road and the other on the Highway. This is putting residents and children at great risk of being struck by a speeding vehicle if not addressed. The road is also constantly being damaged by the traffic, making it unsafe for residents.

There is a massive issue with dust pollution, especially in summer when the traffic increases and there is no moisture to suppress the dust. The dust mostly tends to infiltrate the shacks due to the prevailing weather coming from the West.

Another issue is the noise pollution generated by the vehicles, many towing boat trailers which adds significant noise.

The most significant issue is with speeding vehicles. This must be addressed as a matter of urgency, otherwise we fear that someone will be severely injured or killed by a speeding vehicle unless action is taken.

Signed:

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

Date: 7/11/2020

[REDACTED]  
SHACK [REDACTED]  
HAULAGE HILL  
BREONA

I HAVE HAD MY SHACK FOR 32 YEARS  
AND ACCESS IS [REDACTED] SO I AM  
NOT TOO EFFECTED BY THE SPEEDSTERS OR FOUR WHEEL  
DRIVE COWBOYS BUT CERTAINLY FEEL SORRY FOR  
SHACK OWNERS ON THE HAULAGE ROAD.

UP UNTIL WE BROUGHT OUR LAND AND THE HAULAGE  
AND SHACK ACCESS WERE UPGRADED THE HAULAGE  
WAS RELATIVELY ROUGH/LOOSE SURFACE AND ONLY  
SHACK OWNERS SEEMED TO USE IT, ITS ROUGHNESS /  
LOOSE SURFACE IMPROVED SNOW AND ICE TRACTION TOO.

SINCE THE LAKE HIGHWAY WAS IMPROVED IN OUR AREA  
WITH SEALING AND DRAINAGE IF YOU WANT TO WALK  
DOWN TO THE LAKE ON THE HIGHWAY IT IS QUITE DANGEROUS  
AS THE EDGE OF THE SEALING IS THE EDGE OF THE  
DRAINAGE GUTTERS.

THE ALTERNATIVE IS TO WALK THE HAULAGE WHICH IS  
EQUALLY DANGEROUS AS IN REALITY IS NO MORE THAN  
A ONE LANE ROAD GIVEN THE EXCESS SPEED

OF SOME ROAD USERS.

THE MAIN CURVE/CORNER ON THE HAULAGE  
IS VISUALLY RESTRICTED TO ANYONE TRAVELLING  
AT MUCH MORE THAN WALKING PACE AND  
VEHICLES CONVERGING DOUBLES THAT SPEED.

SPEED RESTRICTION AND SHACK OWNERS ONLY  
SIGNS OR SIMILAR MEAN NOTHING IN  
REMOTER AREAS.

SINCERELY

[REDACTED]

[REDACTED]

[REDACTED]

TAS

[REDACTED]  
[REDACTED]  
20<sup>th</sup> December 2023

The Mayor and Councillors,  
Central Highland Council,  
6 Tarleton St.,  
Hamilton 7140

My husband and I own the shack at [REDACTED] Haulage Road at Breona. I am writing over concerns about the large amount of fastmoving traffic that constantly uses our gravel access road instead of the A5 when driving over the Central Highlands.

We first built our shack in the early 1980's when the area was in the Deloraine municipality. We received our shack site in a ballot, that was organized after all the shacks that were required to be moved after the Hydro had completed their work in the area, had been shifted.

There had been over 240 applicants for 19 sites around Great Lake so we felt we were very fortunate when our application was successful. When meeting our neighbours at the time we were told that they had been responsible for putting in the side track where our shack is situated.

Our boys had some wonderful experiences during their formative years playing in the bush surrounding our shack, building dams and roads across the drain that came down Haulage Road and making a race track in the gravel pit on the northern side of the road. Only shack owners appeared to use the thoroughfare in those days so we felt our boys were perfectly safe in that environment. Our son even managed to find his lost tooth (his first) when it fell out on the track while playing. We also used to slide down the snowy slope in winter on plastic. They were definitely memorable times!

These days with the number of vehicles traveling at speed both up and down Haulage Road, especially since Highland Lakes Road has been sealed, I will not let my grandchildren out of my sight. They are restricted to playing in the area immediately around our shack where we can keep a close watch, which is not what we envisage was the purpose of the recreational vision that our forebears planned when releasing the land for our use.

I was the secretary of the Shackowners' Association when the sale process of the land took place in the early 2000's. Also, during my tenure, the association was contacted when the idea of possibly realigning the Highland Lakes Road to go down Haulage Road rather than the existing alignment was on the drawing board. After much scrutiny by surveyors and engineers and the input from the local shackowners, the proposal was deemed unsuitable, mainly due to the many safety, ice, snow and water issues this route presented.

During the shack site sale process, the original road and verge specifications meant that quite a few shacks would need to be moved. Council and the Shack Site Team came up with amendments in order to preserve shacks if at all possible and many of the roads were altered (they were mainly made one entrance tracks) to help make those endangered shack sites safer. The blocks were then surveyed taking in the existing infrastructure and the sewerage and drainage requirements which in our area was quite unique with some shared

drains going underneath Lower Haulage Road, I am sure that had the shack site committee had been able to foresee the traffic using the road at peak times in 2023, then purely from a safety perspective shack numbers 19, 17 and 3 would not have been deemed feasible.

In earlier times our little area was quiet. Not now! In warmer weather we can hear the cars, trucks and trailers roaring up the hill and can see the dust flying through the air. Although there is a 40km limit, it is too fast and many drivers go even faster. We have had people who have lost their bearings when it has snowed and knocked on our door for food and shelter. An accident last year in winter in which several cars were involved saw us having to provide wood, blankets and hot drinks while they waited several hours for mechanical assistance. When we choose to stay at Breona in the colder months we make sure we are well stocked with food and fuel, but don't anticipate having to take care of travellers who get stuck because they opted to take what they thought was a short cut.

Haulage Road was upgraded as part of the Shack Sites Project and residents contributed to the cost as part of their purchase price. The rates they pay helps to maintain it. We were given an option at the time to maintain it ourselves and not involve the council which would have seen our blocks cost us less, but the local shackowners opted for the status quo. The highway is the responsibility of the state government. Why should our access road be subject to traffic which is meant to travel on the highway when a viable solution is available? Consultation, with all parties involved worked to bring about better outcomes twenty years ago and it could now. No one in their right mind would choose to have a recreational holiday home beside a busy main road when they are unable to fence their property!

Kind regards,

[REDACTED]

[REDACTED]

Att. Central Highlands Council, Tasmania

**RE: Haulage Road Residents Petition to Councillors**

Since buying the property we have witnessed an increasing amount of non-resident car traffic on Haulage Rd. The speed and frequency of non-resident cars using Haulage Rd. as a shortcut in both directions is, we feel, alarming and dangerous.

Due to this increased traffic with caravans, boat trailers & work vehicles, we feel that it's too dangerous for anyone wanting to go for a walk or, in the case of our 4-year old, play outside, as some cars are driving past our property at 80 km/hr with no apparent regard for the traffic signage/rules and the residents

Additionally, our shack is an off-grid property and we rely on limited solar power, which is adversely affected by the amount of dust generated by passing non-resident cars at speed.

We would really appreciate if council could please consider and address our safety and traffic concerns & provide some options to reduce/eliminate non-resident traffic on Haulage Rd., as we feel it's a matter of time only before a serious accident will force the Council's hand.

Yours kindly,

Haulage Rd. Breona, 7304

## Haulage Road

and I purchased Haulage Rd. in 2011.

At that time Highland Lakes Rd was unsealed from Breona to the lookout above the sharp bends. We thought that once the sealing was completed the through traffic on Haulage Rd would reduce substantially. Unfortunately, this has not been the case.

Through traffic is most heavy on a Friday and Sunday afternoon. As we look out over the southern end of the road my comments are based on observations here.

1. I have seen two vehicles approach one another at speed on Haulage Rd. Even with a 40kph limit the impact speed would be 80kph and injury/damage significant. On a number of occasions, a collision has only been avoided with evasive action involving locked brakes and at least one of the vehicles entering the drainage channel.
2. I have seen a number of near misses as vehicles leave Highland Lakes Rd to enter Haulage Rd without giving way to vehicles on Highland Lakes Rd.
3. As a walker with poor knees, I have been hooted by vehicles demanding the right of way despite walking on the edge of the pavement facing the traffic in Haulage Rd.
4. We regularly hear vehicles descending Highland lakes Rd brake heavily and lock their wheels, on several occasions impacting the safety railing.

Not long after purchasing our property I contacted Jason Branch from Central Highlands Council enquiring re any plans to better control through traffic in Haulage Rd. He said there were no plans.

Whilst we have no young grandchildren walking the road I am concerned as a lot of the property owners, including ourself are of advancing years. The difference between a near miss and a tragedy is mere centimetres.

As a final observation I note the difference in signage at Warners Rd. Like Haulage Rd a posted No Through Rd, why is their local traffic only signage much stronger?

Yours Sincerely

15<sup>th</sup> Nov. 2023



To Central Highlands Council  
PO Box 20, Hamilton TAS 7140

Re: Haulage Road

24 Nov 2024

Dear Councillors,

We are writing to you to express our concerns about the safety of Haulage Road Breona.

Since buying our shack in 2019 and living there fulltime for two years, we have noticed a large increase in traffic as trucks and cars use Haulage Road as a 'short cut' to avoid 3 sharps bends on the Highlands Hwy.

This creates a lot of noise at all times of night and dust during the day.

There is also an increase in roadkill of native animals including a wombat and Bennetts wallabies which we need to remove from the road and bury appropriately.

Every winter there is an increase of traffic of people who get bogged in the snow.

One winter there was a pile up of cars who all slid into each other trying to drive in the snow and ice and a group of young people were stranded for several hours in freezing conditions in the early hours of the morning waiting for tow trucks.

We have stopped going for walks down the road as several times there have been near misses as cars have taken the corner too quickly and slid in the dust.

It has also become more difficult to exit our shack safely due to the increase of traffic avoiding the highway.

Yours sincerely

[Redacted signature]

Greetings

To whom it may concern

I am a third generation who has resided at a shack on Haulage road. My grandfather is 93 and has seen many things. However he is unable to write any letters.

He remembers that when purchasing the shack, you could lease the land for something like \$5 a year. Then when you could purchase the land it was in a "package". The first package was a something along the lines of the shackanuns collectively put in a road for "Their" use. The second package was the Foriwater tanks.

I [REDACTED], his granddaughter has been visiting since a baby. I do remember the road going in new. I was so very excited and still remember the disappointment when Dad said I could not ride my bike around on it, because other road users were going too fast & it was dangerous. It was dangerous then - & it is even more dangerous. My brother & I were not allowed near the road & we never wanted to go near because of the dust and rocks thrown up. I do not go for any walks anymore as I literally fear for my life. From our shack I have seen one near miss with the racing that goes on & My Dad has seen too many to count. Our family is not tech savvy so that is why we have no video evidence.

It is easy to wait till all the original shackanuns have moved away or passed away and forget they paid to put the road in. If the shackanuns say it should be done for safety, it should be done!  
- Not put them through hell to get one thing done. Metally it is exhausting. There will be an accident and then something might get done - But wouldn't it be better to prevent that.



## **Policy No. 2015- 39**

### **Grading of Snow off Council Roads Policy**

Document:	Start Date: 20 Mar 2018	Page Reference:
Grading of Snow off Council Roads Policy	Review Date: 31 Dec 2019	Page 1 of 3

## 1. INTRODUCTION

This policy has been prepared to determine when it is appropriate for Council to grade snow off municipal roads maintained by Council.

## 2. CRITERIA

Council will only grade snow off Municipal roads during normal working hours only if the relevant State road access is open and if it does not pose a safety risk for Council staff and equipment; and one of the following criteria is met:

- (a) if there is a medical emergency – a medical emergency is defined as a situation where a person is required to have immediate medical attention; or
- (b) in exceptional circumstances where snow levels reach a depth in excess of 30 centimetres and remains after 48 hours; and the road is deemed by Tasmania police to be impassable by four wheel drive vehicles.

*Where there is a medical emergency outside of council working hours, Ambulance Tasmania and/or Tasmania Police may request assistance by contacting Council's Works & Services Manager or Central Highlands Emergency Management Coordinator, who are authorized to provide that assistance.*

## 3. PRIORITY SNOW CLEARING

Where Criteria 2 (b) is met, snow grading may be undertaken on roads in the following order for each side of the Municipality:

### **Bothwell & Surrounding Areas**

- From Highland Lakes Road to Ambulance Station
- Miena subdivision roads to Lochiel Drive
- Arthurs Lake Road including Wilburville, Flintstone Drive and Morass Bay Roads
- Todds Corner Road
- Barren Plains Road
- From Lochiel Drive to Haulage Hill Roads
- Lake Crescent Roads

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### **Hamilton & Surrounding Areas**

- Victoria Valley Road from Strickland turn-off to the Lyell Highway, Bronte Park end
- Bradys Lake Road
- Bashan Road from Victoria Valley end to Macclesfield Road
- McGuires Marsh Road
- Bronte Lagoon Road

It is acknowledged that in some instances snow may need to be graded over private entrances to property.

Document:	Start Date: 20 Mar 2018	Page Reference:
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## **Policy No. 2018- 54**

### **Minimum requirements for consideration when reconstructing or resealing Council's Road Network**

Document:	Start Date: 15 May 2018	Page Reference:
Minimum requirements for consideration when reconstructing or resealing Council's Road Network	Review Date: 31 Dec 2019	Page 1 of 4

## 1. INTRODUCTION

This policy provides Council and its administration with the principles and guidelines for reconstruction or resealing of Council's road network. The policy will assist Council to set the minimum requirements for consideration when reconstructing or resealing Council's road network.

## 2. OBJECTIVE

The basic objective of the policy is to ensure that geometric design is considered when reconstructing or resealing any roads within Council's road network to ensure Council optimise efficiency and safety while minimising cost and environmental damage.

## 3. DEFINITIONS

**"Austroads Guidelines for Rural Roads"** refers to the Austroads Guide to Road Design which is intended to provide designers with a framework that promotes efficiency in design and construction, economy, and both consistency and safety for road users.

**"Geometric design"** refers to the geometric design of road alignments which takes into consider design parameters, speed parameters, horizontal and vertical alignments, which include the following:

- Design parameters include: road classification; design speeds; design vehicles; alignment controls; cross-section components, including travel lanes, shoulders and verges; and provisions for public transport and cyclists.
- Speed parameters include: operating speed, desired speed and design speed; and their relationship with each other.
- Horizontal and vertical alignments include development and application of: circular curves; superelevation; grades; vertical curves; procedures for the grading of a road alignment; and determination of sight distances across vertical curves.

**"Sealed Road"** refers to roads that have been constructed with a low clay content engineered rubble pavement base and coated with a bituminous seal that creates an impermeable surface layer.

**"Unsealed Road"** refers to roads that have been constructed with a high clay or red gravel rubble material to provide an all-weather surface.

**"Vehicles Per Day"** is defined as the number of vehicles that use a road daily.

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#### 4. POLICY STATEMENT

Council within its Asset Management Plan for Roads and Bridges states that Council provides a roads and bridges network with the funding assistance from the Australian government to enable the network to be maintained in a 'fit for purpose' condition.

The issues confronting Council in maintaining this network due to limited revenue and population base coupled with a large, sparsely populated area and extreme diverse climatic conditions.

The Asset Management Plan states the Roads and Bridges network comprises:

- Sealed Roads
- Unsealed Roads
- Kerb & Channel
- Footpaths
- Bridges

These infrastructure assets have a replacement value of \$93,007,106

The projected cost to provide the services covered by this Asset Management Plan includes operations, maintenance, renewal and upgrade of existing assets over the 10 year planning period is \$23,913,000 or \$2,391,300 per year. Councils' present funding levels are sufficient to continue to provide existing services at current levels in the long term.

Annually Council considers a number of projects nominated in the "Capital Works Budget List" for the coming financial year budget. Proposals to upgrade its existing assets require contribution of capital funds by Council which are considered during this process.

The aim of this policy is to outline matters to be considered when reconstructing, resealing roads or upgrading of unsealed roads to sealed.

The Works & Services Manager is to provide a report to Council that includes the following minimum requirements for consideration when reconstructing, resealing or upgrading of unsealed roads to sealed are:

- Road name and location;
- Length of reconstruction or resealing;
- Existing width of pavement and proposed width of pavement;
- Location of corners where it is considered geometric design of road realignment is necessary due to engineering advice or safety concerns, this may require land acquisition with adjacent landowners;
- Any new signage required
- The Capital funds required

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- For upgrading of unsealed roads to sealed the long term implications on depreciation annually; and the whole of life cost impact of sealing.

When considering the cost of constructing, resealing or upgrading road assets in rural environments the sealed width, verge, drainage, and horizontal and vertical geometric design of the new asset will be based on the Austroads Guidelines for Rural Roads. The Austroads Guidelines is intended to provide designers with a framework that promotes efficiency in design and construction, economy, and both consistency and safety for road users.

It is acknowledged that in some instances Council's Engineer will also need to consider Austroads Guide to Road Design Part 3: Geometric Design (2016 Edition) when considering the relocation of corners where it is considered the geometric design of road realignment is necessary due to safety concerns.

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## **Policy No. 2014- 21**

# **Alleviation of Dust Nuisance - Roadworks Policy**

Document:	Start Date: 18 January 2022	Page Reference:
Alleviation of Dust Nuisance Policy	Review Date: 31 January 2025	Page 1 of 2


## **POLICY INTENTION**

- To outline the process for considering applications from residents or ratepayers for the alleviation of dust nuisances arising from roads.

## **APPLICATION OF POLICY**

- Council shall consider the number of residents affected by the situation and in addition shall consider the percentage of blocks of land fronting the section of road which have houses erected on them. As a guide, it should be expected that at least 50 per cent of the blocks have houses constructed on them.
- Prior to any decision by Council, the Manager Works & Services shall conduct a vehicle usage assessment of the road to take into account the average annual daily numbers and type of traffic using the road.
- The cost of the various alternatives to overcome the dust problem shall be presented to Council for consideration prior to making a decision. Alternatives to be considered shall include construction to bitumen seal standard, gravel sheeting, bitumen or other stabilisation and treatment with dust suppressant chemicals.
- Council shall seek a contribution from the property owners and where they are prepared to contribute to the proposed work (dollar for dollar basis) Council shall give priority to the work in the following annual budget.

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# ENERGY MATTERS

1800 362 883

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Regular cleaning of solar panels is crucial to maintain their optimal performance. Several factors influence the frequency of cleaning, including location, weather conditions, and surrounding pollutants.

While heavy rainfall may occasionally clear away dust and debris, studies indicate that dust accumulation can swiftly reduce efficiency by 5% or less. Properly maintained panels can generate 3.5% more energy, while uncleaned panels may lose up to 30% of their efficiency.

Dust isn't the only culprit; leaves can also hinder sunlight, affecting panel performance. Solar systems in dust-prone areas, such as near roads or farms, demand more frequent cleaning.

Neglecting to clean panels in these areas can significantly impact energy production. Research suggests that dust can reduce efficiency by up to 40% in such environments.

## BEGINNING



## **What Causes Dirty Solar Panels?**

Solar panels become dirty over time as they are exposed to dust and pollutants floating in the air.

Dust can build up on PV modules even more quickly if the installation is close to industrial complexes or construction sites.

Solar installations on farms are also known to accumulate fertiliser and nitrogen-rich particles that can gradually corrode solar components.



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PARLIAMENT OF TASMANIA

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

# Highland Lakes Road Upgrade

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*Presented to Her Excellency the Governor pursuant to the provisions of the  
Public Works Committee Act 1914.*

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## MEMBERS OF THE COMMITTEE

### Legislative Council

Mr Farrell  
Mr Valentine

### House of Assembly

Mrs Rylah (Chair)  
Mr Llewellyn  
Mr Groom

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## **1 INTRODUCTION**

To Her Excellency Professor the Honourable Kate Warner AC, Governor in and over the State of Tasmania and its Dependencies in the Commonwealth of Australia.

MAY IT PLEASE YOUR EXCELLENCY

The Committee has investigated the following proposal:-

### **Highland Lakes Road Upgrade**

and now has the honour to present the Report to Your Excellency in accordance with the Public Works Committee Act 1914 (the Act).

## **2 BACKGROUND**

- 2.1 This reference recommended the Committee approve works to seal the remaining gravel sections of Highland Lakes Road.
- 2.2 Highland Lakes Road (also known as Lake Secondary Road) is an important link in the Tasmanian State Road Network. It is 156 kilometres long and runs from the Midland Highway at Melton Mowbray (approximately 70 kilometres north of Hobart) to the Meander Valley Highway in Deloraine (approximately 50 kilometres west of Launceston). As well as providing access to the Central Highlands, Highland Lakes Road provides an alternative route to the more commonly used Midland Highway - Bass Highway route from the South to the North West region of the State.
- 2.3 The Highland Lakes Road Upgrade forms part of the Visitor Infrastructure Upgrade Program. The Tasmanian Government has identified the visitor economy as a strategic economic growth opportunity for the State and the beauty of the Tasmanian environment is widely marketed. Increased visitor demand will require localised infrastructure upgrades at popular sites, particularly in regional areas. Highland Lakes Road is an increasingly popular drive for visitors and sections of the road have been progressively sealed. A sealed road surface provides a greater level of safety, particularly for visitors.
- 2.4 The remaining road sealing works extend from the end of the seal just north of the Great Lake Hotel at Miena to the start of the sealed section at Brandum Bay and from the end of the existing sealed section at Breona to the start of the sealed section at the Great Lakes lookout at Haulage Hill.
- 2.5 Specifically, the works involve upgrading three sections of Highland Lakes Road from:
  - Miena at the end of the existing seal north of Great Lake Hotel to the Liawenee Canal Bridge, a length of 9.33km;



- The Liawenee Canal Bridge to the start of the sealed section at Brandum Bay, a length of 9.6km; and
- The end of the existing sealed section at Breona to the start of the sealed section at the Great Lakes lookout at Haulage Hill, a length 1.65km.

2.6 The upgrade works include:

- 3.0m sealed lanes along the entirety;
- 0.5m sealed shoulders and 0.5m sealed verges from Miena to Brandum Bay;
- 0.3m sealed shoulders from Breona to Haulage Hill; and
- A granular pavement overlay on top of the existing gravel road to improve pavement strength and to correct horizontal curve cross falls.

## 4 EVIDENCE

4.1 The Committee commenced its inquiry on Friday, 8 September last with an inspection of the site of the proposed works. The Committee then returned to the Great Lake Community Centre, Miena, whereupon the following witnesses appeared, made the Statutory Declaration and were examined by the Committee in public:-

- Greg Fox, Project Manager, Department of State Growth;
- Frank Giana, Project Director, State Roads, Department of State Growth; and
- David Connelly, Project Engineer, Pitt&Sherry.

### Overview

4.2 Mr Fox provided an overview of the proposed works:

*Mr FOX - A general outline is the Highland Lakes Lake Secondary Road from Miena to Haulage Hill. This project is under two separate contracts. The first contract is for the Miena to Liawenee section with two separate portions. Separate portion A has already been completed, separate portion B commences in October 2017, with the second contract being for the Liawenee canal to Haulage Hill. The second contract will also commence in October this year.*

*The project will basically be the culmination of sealing Highland Lakes Road all the way from Melton Mowbray to Deloraine. It has become a very highly sought after tourist road over the last three to five years and timely this sealing is now taking place all the way through.*

### Benefits of the Works

4.3 In its submission, the Department of State Growth noted that sealing the remaining unsealed sections of Highland Lakes Road "provides a greater level of safety, particularly for visitors."<sup>1</sup> The submission also highlighted a range of benefits, such as improving access, usage and connectivity, reducing the impact of the road on the surrounding environment, reducing maintenance costs, and economic benefits:

- Improved access for all road users
- Increased usage of the road particularly by tourists but also by some commercial vehicles travelling between the South and North West of Tasmania with flow on economic benefits to the region
- Environmental benefits
  - i. Reduction in generation of road dust under dry conditions with improvement in water quality for adjacent residents who rely on tank water collected from roof tops.
  - ii. Reduction in dust impacts on roadside flora
  - iii. Reduction in erosion and sediment build up in adjacent watercourse
  - iv. Gravel loss from the road surface will be eliminated. The road is re-sheeted on an annual basis to replenish gravel that is lost due to the action of road traffic and maintenance grading operations that tend to push gravel

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<sup>1</sup> Lake Secondary Road Miena to Haulage Hill Road Sealing – Submission to the Parliamentary Standing Committee on Public Works – Department of State Growth, August 2017, page 1.

to the road verges over time. The majority of this gravel collects in roadside drains and watercourses with ongoing impacts on water quality.

v. The section of the Lake Secondary Road from Liawenee to Reynolds Neck is within the Tasmanian Wilderness World Heritage Area and the reduction in dust, erosion and sedimentation are particularly important outcomes in this area which has high environmental values. The road sealing will eliminate the future need for road re-sheeting. Whilst the pavement will require strengthening with pavement material the amount required is equivalent to the quantity used for re-sheeting over a period of approximately three years. Over a 30 year pavement life the amount of re-sheeting material saved is approximately 100,000 cubic metres which is a substantial quantity. This material is currently obtained from local gravel pits and the reduction in extraction of gravel from these sources is a major environmental gain.

- Social benefits of sealing the road arise from the improved reliability and predictability of the road surface helping to reduce the isolation of the region and improve connectivity within and to, the region.
- Economic benefits will result from a reduction in maintenance costs with road grading and resheeting being regular activities several times per year. There will also be substantial travel time savings because of the increased travel speeds that will apply on the sealed surface.
- A further economic benefit will result from increased visitors to the area. A sealed surface will permit use by hire cars and more locals will be encouraged to use the road as an alternative route between Melton Mowbray and Deloraine. Whilst travel time between Melton Mowbray and Deloraine via the Midland Highway and Bass Highway is approximately 15 minutes shorter than the Highland Lakes route, the travel distance via the Highland Lakes Road is approximately 12 kilometres shorter.<sup>2</sup>

#### **Fitting the Project to the Budget**

4.4 The Committee noted the budget for the project and sought further information on whether the proposed budget was sufficient to undertake the proposed works. The witnesses indicated that it was adequate to undertake the sealing works, but some trade-offs had been made to ensure the entire sealing works could be completed within the budget, noting that the costs of pavement materials and the bitumen seals comprised up to \$6 million of the estimated costs for the project:

**Mr LLEWELLYN** - Do you feel the \$8.6 million will adequately cover the costs of the road?

**Mr CONLEY** - It is pretty bare bones. This is a tight budget. Ultimately, that is for sealing 22 kilometres of road. It is limited. In a perfect world, we would like to do more with things like safety barriers in some areas - perhaps a little better standard, perhaps some more drainage work. You could always say that is on the wish list but fundamentally it was make the work fit to the \$8 million.

We are putting the minimum amount of pavement material on the road. We believe it is a pretty strong road - a pretty well-built road, generally speaking - but, in a theoretical sense, we are probably on the limit of what depth of gravel ought to be put on there. One of the

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<sup>2</sup> Ibid, page 1-2.

challenges is that the road, because it has been graded over many years, has an overly steep crossfall. It has 7 or 8 per cent. In some places it has 10 to 12 per cent of crossfall side slope on the road which, once you seal it, you could not seal it at those slopes because in icy conditions vehicles would slide off. We have had to correct the shape, and you use quite a lot of material in doing that.

That means on the outside of the roads we are getting more pavement depth, but more in the middle of the road we are not able to put as much on. These are the compromises we have had to make. Hence, \$8 million is a challenge but we retain a little bit of contingency and we have, I guess, adjustments we can make. As the work proceeds, we believe we can keep it within the budget. There is no spare cash.

**Mr LLEWELLYN** - You are saying there have been some compromises you have had to factor in to meet the budget?

**Mr CONLEY** - Yes, we have had to make it fit.

**Mr LLEWELLYN** - With regard to road construction material, was that any problem? Where did you source that from? Was it local?

**Mr CONLEY** - I think it came from Deloraine, but do not quote me absolutely on that. The company doing the work was Gradco. There is very little locally available material of the required specification quality.

**Mr LLEWELLYN** - So that would have been one of the major expenses then?

**Mr CONLEY** - Yes, that is the big-ticket item - the pavement material. ....I cannot recall exact volumes but that is a big cost. The sealing cost is fairly significant as well because ultimately we are putting two seal coats on. There is what we call a primer seal, which goes down for about 12 months, and then there is second seal coat that will go over that, and that is to cover the whole 21 to 22 kilometres. The second seal coat itself is over \$1 million so the combined cost of the bitumen is approaching \$2 million. The pavement material itself would be over \$3 million - probably closer to \$4 million, I reckon.

### **Haulage Hill**

- 4.5 The Committee noted that Haulage Hill was a very difficult section of the road for drivers to negotiate, especially for heavy vehicles, as it consisted of three severe hair pin turns on a steep slope. The Committee was also aware that some members of the local community had suggested that the Haulage Hill section should be straightened. The Committee sought further information from the witnesses on what, if any, work had been done to assess the feasibility of straightening the road through Haulage Hill:

**Mr SHELTON** .... My last question is to do with Haulage Hill from the Deloraine end. As an ex-mayor of the Meander Valley Council, the Haulage Hill section has been talked about for a long period of time. .... I understand this contract is for sealing, but there are people in the community who have suggested we just put a road straight over the top. That would be at a substantial cost. My question is: through this project, do you know of an instance previously where somebody has looked at Haulage Hill and the best way to overcome the issues of Haulage Hill?

**Mr FOX** - Under this project, it was not a design element or design option that was considered. I came into the project, it was handed over to me, and as far as I am aware, it was not considered as a design option.

In the past, design options may have been looked at in relation to that. The area from the top of the lookout down represents a significant steep grade, approximately 7 per cent, as shown in the brief drawing. Apart from that, under this project, it has not been looked at as an option at this point. Could it be in the future? Possibly.

**Mr GIANA** - ..... I vaguely recollect that when we first started doing work north of Haulage Hill - it must be going back almost 20 years - options were looked at the time but the cost was a significant burden, even when we probably had better budgets than we have nowadays. That is a vague recollection; I cannot be a 100 per cent sure.

**Mr CONLEY** - To give that recent history to 2007-08, a design was probably prepared for Haulage Hill. We spoke about it earlier. It more or less stayed on the hairpin bends, but widened them and endeavoured to get a higher design speed through there.

It was not affordable under this project. At the time that was looked at, I believe a number of options were looked at for Haulage Hill, and they arrived at staying on the existing alignment. I am fairly sure other options were considered at the time as well, so that information, if people wanted it, could be tracked down.

**Mr SHELTON** - ..... I mentioned that Haulage Hill was designed originally back in the construction of the hydro scheme and so forth, when trucks were six and seven tonnes and were very underpowered. The gradients to get around there at their lower end, at the two U-turn bends, for trucks of significant size now or caravans et cetera, create somewhat of a safety issue when you are turning around there. A straight road would be safer but, of course, if the gradients were outside any design limit, that takes that option off the table.

**Mr CONLEY** - We think they would get quite challenging. Greg tabled the A to B, straightest journey, 7 to 8 per cent, but we know the gradients in very short sections around the inside of the curves at Haulage Hill are very steep. You can see where heavy trucks spin their wheels a bit.

**Mr SHELTON** - They do, on the inside there is significant cramping of the wheels and therefore corrugations, and then it gets worse.

**Mr CONLEY** - Yes, on the inside. That is part of the grade problem and in an effort to straighten it out, you have to make the road steeper somewhere else, or do more earth works. We have attempted to deal with that where there is minor regrading, if you like, and asphalt surfacing, but they are still going to be fairly steep. I think that is the whole challenge with Haulage Hill. Ultimately, those grades are quite challenging.

### **Visibility of Road Markings**

- 4.6 The Committee noted that white road markings may not be visible in areas subject to snow, such as on Highland Lakes Road. The Committee questioned the witnesses on whether yellow line markings had been considered instead:

**Mr SHELTON** - ..... A couple of technical questions: during the briefing I mentioned yellow lines. Has that matter been looked at, particularly in areas where it does snow - putting yellow lines on roads instead of white?

**Mr CONLEY** - My understanding is that it has been considered. The policy of the department is the orange high-visibility guide posts perform the function. That is the appropriate treatment and white lines are the standard throughout Tasmania.

### **Consultation**

- 4.7 The Department's submission highlighted that extensive consultation had been undertaken. Specifically:

The Department consulted with a number of stakeholders during the planning, design and construction phase of the Miena to Liawenee stage of the project. Consultation was undertaken with adjacent landowners and the Central Highlands Council to discuss how the road works would affect their properties.

The consultation during the planning phase also included letters and emails to adjacent landowners, local bus operators, transport operators and associations, heavy vehicle operators and the Central Highlands Council. In addition, advice was also sent to emergency services, local businesses in the region and the local visitor information centre prior to road works commencing.

Further stakeholder engagement activities are planned for the next stage of works from Liawenee to Haulage Hill, including an information flyer to be mailed to adjacent landowners and approximately 300 nearby shack owners and local businesses. Start of works information will also be published in the Central Highlands Newsletter.

Information about the project has been on the Department's road project webpage since March 2015 during the planning phase of the project and has been regularly updated as the project has progressed.  
<http://www.transport.tas.gov.au/road/projects>

The key stakeholders for the road sealing works between Miena and Haulage Hill are:

- Adjacent landowners
- Shack owners nearby to the road works sites
- RACT
- Tasmania Farmers and Grazers Association (TFGA)
- Department of Primary Industry Parks Water and Environment
- Central Highlands Council
- Public utilities
  - Hydro Tasmania
  - Telstra
- Heavy vehicle Industry
- Transport associations
- Emergency services
- Local visitor information centre
- Local bus operator: GL & IS Glover
- The Great Lakes Hotel, General Store and Thousand Lakes Lodge<sup>3</sup>

#### **Referral of the Project to the Public Works Committee**

4.8 The Committee understood that the project had already commenced, with Separable Portion A of the Miena to Liawenee road sealing already completed. Originally, the project did not involve sealing all the remaining gravel sections of the road and the budget did not meet the \$5 million threshold for referral to the Committee.

4.9 However, after the project had commenced, additional funding was provided to expand the scope of the works. The Committee noted that the additional funding

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<sup>3</sup> Ibid, page 8.

allowed for the sealing of all remaining gravel sections of the road, however this pushed the project over the \$5 million threshold, thereby triggering the project's referral to the Committee:

**Mr SHELTON** - ..... A technicality as far as the paperwork goes from Miena to Haulage Hill. The reality is that there is substantial work only on the road preparation from Miena out. They have been working on the road, the culverts have been done and there has been gravel coming up and down Poatina, preparing the road for sealing.

**Mr CONLEY** - That 4-kilometre section was done over the summer.

**Mr LLEWELLYN** - The technicality is that we are looking at this project now as a whole. In reality some of it has already been done.

**Mr CONLEY** - Correct, been built, yes.

**Mr GIANA** - A contract is already out, which is over two years, and in the first ever contract, they did a lot of the culvert widening for the second years' worth of work. That is probably what you have seen. That preparation for this summer's work under the contract is already in place.

**Mr LLEWELLYN** - The reason the Public Works Committee was not involved was because the expense for that section was under the requirement?

**Mr FOX** - Correct. When the additional funding was approved, it pushed over the threshold and triggered the Parliamentary Standing Committee. It is an unusual situation where we are looking at a project that is already underway.

#### **Does the Project Meet Identified Needs and Provide Value for Money?**

4.9 In assessing any proposed public work, the Committee seeks assurance that each project is a good use of public funds and meets identified needs. The Committee sought confirmation from the witnesses that the proposed works were fit for purpose and a good use of public resources:

**DEPUTY CHAIR** - There are a final couple of questions that come out of the act which Public Works is established under, to establish that this is a good use of public money. Would you think this project is a good use of public money?

**Mr FOX** - ..... yes, I believe so.

**DEPUTY CHAIR** - Excellent. Do you believe the work being undertaken will be fit for purpose?

**Mr FOX** - Yes, we do.

## **5 DOCUMENTS TAKEN INTO EVIDENCE**

5.1 The following documents were taken into evidence and considered by the Committee:

- Lake Secondary Road Miena to Haulage Hill Road Sealing – Submission to the Parliamentary Standing Committee on Public Works – Department of State Growth, August 2017.



## **6 CONCLUSION AND RECOMMENDATION**

- 6.1 The Committee is satisfied that the need for the proposed works has been established. Once completed, the proposed works will result in the entire length of Highland Lakes Road being sealed.
- 6.2 Sealing Highland Lakes Road will improve the safety and reliability of travel for road users, reduce travel times and reduce road maintenance costs. There will also be environmental benefits through the reduction in erosion and dust generation, which will lessen the impact of the road on roadside flora, local water supplies and watercourses and the World Heritage area. The anticipated increase in usage, especially by tourists and commercial vehicles, will also provide economic benefits for the region.
- 6.3 Accordingly, the Committee recommends the Highland Lakes Road Upgrade, at an estimated cost of \$8.619 million, in accordance with the documentation submitted.

Parliament House  
Hobart  
24 October 2017

Hon Craig Farrell MLC  
Deputy Chair

# CENTRAL HIGHLANDS COUNCIL



## NOTICE OF MOTION

*Under Division 2 – Motions, Section 16 (5) of the Local Government (Meeting Procedures) Regulations 2015, a Councillor may give to the General Manager, at least 7 days before a meeting, written notice of a motion, together with supporting information and reasons, to be included on the agenda of that meeting.*

<b>Date of Meeting:</b>	December 2, 2023
<b>Councillor Name:</b>	David Meacheam
<b>Proposed Motion:</b>	That the Bronte Village be subject to the following dog control measure, with appropriate signage: "Restricted area. Dogs must be on leash or under effective control".
<b>Background Details:</b>	<p>A number of Bronte residents have approached me, expressing grave concern at the number of dogs wandering in the Bronte Park settlement, creating a major nuisance. I acknowledge that enforcement of any dog control measure in this community could be problematic, being remote from Hamilton and Bothwell, but the signage alone will prompt some residents to exercise better control of their dogs.</p> <p>Zoning Bronte Park as a dog control area will bring the settlement into line with the same zoning in Miena.</p>
<b>Signature:</b>	<i>David Meacheam</i>
<b>Date:</b>	29/11/223

# CENTRAL HIGHLANDS COUNCIL




## NOTICE OF MOTION

*Under Division 2 – Motions, Section 16 (5) of the Local Government (Meeting Procedures) Regulations 2015, a Councillor may give to the General Manager, at least 7 days before a meeting, written notice of a motion, together with supporting information and reasons, to be included on the agenda of that meeting.*

<b>Date of Meeting:</b>	20 February 2024
<b>Councillor Name:</b>	Robert L. Cassidy
<b>Proposed Motion:</b>	<p>Request Mayor Lou Triffitt and Acting General Manager, Adam Wilson write, expeditiously, to the federal and state ministers regarding telephone and telecommunications blackspots, throughout the Central Highlands, as I firmly believe this is a serious public safety and national security issue.</p> <p>If either a farmer or farm worker in a remote location on a Central Highlands property has been seriously injured from a tractor or ATV rollover or bitten by a venomous snake or wanted to alert one another about a bush fire heading in their direction, how can they communicate those threats to their safety or life or even call for an ambulance or rescue helicopter? If a bushwalker, fisherman, or tourist were in a situation threatening their life how could anyone raise the alarm?</p> <p>We need to know what progress these honourable ministers have made toward reducing the telecommunications blackspots throughout the Central Highlands. We need to know the status of any upgrades or proposed telecommunications infrastructure to be constructed in the Central Highlands. We need to know what grants are available or that we can expect to fund construction of the necessary telecommunications infrastructure. Also, it should be affirmed this necessary infrastructure would enhance national security, as well.</p> <p>The contact addresses are below:</p> <p>Minister of Communications, the Honourable Michelle Rowland, PO Box 6022 House of Representatives Parliament House Canberra, ACT 2600 Telephone: (02) 6277 7480 Email address: Michelle.Rowland.MP@aph.gov.au</p>

# CENTRAL HIGHLANDS COUNCIL

	<p>Minister for Infrastructure, Transport, Regional Development and Local Government  The Honourable Catherine King  PO Box 6022  House of Representatives  Parliament House  Canberra ACT 2600  Tel: (02) 6277 7520  Email: Minister.King@mo.infrastructure.gov.au</p> <p>The Honourable Minister Michael Ferguson  Minister for Infrastructure and Transport and Planning  PO Box 537  Launceston, TAS 7250  Telephone: (03) 6165 7701  Email: michael.ferguson@parliament.tas.gov.au</p>
<b>Background Details:</b>	<p>Recently, a farmer had called me and his mobile phone, whilst I was at home. My house is not more than 750m to the telecommunications tower. His mobile phone kept cutting out, whilst he was out on his property managing his business. He told me that his employees had been unable to call him or his manager . . . the previous day.</p> <p>If anyone of them had been seriously injured from a tractor or ATV rollover or bitten by a venomous snake or wanted to alert one another about a bush fire heading in their direction, how could they communicate those threats to their safety or life or even call for an ambulance or rescue helicopter?</p> <p>We owe it to our ratepayers and residents to provide for their health and well being, as identified by the <b>Future of Local Government Review</b>. Below are excerpts from the Final Report-</p> <p>"Tasmanians need a capable and effective local government sector to support their wellbeing.  We believe the future role of local government is to support and improve the wellbeing of Tasmanian communities by: providing infrastructure . . .  The local government sector needs to be able to effectively partner with the Australian and Tasmanian Governments on wellbeing.  We know effective and capable councils are a key enabler of community prosperity and wellbeing."</p>
<b>Signature:</b>	
<b>Date:</b>	9 February 2024



# Central Highlands Council

## MINUTES – ORDINARY COUNCIL MEETING – 16 JANUARY 2024

Minutes of the Ordinary Meeting of the Central Highlands Council held in the Council Chamber, **Hamilton** on **Tuesday 16 January 2024**, commencing at **9.00am**.

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## 1. OPENING

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## 2. AUDIO RECORDING DISCLAIMER

*As per Regulation 33 (2) (a) of the Local Government (Meeting Procedures) Regulations 2015, audio recordings of meetings will be made available to Councillors, staff and members of the wider community including Government Agencies at no charge and will be made available on Council's website as soon as practicable after each Council Meeting. Unlike Parliament, Council meetings are not subject to parliamentary privilege, and both Council and the individual may be liable for comments that may be regarded as offensive, derogatory and/or defamatory.*

The Mayor advises the meeting and members of the public that Council Meetings, not including Closed Sessions, are audio recorded and published on Council's Website in accordance with Council's Policy 2017-50.

The Mayor also advises, that members of the public are not permitted to make audio recordings of Council Meetings without prior approval being granted.

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## 3. ACKNOWLEDGEMENT OF COUNTRY

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## 4. PRESENT

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

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## 5. IN ATTENDANCE

Mrs Kim Hossack (General Manager); and Mrs Janet Monks (Minute Secretary).

*Graham Rogers, Development and Environmental Services Manager attended the meeting at 9.00am.  
Katrina (Kat) Cullen, Community Development Officer attended the meeting at 9.00am.*

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## 6. APOLOGIES

Cr D Meacheam

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## 7. LEAVE OF ABSENCE

Nil

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## 8. PECUNIARY INTEREST DECLARATIONS

In accordance with Regulation 8 (7) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chairperson requests Councillors to indicate whether they or a close associate have or are likely to have a pecuniary interest (any pecuniary or pecuniary detriment) or conflict of interest in any Item of the Agenda.

Nil

## 9. PERCEIVED INTEREST DECLARATIONS

Under the **Model Code of Conduct** made by Order of the Minister responsible for Local Government the following will apply to a Councillor –

### **PART 2 – Conflict of Interest that are not Pecuniary**

(6) A Councillor who has an actual, potential or perceived conflict of interest in a matter before the Council must –

- (a) Declare the conflict of interest and the nature of the interest before discussion on the matter begins; and
- (b) Act in good faith and exercise reasonable judgement to determine whether a reasonable person would consider that the conflict of interest requires the Councillor to remove himself or herself physically from any Council discussion and remain out of the room until the matter is decided by the Council.

*Cr Y Miller declared a perceived interest in Agenda Item 27.4 Request for Funding – Highlands Healthy Connect Project – Stage 2 as she is a volunteer at Ash Cottage, Ouse.*

*Adam Wilson, Deputy General Manager attended the meeting 9.04am.*

## 10. CLOSED SESSION OF THE MEETING

Regulation 15 (1) of the *Local Government (Meeting Procedures) Regulations 2015* states that at a meeting, a council by absolute majority, or a council committee by simple majority, may close a part of the meeting to the public for a reason specified in sub-regulation (2).

As per *Regulation 15 (1) of the Local Government (Meeting Procedures) Regulations 2015*, this motion requires an absolute majority.

### **RESOLUTION: 01/01.2024/C**

**Moved:** Cr J Honner

**Seconded:** Cr R Cassidy

**THAT** pursuant to Regulation 15 (1) of the *Local Government (Meeting Procedures) Regulations 2015*, Council, by absolute majority, close the meeting to the public to consider the following matters in Closed Session:

<b>Item Number</b>	<b>Matter</b>	<b>Outcome</b>
<b>1</b>	Confirmation of the Minutes of the Closed Session of the Ordinary Meeting of Council held on 12 December 2023.	Regulation 15 (2)(G) of the <i>Local Government (Meeting Procedures) Regulations 2015</i> – information of a personal and confidential nature or information provided to Council on the condition it is kept confidential.
<b>2</b>	Deputations	Regulation 15 (2) (C) of the <i>Local Government (Meeting Procedures) Regulations 2015</i> – Commercial information of a confidential nature.
<b>3.1</b>	Purchase of Land at 381 Marlborough Road, Bronte Park	Regulation 15 (2) (F) of the <i>Local Government (Meeting Procedures) Regulations 2025</i> - proposals for the council to acquire land or an interest in land or for the disposal of land.
<b>3.2</b>	St Michael & All Angels Church, Bothwell	Regulation 15 (2) (F) of the <i>Local Government (Meeting Procedures) Regulations 2025</i> - proposals for the council



		<i>to acquire land or an interest in land or for the disposal of land.</i>
<b>3.3</b>	<i>TENDER CHC 13-23 Widening of Bridge No. 2406 at Wentworth Creek on 14 Mile Road</i>	<i>Regulation 15 (2) (D) of the Local Government (Meeting Procedures) Regulations 2025 - contracts and tenders for the supply of goods and services and their terms, conditions, approval, and renewal.</i>
<b>4</b>	<i>Notice of Motion – Deputy Mayor J Allwright</i>	<i>Regulation 15 (2) (A) of the Local Government (Meeting Procedures) Regulations 2025 - personnel matters, including complaints against an employee of the council and industrial relations matters.</i>
<b>5</b>	<i>Supplementary Agenda Items</i>	<i>Part 2 Regulation 8 (6) of the Local Government (Meeting Procedures) Regulations 2015.</i>
<b>6</b>	<i>Consideration of Matters for Disclosure to the Public.</i>	<i>Regulation 15 (8) of the Local Government (Meeting Procedures) Regulations 2015 - While in a closed meeting, the Council, or Council Committee, is to consider whether any discussions, decisions, reports or documents relating to that closed meeting are to be kept confidential or released to the public, taking into account privacy and confidentiality issues.</i>

**CARRIED**

**For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

**MEETING CLOSED** to the public at **9.06am**.

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**11. MOTION OUT OF CLOSED SESSION**

**RESOLUTION 10/01.2024/CC**

**Moved:** Cr J Honner

**Seconded:** Cr R Cassidy

***THAT the Council:***

- (1) *Having met and dealt with its business formally move out of the Closed Session; and*
- (2) *Resolved to report that it has determined the following:*

<b>Item Number</b>	<b>Matter</b>	<b>Outcome</b>
<b>1</b>	<i>Confirmation of the Minutes of the Closed Session of the Ordinary Meeting of Council held on 12 December 2023.</i>	<b><i>THAT the Minutes of the Closed Session of the Ordinary Meeting of Council held on 12 December 2023 be confirmed.</i></b>

<b>2</b>	<i>Deputations</i>	<i>Nil</i>
<b>3.1</b>	<i>Purchase of Land at 381 Marlborough Road, Bronte Park</i>	<b>THAT</b> Council discussed the matter.
<b>3.2</b>	<i>Tender CHC 13-23 Widening of Bridge No. 2406 at Wentworth Creek on 14 Mile Road</i>	<b>THAT</b> Council award the tender from TasSpan for the widening of the Wentworth Creek Bridge on the 14 Mile Road for \$182,386 plus GST.
<b>3.3</b>	<i>St Michael and All Angels' Church, Bothwell</i>	<b>THAT</b> Council engage with the Anglican Diocese and other stakeholders, to discuss the matter and hold a meeting on the future of the Church. Then bring back to Council for a decision.
<b>4</b>	<i>Notice of Motion – Deputy Mayor Allwright</i>	<b>THAT</b> Council discussed the matter.
<b>5</b>	<i>Supplementary Agenda Item/s</i>	<i>Nil</i>

**CARRIED**

#### **For the Motion**

Mayor L Triffitt, Deputy Mayor J Allwright, Cr A Archer, Cr A Bailey, Cr R Cassidy, Cr J Honner, Cr J Hall & Cr Y Miller.

## **12. RE-OPEN MEETING TO THE PUBLIC**

The meeting re-opened to the public at **10.35am**. The Mayor again advises, to the meeting and members of the public that Council Meetings, not including Closed Sessions, are audio recorded and published on Council's Website.

Members of the public are not permitted to make audio recordings of Council Meetings without prior approval being granted.

*Cr R Cassidy and Cr A Archer were not present at the re-opening of the meeting at 10.35am.*

## **13. DEPUTATIONS**

*Nil*

## **14. PUBLIC QUESTION TIME**

In accordance with the *Local Government (Meeting Procedures) Regulations 2015*, the Council conducts a Public Question Time Forum to enable members of the public to ask question on Council related matters.

A period of 15 minutes, if required, will be set aside at the beginning of each Ordinary Council Meeting to conduct Public Question Time. If a response to a question cannot be provided at the meeting a written response will be provided as soon as practicable.

A member of the public may give written notice to the General Manager, 7 days before a meeting of a question to be put to the Meeting.

The Chairman may invite any member of the public present at a meeting to ask questions, without notice, relating to activities of the Council, subject to the provisions of Clause 2 below.

1. Once Question Time commences the Chairman will determine the order in which questions are heard.
2. Questions may relate to any business of the Council capable of being discussed in the open portion of the meeting, and which is not listed as an item for consideration on the Agenda for the Council Meeting.
3. Members of the public proposing a question are required to be present at the Council Meeting at which their question is to be read. Where a person submits a question for Public Question Time but fails to attend the meeting, the question will be treated as general correspondence and a written response will be provided at the earliest opportunity.
4. A person asking a question, when called upon by the Chairman is requested to:
  - Stand,
  - State their name and address,
  - Read out their question.
5. The Chairman retains the right to accept or decline questions and to determine if the question is to be answered at the meeting by the appropriate Councillor or employee or written down and taken on notice. The decision to take the question on notice may also be taken by the Councillor or employee to whom the question is directed. Questions taken on notice will be answered at a later meeting.
6. The Chairman may rule a question inappropriate, and thus inadmissible if in his or her opinion it has already been asked, is unclear, irrelevant, insulting, improper or relates to any matter which would normally be discussed in the closed portion of the meeting as defined in the *Local Government (Meeting Procedures) Regulations 2015*.
7. Public Question Time forum will be limited to a maximum of 15 minutes in duration and will be declared closed following the expiration of the allocated time period, or where all valid questions have been dealt with, whichever is the sooner.
8. Each question is to be asked by the proponent who will be allowed a maximum of three minutes in which to put the question.
9. The Chairman will **not allow** any discussion or debate on either the question or the response.
10. Where a person proposes more than one question at any one forum, and there are a number of persons wishing to lodge questions, the Chairman may take the questions in such order so as to hear as many members of the public as practical during the time allocated.
11. The minutes of the Council Meeting will contain a summary of each question asked by members of the public and the response given.
12. Public Statements (as opposed to questions) **will not** be accepted for the reason that statements could be considered a form of participation.

Pertaining to any Planning Authority agenda item within this agenda, Council will do so in accordance with Council's Policy 2017-49.

Both the Public Question Time Procedure above and Council's Policy 2017-49 'Public Comment on Planning Agenda Items' will be available for the public to view at the meeting.

*Nil*

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*Cr R Cassidy and Cr A Archer re-joined the meeting at 10.41am.*

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## 15. NOTICE OF MOTIONS

Under Regulation 16 of the *Local Government (Meeting Procedures) Regulations 2015* relating to Motions on Notice. It states the following:

- (5) *A Councillor may give to the general manager, at least 7 days before a meeting, give written notice of a motion, together with supporting information and reasons, to be included on the agenda of that meeting. general manager of a question in respect of which the councillor seeks an answer at that meeting.*

## 15.1 NOTICE OF MOTION – CR R CASSIDY

A Notice of Motion has been received from **Cr R Cassidy** on **2 December 2023**, for inclusion on this Agenda and provides the following supporting information and reasons for this motion: -

*Residents and ratepayers may not understand the risks of fire and violent explosion that Lithium Ion Batteries pose, especially when a broken battery case is exposed to liquid, thus should seek to recycle them rather than dispose of them into trash.*

References:

<https://www.accc.gov.au/media-release/consumers-urged-to-use-and-store-lithium-ion-batteries-safely-to-prevent-deadly-fires>

<https://tasfire.com/lithium-ion-battery-fires/>

[https://www.fire.tas.gov.au/userfiles/saraha/file/20230504/0\\_7\\_1%20Guideline%20for%20the%20use%20of%20portable%20fire%20extinguishers%20for%20lithium%20battery%20fires%20TFS%20V1.pdf](https://www.fire.tas.gov.au/userfiles/saraha/file/20230504/0_7_1%20Guideline%20for%20the%20use%20of%20portable%20fire%20extinguishers%20for%20lithium%20battery%20fires%20TFS%20V1.pdf)

<https://www.productsafety.gov.au/products/electronics-technology/lithium-ion-batteries>

*Council should distribute educational material, by whatever means to inform ratepayers and residents of the extreme fire hazard that Lithium Ion Batteries pose and should not be left unattended whilst charging and if the battery's case is broken open, it could violently explode if it gets wet.*

The following motion has been proposed –

## RESOLUTION: 02/01.2024/C

**Moved:** Cr R Cassidy

**Seconded:** Cr Y Miller

**THAT** Council consider creating a policy banning the acceptance of Lithium-Ion Batteries in Council's ratepayers' and residents' waste bins and that no Lithium-Ion Batteries should be admitted to Central Highlands tip sites, due to extreme fire risk.

**CARRIED**

### For the Motion

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

## 15.2 NOTICE OF MOTION – CR R CASSIDY

A Notice of Motion has been received from **Cr R Cassidy** on **5 December 2023**, for inclusion on this Agenda and provides the following supporting information and reasons for this motion: -

*I discovered TasWater does not provide fluoride within the Bothwell Town Water supply. It is the only place I have lived without it. Dental care is poor in Tasmania and fluoride prevents dental decay and disease. I can provide contact details to Council.*

The following motion has been proposed –

## **RESOLUTION: 03/01.2024/C**

**Moved:** Cr R Cassidy

**Seconded:** Cr A Archer

**THAT** Council write to Minister Guy Barnett, Chair of the Tasmania Health Service Fluoridation Committee, and TasWater to expedite the introduction of fluoride in Bothwell Town Water for the long-term health/dental health; and seek confirmation that Hamilton, Ouse, Gretna, Ellendale & Westerway townships water systems are fluoridated.

**CARRIED**

### **For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

## **15.3 NOTICE OF MOTION – CR D MEACHEAM**

A Notice of Motion has been received from **Cr D Meacheam** on **2 December 2023**, for inclusion on this Agenda and provides the following supporting information and reasons for this motion: -

*A number of Bronte residents have approached me, expressing grave concern at the number of dogs wandering in the Bronte Park settlement, creating a major nuisance. I acknowledge that enforcement of any dog control measure in this community could be problematic, being remote from Hamilton and Bothwell, but the signage alone will prompt some residents to exercise better control of their dogs.*

*Zoning Bronte Park as a dog control area will bring the settlement into line with the same zoning in Miena.*

***Due to Cr Meacheam absence this item was deferred until the February Council meeting.***

## **16. COMMITMENTS**

### **16.1 MAYORAL COMMITMENTS**

#### **6 December 2023 to 10 January 2024**

11 December 2023	Australia Day Committee Meeting, Hamilton
12 December 2023	Annual General Meeting of Council, Bothwell
12 December 2023	Ordinary Meeting of Council, Bothwell
12 December 2023	Bothwell District High School – Presentation of Bursaries and Awards
15 December 2023	Citizenship Ceremony x 2, Bothwell
20 December 2023	Westerway Primary School - Presentation of Bursaries and Awards
21 December 2023	Council Christmas BBQ
21 December 2023	Gretna Volunteer Fire Brigade – Christmas BBQ
9 January 2024	Planning Meeting (Bothwell)
9 January 2024	Workshop (Bothwell)

- Business of Council **x 9**
- Ratepayer and community members - communications **x 10**
- Elected Members - communications **x 18**
- Central Highlands Council Management - communications **x 4**

## **FOR INFORMATION**

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### **16.2 COUNCILLOR COMMITMENTS**

#### ***Deputy Mayor J Allwright***

12 December 2023	Annual General Meeting of Council, Bothwell
12 December 2023	Ordinary Meeting of Council, Bothwell
9 January 2024	Planning Meeting (Bothwell)
9 January 2024	Workshop (Bothwell)

#### ***Cr A Archer***

12 December 2023	Annual General Meeting of Council, Bothwell
12 December 2023	Ordinary Meeting of Council, Bothwell

#### ***Cr A Bailey***

11 December 2023	Australia Day Committee Meeting, Hamilton
12 December 2023	Annual General Meeting of Council, Bothwell
12 December 2023	Ordinary Meeting of Council, Bothwell
19 December 2023	Glenora District High School Presentation Day
21 December 2023	Council Xmas BBQ
9 January 2024	Planning Meeting (Bothwell)
9 January 2024	Workshop (Bothwell)

#### ***Cr R Cassidy***

9 January 2024	Planning Meeting (Bothwell)
9 January 2024	Workshop (Bothwell)

#### ***Cr J Hall***

12 December 2023	Annual General Meeting of Council, (Bothwell)
12 December 2023	Ordinary Meeting of Council, (Bothwell)
13 December 2023	Online Learning Framework and Development modules from 1 to 4
19 December 2023	Glenora District High School Presentation Day
21 December 2023	Council Xmas BBQ
9 January 2024	Planning Meeting (Bothwell)
9 January 2024	Workshop (Bothwell)

#### ***Cr J Honner***

12 December 2023	Annual General Meeting of Council, Bothwell
12 December 2023	Ordinary Meeting of Council, Bothwell
12 December 2023	Bothwell District High School – Presentation of Bursaries and Awards
21 December 2023	Council Xmas BBQ
9 January 2024	Planning Meeting (Bothwell)
9 January 2024	Workshop (Bothwell)

#### ***Cr D Meacheam***

21 December 2023	Council Xmas BBQ
9 January 2024	Planning Meeting (Bothwell)
9 January 2024	Workshop (Bothwell)

**Cr Y Miller**

9 January 2024

Planning Meeting (Bothwell)

9 January 2024

Workshop (Bothwell)

**FOR INFORMATION****16.3 GENERAL MANAGER'S COMMITMENTS**

Date	With Whom	Subject / Comment
12 Dec 2023	Council and Management Members	Annual General Meeting
12 Dec 2023	Council and Management Members	Council Meeting
12-13 Dec 2023	Councillors	Various Subjects
15 Dec 2023	Members of the community	Australian Citizenship Ceremonies
20 Dec 2023	Management Members, Union and Staff Representatives	Enterprise Agreement Meeting
21 Dec 2023	Councillors and Staff	Council Christmas Function
9 Jan 2024	Council and Management Members	Planning Committee Meeting
9 Jan 2024	Council and Management Members	Council Workshop
11 Jan 2024	Management Members, Union and Staff Representatives	Enterprise Agreement Meeting

**FOR INFORMATION****16.4 DEPUTY GENERAL MANAGER COMMITMENTS**

Date	With Whom	Subject / Comment
20 Dec 2023	General Manager, Management Members, Union and Rep's	Enterprise Agreement Meeting
9 Jan 2024	Council and Management Members	Council Workshop
11 Jan 2024	General Manager, Management Members, Union and Rep's	Enterprise Agreement Meeting
16 Jan 2024	Council and Management Members	Council Meeting

**FOR INFORMATION****17. NOTIFICATION OF COUNCIL WORKSHOPS HELD**

A Council Workshop was held on **9 January 2024**. The following items were discussed –

- Future of Local Government Review – Final Report submission
- Private Works Audit
- Purchase of 30 River Street, Hamilton
- Osterley Church & Cemetery Purchase progress update
- Bridges Renewal Program Grant
- National Disaster Risk Reduction Program – review of emergency management capability
- LGAT Open Spaces Grant Program
- Strategic Plan for Highlands Bushfest #GoneBush (10 years & beyond)

## 18. FUTURE WORKSHOPS

The proposed next Council Workshop will be held on the following date/s –

- 13 February 2024

## 19. MAYORAL ANNOUNCEMENTS

*Nil*

## 20. MINUTES

### 20.1 CONFIRMATION OF DRAFT MINUTES ORDINARY MEETING – 12 DECEMBER 2023

**RESOLUTION: 04/01.2024/C**

**Moved:** Cr J Honner

**Seconded:** Cr J Hall

***THAT the Draft Minutes of the Ordinary Meeting of Council held on Tuesday 12 December 2023 be confirmed.***

**CARRIED**

#### **For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

### 20.2 RECEIVAL OF DRAFT MINUTES PLANNING COMMITTEE MEETING – 9 JANUARY 2024

**RESOLUTION: 05/01.2024/C**

**Moved:** Cr J Honner

**Seconded:** Deputy Mayor J Allwright

***THAT the Draft Minutes of the Planning Committee Meeting held on Tuesday 9 January 2024 be received.***

**CARRIED**

#### **For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

## 21. BUSINESS ARISING – DECEMBER 2023 COUNCIL MEETING

**Business Arising - actions undertaken.**



15.1	NOTICE OF MOTION – CR R CASSIDY	Deferred to January Council Meeting
20.2	RECEIVAL OF DRAFT AUDIT PANEL MINUTES – 4 DECEMBER 2023	Received and all 3 recommendations approved
23.1	DEVELOPMENT APPLICATION (DA 2023/50) FOR SUBDIVISION (8 LOTS & BALANCE LOT) AT 937 ELLENDALE ROAD, ELLENDALE OWNED BY J & A DALLEY	Approved and actioned
25.1	TASMANIAN PLANNING COMMISSION DECISIONS REGARDING THE SUBSTANTIAL MODIFICATIONS TO THE CENTRAL HIGHLANDS LOCAL PROVISIONS SCHEDULE: PLANNING SCHEME AMENDMENTS 2023/01, 2023/02 AND 2023/03	Actioned
25.2	TOWNSHIP STRUCTURE PLANNING PROJECT – PROGRESS UPDATE	Actioned
25.3	HAMILTON AMENITIES BUILDING AND BBQ SHELTER	Deferred to the 2024/25 Budget Deliberations
27.2	COUNCIL AND COMMITTEE MEETING DATES AND TIMES FOR 2024	Actioned & advertised
27.3	COUNCILLOR REPRESENTATIVES ON COMMITTEES 2023-24	Actioned except for the Panning Committee & TasWater representatives – follow up items in this Agenda
27.5	GREAT LAKE TIE-IN COMMUNITY GRANT APPLICATION	Actioned and approved
27.6	ROTARY CLUB OF HOBART FUNDING SUPPORT FOR ANNUAL MAGIC SHOW 2024	Actioned and approved \$280
27.7	CHILD AND YOUTH SAFE ORGANISATIONS FRAMEWORK AND DRAFT POLICY	Actioned

## FOR INFORMATION

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## 22. DERWENT CATCHMENT PROJECT



### Derwent Catchment Project Monthly Report for Central Highlands Council December 6<sup>th</sup>, 2023 – January 10<sup>th</sup>, 2024

#### Central Highlands Weeds Program

*Strategic Actions 4.4 Continue the program of weed reduction in the Central Highlands, and 4.7 Support and assist practical programs that address existing environmental problems and improve the environment.*

The weed management program focuses on implementing the Central Highlands Weed Management Plan and addressing weed control priorities.

The season has remained to be a challenging one to predict but the ground crew have been out on the roads treating weeds. A focus this season has been to treat weeds along Hollow Tree Road. As you would know, the road is a complicated place to work safely along and as such we waited until extra traffic management could be used. The ground crew have since been back to treat any remaining weeds along safer sections of the road, and we look forward to seeing how it progresses.



Hollow Tree Road weed management

Bashan Road near the Cattle Hill Wind Farm still poses a threat from thistle infestation after the large works and landslips that happened in the region. The team prioritised treating the thistles along the road late last year as per a request from a council and a local resident. We will continue to watch and act along this section of Bashan Road.

The team have also been spraying Central Highlands townships as per the request from council. They treated the last zone within the Ellendale township last year. Whilst working in the Ellendale region we also carried out inspections of the previously treated (2022-23) blackberry along the side roads. Whilst there is some regrowth (which is to be expected) there has been a high success rate in the treatment of blackberry within Ellendale.

#### **Orange Hawk: Weed Action Fund**

Work has continued with this program with all known sites having their preliminary survey completed and 70% of the sites have been treated. It has been a bumper growth year for Orange hawkweed and we have been working closely with local and landholders and a range of State Government organisations to develop a more comprehensive strategy for containment and eradication.

## **Restoration and Conservation**

*Strategic Actions: 4.1 Continue to fund and support the Derwent Catchment Project and 4.7 Support and assist practical programs that address existing environmental problems and improve the environment.*

## Nursery update

The summer months have brought on growth at the nursery, and we are already running out of space. Karen the Nursery Manager is busily pricking out and growing plants for internal and external planting projects scheduled for autumn.



New plant growth at the Hamilton nursery

## Tyenna River Recovery – Willow Warriors – supported by IFS, SFM, DV council and Tassal

There were no working bees organised over the festive season however, Morgan has been working on a rehabilitation plan in the upper reaches of the Tyenna River in collaboration with IFS and SFM. The rehabilitation will be reported on in more detail once the details are finalised.

## Grant Applications

There are no current grant applications awaiting approval.

Please don't hesitate to call us if you have any queries about our programs.

Yours Sincerely,

The Derwent Catchment Team

### Key Contacts:

Josie Kelman (Co Executive Officer) 0427 044 700

Eve Lazarus (Co Executive Officer) 0429 170 048

Morgan McPherson (Works Manager) 0418 667 426

Stuart Rose (Restoration Manager)

Karen Phillips (Nursery Manager) 0400 039 303

## RESOLUTION: 06/01.2024/C

**Moved:** Cr Y Miller

**Seconded:** Cr A Bailey

**THAT** the Derwent Catchment Project Report for December be received.

**CARRIED**

### For the Motion

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

## 23. COUNCIL ACTING AS A PLANNING AUTHORITY

In accordance with Regulation 25(1) of the *Local Government (Meeting Procedures) Regulations 2015*, the Mayor advises that the Council intends to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993*, to is to be noted.

In accordance with Regulation 25, the Council will act as a Planning Authority in respect to those matters appearing under Item 23 on this agenda, inclusive of any supplementary items.

### RESOLUTION: 07/01.2024/C

**Moved:** Cr J Honner

**Seconded:** Cr R Cassidy

**THAT** Council now act as a Planning Authority.

**CARRIED**

#### For the Motion

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

## 23.1 DEVELOPMENT APPLICATION (DA2023/63) FOR SUBDIVISION (2 LOTS & BALANCE LOT) AT LOT 2 ELLENDALE ROAD, WESTERWAY OWNED BY T CLARK & S GATENBY-CLARK

#### **Author**

Lousia Brown, Senior Planning Officer

#### **Authorised By**

Graham Rogers, Development & Environmental Services Manager

#### **PROPOSAL**

Council is in receipt of a Development Application for a 2 Lot and Balance subdivision at Lot 2 Ellendale Road, Westerway.

PDA Surveyors, Engineers and Planners, have applied to the Central Highlands Council for a Permit under the *Land Use Planning and Approvals Act 1993* ("the Act") to subdivide the land.

The existing property is made up of one title (CT: 177709/2) with a total area of 50.59ha. The property is vacant of any structures and an existing vehicular access is provided from Ellendale Road.

The application seeks to subdivide the site to create a total of two (2) lots and the balance lot in the following arrangement:

Lot 1 – 8.85ha, 272m of frontage to Ellendale Road, new shared vehicular access from the Road;

Lot 2 – 5.66ha, 186m of frontage to Ellendale Road, new shared vehicular access from the Road; and

Balance Lot – 36.08ha, 71m frontage to Ellendale Road and exiting vehicular access from the Road.

The application has been lodged under the *Tasmanian Planning Scheme – Central Highlands* ("the Planning Scheme") and the property is zoned Rural Living A within the Planning Scheme.



Under the Planning Scheme subdivision is defined as development. The proposal is to be assessed against the development standards of the zone and the development standards of the applicable Codes. These matters are described and assessed in this report.

This is a discretionary application under the Planning Scheme. The Council gave notice of the application for public comment as required by the Act. During the notification period no representations were received.

This report will assess the proposal against the relevant provisions of the Act and the Scheme. It is recommended that Council grant a permit for the subdivision subject to conditions.

## THE SITE

The property is located within the settlement of Westerway, 1km north of the bridge junction with Gordon River Road. Several existing dwellings adjoin the north-eastern property boundary, the northern boundary is defined by Ellendale Road.

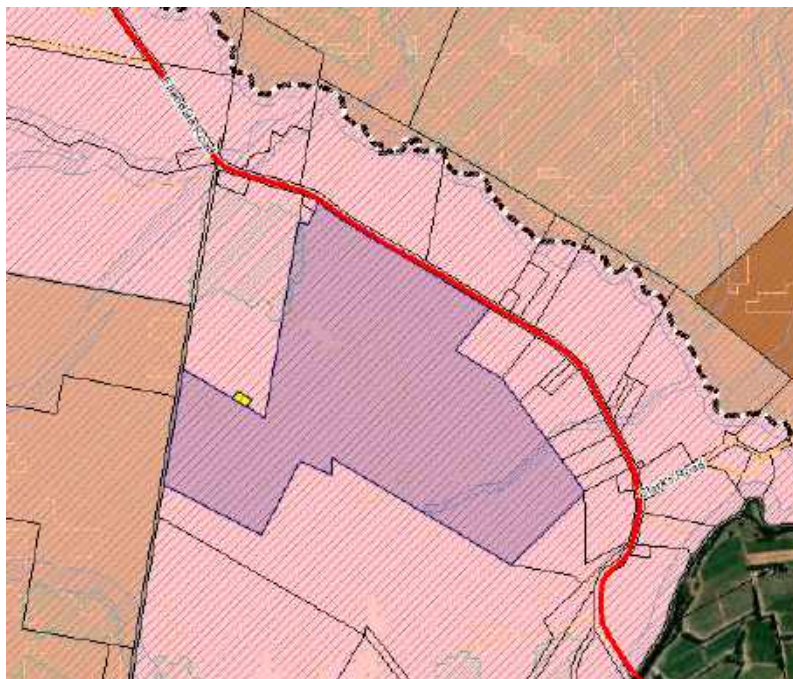
Agricultural uses, predominantly pastoral are characteristic of the area, with adjacent properties also within the Rural Living Zone of the Planning Scheme.

The land slopes downwards from the highest point in the southwest corner towards Ellendale Road. The property is currently vacant of any structures.

A “wayleave easement” runs south-west from Ellendale Road through the property, this accommodates TasWater infrastructure on adjacent land to the north-west.

Map 1 below shows the land zoning, code overlays and location of the property.

Map 2 is an aerial image of the property and surrounds, with the TasWater infrastructure shown.



*Map 1\_ The subject land and most surrounding properties are in the Rural Living Zone (pink). Adjoining land to the west and further north, north-east is in the Rural Zone (light brown). The pink colour represents the Rural Living Zone. The subject title is identified by the blue line. Source: LISTmap (02/01/24)*



*Map 2\_Aerial image of the subject land and surrounding area. Subject titles marked with blue line. TasWater infrastructure is shown as blue and black line. Source: LISTmap (02/01/24)*

## THE APPLICATION

The Applicant has submitted the attached Plans and reports to accompany the Development Application form.

Specific matters relevant to the application are discussed below.

### Access

New Lots 1 and 2 lots will require new access crossovers and the balance lot will use the existing access.

### Stormwater and Sewer

Reticulated sewer is not available in this location; therefore all proposed lots are sized sufficiently for wastewater to be managed onsite. This will be assessed as part of any future proposals to develop the vacant lots.

Stormwater will either be retained on site or discharge to the storm in line with any future Plumbing Permits.

### Bushfire

The entirety of the land is identified as bushfire prone.

As such, a Bushfire Hazard Report and Management Plan has been provided to address the requirements of the Bushfire Prone Areas Code (assessed below).

In summary, the proposed subdivision is able to meet the requirements of the Code.

### Public Open Space

No land will be provided for Public Open Space in this subdivision. A condition requiring payment of cash in lieu of 5% of the value in accordance with the *Local Government (Building and Miscellaneous Provisions) Act 1994* is included in the recommendation.

### TasWater

Water reticulation is available to the land, with the main running along Ellendale Road.

The developer will need to provide new water connections for all lots and in accordance with the requirements of TasWater.

## USE/DEVELOPMENT DEFINITION

The proposed use and development is defined, under the Planning Scheme, as development for Subdivision, which is Discretionary in accordance with the *Tasmanian Planning Scheme – Central Highlands*.

### Use/Development Status under the Planning Scheme

As a discretionary development, the application was advertised in accordance with Section 57 of the Act. Council has the discretion to grant a permit for this proposal with or without conditions or refuse to grant a permit.

### PUBLIC NOTIFICATION AND REPRESENTATIONS

The application was advertised for 14 days until the 6<sup>th</sup> December 2023.

No representations were received.

### ASSESSMENT - THE TASMANIAN PLANNING SCHEME – CENTRAL HIGHLAND

#### RURAL LIVING ZONE 'A'

The land is in the Rural Living Zone A. The proposal is a discretionary land use and development in this zone. The proposal must satisfy the requirements of the following relevant provisions of this zone:

<b>11.5 Development Standards for Subdivision</b> <b>11.5.1 Lot design</b> That each lot: (a) has an area and dimensions appropriate for use and development in the zone; (b) is provided with appropriate access to a road; and (c) contains areas which are suitable for residential development.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<b>A1</b> Each lot, or a lot proposed in a plan of subdivision, must: (a) have an area not less than 1ha; (i) be able to contain a minimum area of 15m x 20m clear of: a. all setbacks required by clause 11.4.2 A2 and A3; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause 11.4.2 A2 and A3; (b) be required for public use by the Crown, a Council or a State Authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone.	<b>P1</b> Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have sufficient useable area and dimensions suitable for its intended use, having regard to: (a) the relevant requirements for development of existing buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) any natural or landscape values; (e) adequate provision of private open space; and (f) the pattern of development existing on established properties in the area, and must be no more than 20% smaller than the applicable lot size required by clause 11.5.1 A1.	<i>All lots are in excess of the minimum lot size of 1ha and can accommodate a minimum building area of 15mx20m, clear of setback requirement and existing easements.</i>  <i>There are no existing structures on the property.</i>  <i>The Acceptable Solution A1 is met.</i>
<b>A2</b> Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or	<b>P2</b> Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a	<i>The proposed new Lots 1 and 2 and the balance lot have frontages over than 40m. The Acceptable Solution A2 is met.</i>

Utilities, must have a frontage not less than 40m.	right of carriageway, that is sufficient for the intended use, having regard to: (a) the width of frontage proposed, if any; (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (c) the topography of the site; (d) the functionality and useability of the frontage; (e) the ability to manoeuvre vehicles on the site; and (f) the pattern of development existing on established properties in the area, and is not less than 3.6m wide.	
<b>A3</b> Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	<b>P3</b> Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to: (a) the topography of the site; (b) the length of the access; (c) the distance between the lot or building area and the carriageway; (d) the nature of the road and the traffic; (e) the anticipated nature of vehicles likely to access the site; and (f) the ability for emergency services to access the site.	<i>Lots 1 and 2 will be provided with a new shared vehicular access from Ellendale Road, a Council Maintained Road. The balance lot will maintain the existing access from Ellendale Road.</i>  <i>The Acceptable Solution A3 is met.</i>

### 11.5.2 Roads

That the arrangement of new roads with a subdivision provides:

- (a) safe, convenient and efficient connections to assist accessibility and mobility of the community;
- (b) adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and
- (c) the efficient ultimate subdivision of the entirety of the land and of surrounding land.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<b>A1</b> The subdivision includes no new roads.	<b>P1</b> The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety,	<i>Acceptable solution A1 is met as no new roads are proposed as a part of this subdivision.</i>



	<p>convenience and legibility for vehicles, having regard to:</p> <p>(a) any relevant road network plan adopted by the council;</p> <p>(b) the existing and proposed road hierarchy;</p> <p>(c) maximising connectivity with the surrounding road network;</p> <p>(d) appropriate access to public transport; and</p> <p>(e) access for pedestrians and cyclists.</p>	
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<b>11.5.3 Services</b>		
That the subdivision of land provides services for the future use and development of the land.		
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	<b>Officer Comment</b>
<p><b>A1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must:</p> <p>(a) be connected to a full water supply service if the frontage of the lot is within 30m of a full water supply service; or</p> <p>(b) be connected to a limited water supply service if the frontage of the lot is within 30m of a limited water supply service, unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.</p>	<p><b>P1</b></p> <p>No Performance Criterion.</p>	<p><i>Lot 1 and Lot 2 will be provided with Water connections as these are within 30m of an existing service.</i></p> <p><i>The proposal meets the acceptable solution A1.</i></p>
<p><b>A2</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding within Rural Living Zone C or Rural Living Zone D or for public open space, a riparian or littoral reserve or Utilities, must:</p> <p>(a) be connected to a reticulated sewerage system; or</p> <p>(b) be connected to a reticulated sewerage system if the frontage of each lot is within 30m of a reticulated sewerage system and can be connected by gravity feed.</p>	<p><b>P2</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding within Rural Living Zone C or Rural Living Zone D or for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.</p>	<p><i>The Performance Criteria P2 is met for both lots 1 and 2, as there is no reticulated sewerage systems available in the area. The size of the lots are more than adequate to accommodate the requirements of a wastewater treatment system.</i></p>

## **C2.0 Parking and Sustainable Transport Code**

The purpose of the Parking and Sustainable Transport Code is:

- To ensure that an appropriate level of parking facilities is provided to service use and development.
- To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
- To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
- To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.

- To ensure that parking spaces and accesses meet appropriate standards.
- To provide for parking precincts and pedestrian priority streets.

<b>C2.6.3 Number of accesses for vehicles</b>		
That:		
(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;		
(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and		
(c) the number of accesses minimise impacts on the streetscape.		
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	<b>OFFICER COMMENT</b>
<b>A1</b> The number of accesses provided for each frontage must: <ul style="list-style-type: none"> <li>(a) be no more than 1; or</li> <li>(b) no more than the existing number of accesses,</li> </ul> whichever is the greater.	<b>P1</b> The number of accesses for each frontage must be minimised, having regard to: <ul style="list-style-type: none"> <li>(a) any loss of on-street parking; and</li> <li>(b) pedestrian safety and amenity;</li> <li>(c) traffic safety;</li> <li>(d) residential amenity on adjoining land; and</li> <li>(e) the impact on the streetscape.</li> </ul>	<i>The proposal complies with Acceptable Solution A1, as a new shared access is proposed for Lots 1 and 2. The Balance of the lot will be served by the existing access.</i>
<b>A2</b> Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	<b>P2</b> Within the Central Business Zone or in a pedestrian priority street, any new accesses must: <ul style="list-style-type: none"> <li>(a) not have an adverse impact on:               <ul style="list-style-type: none"> <li>(i) pedestrian safety and amenity; or</li> <li>(ii) traffic safety; and</li> </ul> </li> <li>(b) be compatible with the streetscape.</li> </ul>	<i>Not applicable.</i>

## **C7.0 Natural Assets Code**

The application of this Code applies to development on land within a Waterway & Coastal Protection Area and a Priority Vegetation within the Rural Living Zone.

<b>C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area</b>
That:
(a) works associated with subdivision within a waterway and coastal protection area or a future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets; and
(b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on natural assets.

Acceptable Solutions	Performance Criteria	Officer Comment
<b>A1</b> Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must: <ul style="list-style-type: none"> <li>(a) be for the creation of separate lots for existing buildings;</li> <li>(b) be required for public use by the Crown, a council, or a State authority;</li> <li>(c) be required for the provision of Utilities;</li> <li>(d) be for the consolidation of a lot; or</li> <li>(e) not include any works (excluding boundary fencing), building area, services, bushfire hazard management area or vehicular access within a waterway and coastal protection area or future coastal refugia area.</li> </ul>	<b>P1</b> Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must minimise adverse impacts on natural assets, having regard to: <ul style="list-style-type: none"> <li>(a) the need to locate building areas and any associated bushfire hazard management area to be outside a waterway and coastal protection area or a future coastal refugia area; and</li> <li>(b) future development likely to be facilitated by the subdivision.</li> </ul>	<p><i>A small section of Lot 1 on the western boundary is within the Priority Vegetation Area. A section of the Balance lot is within the Waterway &amp; Coastal protection Area.</i></p> <p><i>As there is no works proposed within these areas, the proposal meets the Acceptable Solution A1.</i></p>

### C13.0 Bushfire prone Area Code

This code applies to subdivision of land that is located within a bushfire-prone area, which the property is located within.

A Bushfire Hazard Assessment Report and Bushfire Hazard Management Plan for the proposed 2 Lot and balance Subdivision, has been prepared by GES Geo-Environmental Solutions, dated October 2023, J9134v2 was provided with the Development Application.

This report makes several recommendations which form a part of the planning conditions of the permit, and which must be completed prior to Council sealing the final plan of survey.

The assessment against the development standards of the code is provided in the following tables.

Development Standards - Subdivision		
C13.6.1 Subdivision: Provision of hazard management areas		
Objective:		
That subdivision provides for hazard management areas that:		
<ul style="list-style-type: none"> <li>(a) facilitate an integrated approach between subdivision and subsequent building on a lot;</li> <li>(b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and</li> <li>(c) provide protection for lots at any stage of a staged subdivision.</li> </ul>		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<b>A1</b> (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of	<b>P1</b> A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire-prone area, having regard to:	<p><i>A Bushfire Hazard Assessment Report is provided with a Certificate under Section 51 (2) (d) of the Act that requires the Planning Authority <u>must accept</u> any certificate issued by an accredited person that certifies</i></p>

<p>hazard management areas as part of a subdivision; or</p> <p>(b) The proposed plan of subdivision:</p> <p>(i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision;</p> <p>(ii) shows the building area for each lot;</p> <p>(iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and</p> <p>(iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and</p> <p>(c) If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under</p>	<p>(a) the dimensions of hazard management areas;</p> <p>(b) a bushfire risk assessment of each lot at any stage of staged subdivision;</p> <p>(c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability;</p> <p>(d) the topography, including site slope;</p> <p>(e) any other potential forms of fuel and ignition sources;</p> <p>(f) separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent development;</p> <p>(g) an instrument that will facilitate management of fuels located on land external to the subdivision; and</p> <p>(h) any advice from the TFS.</p>	<p><i>the plans provided are acceptable to manage/mitigate risk or that the development will result in an insufficient risk from the hazard.</i></p> <p><i>The provided Certificate and Report demonstrates that Hazard Management Areas can be provided to a BAL-12.5 risk level for all lots including the balance.</i></p> <p><i>The proposal therefore complies with A1 (b) and sub criteria.</i></p> <p><i>There is no need to extend hazard management areas into the adjoining land and therefore A1 (c) is not applicable.</i></p> <p><i>The proposal meets Acceptable Solution A1.</i></p>
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section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.		
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<b>Development Standards - Subdivision</b> <b>C13.6.2 Subdivision: Public and fire-fighting access</b>		
<p>Objective:</p> <p>Access roads to, and the layout of roads, tracks and trails, in a subdivision:</p> <p>(a) allow safe access and egress for residents, firefighters and emergency service personnel;</p> <p>(b) provide access to the bushfire-prone vegetation that enables both the property to be defended when under bushfire attack and for hazard management works to be undertaken;</p> <p>(c) are designed and constructed to allow for fire appliances to be manoeuvred;</p> <p>(d) provide access to water supplies for fire appliances; and</p> <p>(e) are designed to allow connectivity, and where needed, offering multiple evacuation points.</p>		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p>A1</p> <p>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of firefighting; or</p> <p>(b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas is included in a bushfire hazard management plan that:</p> <p>(i) demonstrates proposed roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and</p> <p>(ii) is certified by the TFS or an accredited person.</p>	<p>P1</p> <p>A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to:</p> <p>(a) appropriate design measures, including:</p> <p>(i) two way traffic;</p> <p>(ii) all weather surfaces;</p> <p>(iii) height and width of any vegetation clearances;</p> <p>(iv) load capacity;</p> <p>(v) provision of passing bays;</p> <p>(vi) traffic control devices;</p> <p>(vii) geometry, alignment and slope of roads, tracks and trails;</p> <p>(viii) use of through roads to provide for connectivity;</p> <p>(ix) limits on the length of cul-de-sacs and dead-end roads;</p> <p>(x) provision of turning areas;</p> <p>(xi) provision for parking areas;</p> <p>(xii) perimeter access; and</p> <p>(xiii) fire trails;</p>	<p>The <i>provided Report/Certificate states that the access will comply with the relevant standards for road access.</i></p> <p><i>The proposal therefore complies with A1 (b) and sub criteria.</i></p>

	(b) the provision of access to: (i) bushfire-prone vegetation to permit the undertaking of hazard management works; and (ii) fire-fighting water supplies; and (c) any advice from the TFS.	
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<b>Development Standards - Subdivision</b> <b>C13.6.3 Subdivision: Provision of water supply for fire-fighting purposes</b>		
<b>Objective:</b> Adequate, accessible and reliable water supply for the purposes of fire-fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.		
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	<b>OFFICER COMMENT</b>
<b>A1</b> In areas serviced with reticulated water by the water corporation:  (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire-fighting purposes;  (b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or  (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire-fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.	<b>P1</b> No Performance Criterion.	<i>The provided Report/Certificate states that the static water supply complies with the relevant table.</i>  <i>The proposal therefore complies with Acceptable Solution A1.</i>
<b>A2</b> In areas that are not serviced by reticulated water by the water corporation:  (a) The TFS or an accredited person certifies that there is an insufficient increase	<b>P2</b> No Performance Criterion.	<i>The provided Report/Certificate states that the static water supply complies with the relevant table.</i>

<p>in risk from bushfire to warrant provision of a water supply for fire-fighting purposes;</p> <p>(b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire-fighting, will be provided and located compliant with Table E5; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire-fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</p>	<p><i>The proposal therefore complies with Acceptable Solution A2.</i></p>
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### C15.0 Landslip Hazard Code

The purpose of this code is to ensure a tolerable risk can be achieved and maintained for the type, scale and intensity of use or development on land within a landslip hazard area.

The proposal is exempt from this code, as the development is subdivision within a low landslip hazard band and does not involve significant works.

### CONCLUSION

The report has assessed a Development Application for (DA2023/63) for subdivision (2 lots & balance lot) at Lot 2 Ellendale Road, Westerway owned by T Clark & S Gatenby-Clark.

No representations were received.

The proposal has been found to comply with all the relevant standards of the Rural Living Zone and the applicable Codes.

It is recommended that the Application be approved, and a Permit issued with conditions and advice.

### PLANNING COMMITTEE CONSIDERATION

This item was considered at the Planning Committee Meeting held on Tuesday 9<sup>th</sup> January 2024 with the Planning Committee making the following recommendation to Council acting as the Planning Authority.

### RESOLUTION: 08/01.2024/C

**Moved:** Cr R Cassidy

**Seconded:** Cr J Hall

**THAT**, in accordance with the provisions of the Tasmanian Planning Scheme – Central Highlands and section 57 of the Land Use Planning & Approvals Act 1993, Council **APPROVE** the Development Application (DA2023/63) for Subdivision (2 Lots & Balance Lot) at Lot 2 Ellendale Road, Westerway owned by T Clark & S Gatenby-Clark subject to conditions detailed below:

## CONDITIONS

### General

1. The subdivision layout or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.
2. The development and works must be carried out in accordance with:  
*Bushfire Hazard Report, Proposed Subdivision Lot 2 Ellendale Road, Westerway (Mark Van den Berg, GES) J9134v2 dated October 2023.*
3. Prior to Council sealing the final plan of survey for any stage the developer must provide certification from a suitably qualified person that all works required by the approved Bushfire Hazard Management Plan has been complied with.

### Agreements

4. Agreements made pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* must be prepared by the applicant on a blank instrument form to the satisfaction of the Council and registered with the Recorder of Titles. The subdivider must meet all costs associated with the preparation and registration of the Part 5 Agreement.

### Easements

5. Easements must be created over all drains, pipelines, wayleaves and services in accordance with the requirements of the Council's Development & Environmental Services Manager. The cost of locating and creating the easements shall be at the subdivider's full cost.

### Public Open Space

6. In accordance with the provisions of Section 117 of the *Local Government (Building and Miscellaneous Provisions) Act 1993*, payment of a cash contribution for Public Open Space must be made to the Council prior to sealing the Final Plan of Survey.

The cash contribution amount is to be equal to 5% of the value of the land (excluding the balance lot) at the date of lodgement of the Final Plan of Survey.

The value is to be determined by a Land Valuer within the meaning of the *Land Valuers Act 2001* at the developers' expense.

7. The cash-in-lieu of public open space must be in the form of a direct payment made before the sealing of the final plan of survey or, alternatively, in the form of a Bond or Bank guarantee to cover payment within ninety (90) days after demand, made after the final plan of survey has taken effect.

### Covenants

8. Covenants or other similar restrictive controls that conflict with any provisions or seek to prohibit any use provided within the planning scheme must not be included or otherwise imposed on the titles to the lots created by this permit, either by transfer, inclusion of such covenants in a Schedule of Easements or registration of any instrument creating such covenants with the Recorder of Titles, unless such covenants or controls are expressly authorised by the terms of this permit or the consent in writing of the Council's Development & Environmental Services Manager.

### Final Plan

9. A final approved plan of survey and schedule of easements as necessary, together with two (2) copies, must be submitted to Council for sealing for each stage. The final approved plan of survey must be substantially the same as the endorsed plan of subdivision and must be prepared in accordance with the requirements of the Recorder of Titles.
10. A fee of \$225.00, or as otherwise determined in accordance with Council's adopted fee schedule, must be paid to Council for the sealing of the final approved plan of survey for each stage.
11. All conditions of this permit, including either the completion of all works and maintenance or payment of security in accordance with this permit, must be satisfied before the Council seals the final plan of survey



for each stage. It is the subdivider's responsibility to notify Council in writing that the conditions of the permit have been satisfied and to arrange any required inspections.

12. The subdivider must pay any Titles Office lodgment fees direct to the Recorder of Titles.

#### **Services**

13. Property services must be contained wholly within each lot served or an easement to the satisfaction of the Council's Development & Environmental Services Manager or responsible authority.
14. The Subdivider must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the proposed subdivision works. Any work required is to be specified or undertaken by the authority concerned.  
*Advice: Any redundant services under the subject land are to be removed.*

#### **Access**

15. A separate vehicle access must be provided from the road carriageway to the new Lots (lot 1 & lot 2). The existing access which serves the Balance Lot must be upgraded. Accesses must be located and constructed in accordance with the standards shown on standard drawings Standard Drawings TSD-R09-v2 Urban Roads Driveways, or as otherwise agreed by Council's Works & Services Manager.

#### **Water**

16. Each lot must be connected to a reticulated potable water supply.

#### **TasWater**

17. The development must meet all required Conditions of approval specified by TasWater Submission to Planning Authority Notice, TWDA 2023/01632-CHL, dated 01/12/2023.

#### **Telecommunications and Electrical Reticulation**

18. Electrical and telecommunications services must be provided to each lot in accordance with the requirements of the responsible authority and to the satisfaction of the Council's General Manager.

#### **Construction**

19. The subdivider must provide not less than forty-eight (48) hours written notice to Council's Works & Services Manager before commencing construction works on-site or within a council roadway.
20. The subdivider must provide not less than forty-eight (48) hours written notice to Council's Works & Services Manager before reaching any stage of works requiring inspection by Council unless otherwise agreed by the Council's Works & Services Manager.

#### **Construction Amenity**

21. The development must only be carried out between the following hours unless otherwise approved by the Council's General Manager:
 

Monday to Friday	7:00am to 6:00pm
Saturday	8:00am to 6:00pm
Sunday and State-wide Public Holidays	10:00am to 6:00pm
22. All works associated with the development of the land must be carried out in such a manner so as not to unreasonably cause injury to, or unreasonably prejudice or affect the amenity, function and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of -
  - (a) emission from activities or equipment related to the use or development, including noise and vibration, which can be detected by a person at the boundary with another property; and/or
  - (b) transport of materials, goods or commodities to or from the land; and/or
  - (c) appearance of any building, works or materials.
23. Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the land in an approved manner. No burning of such materials on-site will be permitted unless approved in writing by the Council's General Manager.
24. Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the subdivision during the construction period.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT: -

- A. This permit does not imply that any other approval required under any other legislation has been granted.
- B. This permit does not take effect until all other approvals required for the use or development to which the permit relates have been granted.
- C. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval unless the development for which the approval was given has been substantially commenced or extension of time has been granted. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development may be treated as a new application.



## Submission to Planning Authority Notice

<b>Council Planning Permit No.</b>	DA 2023/63	<b>Council notice date</b>	24/11/2023
<b>TasWater details</b>			
<b>TasWater Reference No.</b>	TWDA 2023/01632-CHL	<b>Date of response</b>	01/12/2023
<b>TasWater Contact</b>	Timothy Carr	<b>Phone No.</b>	0419 306 130
<b>Response issued to</b>			
<b>Council name</b>	CENTRAL HIGHLANDS COUNCIL		
<b>Contact details</b>	kbradburn@centralhighlands.tas.gov.au		
<b>Development details</b>			
<b>Address</b>	Lot 2 ELLENDALE RD, WESTERWAY	<b>Property ID (PID)</b>	9170139
<b>Description of development</b>	Subdivision( 2 Lots & Balance)		
<b>Schedule of drawings/documents</b>			
<b>Prepared by</b>	<b>Drawing/document No.</b>	<b>Revision No.</b>	<b>Date of Issue</b>
PDA	Proposal Plan – 49834CT - 1	-	01/11/2023
<b>Conditions</b>			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p><b>CONNECTIONS, METERING &amp; BACKFLOW</b></p> <ol style="list-style-type: none"> <li>1. A suitably sized water supply with metered connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. <b>Advice:</b> <i>The proposed water connection/meter for lot 2, must be located adjacent to the driveway.</i></li> <li>2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.</li> </ol> <p><b>ASSET CREATION &amp; INFRASTRUCTURE WORKS</b></p> <ol style="list-style-type: none"> <li>3. Plans submitted with the application for the Certificate for Certifiable Work (Building and/or Plumbing) must, to the satisfaction of TasWater show, all existing or proposed property services and mains. <ol style="list-style-type: none"> <li>a. An offset fire hydrant located in the road reserve, outside the proposed lots 1 &amp; 2 as to comply with the hydrant spacing standards outlined in the TasWater Supplement table 8.8.8. Rural Living Zone.</li> <li>b. Provide long section of the proposed driveways as to confirm depth of cover over the existing water main.</li> </ol> </li> </ol> <p><b>FINAL PLANS, EASEMENTS &amp; ENDORSEMENTS</b></p> <ol style="list-style-type: none"> <li>4. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made. <b>Advice:</b> <i>Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.</i></li> </ol>			



5. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.
6. Prior to the issue of a TasWater Consent to Register a Legal Document, the applicant must submit a .dwg file, prepared by a suitably qualified person to TasWater's satisfaction, showing:
  - a. the exact location of the existing water infrastructure,
  - b. the easement protecting that infrastructure.

The developer must locate the existing TasWater infrastructure and clearly show it on the .dwg file. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost.

#### **DEVELOPER CHARGES**

7. Prior to TasWater issuing a Consent to Register a Legal Document, the applicant or landowner as the case may be, must pay a developer charge totalling \$3,514.00 to TasWater for water infrastructure for 2.0 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

#### **DEVELOPMENT ASSESSMENT FEES**

8. The applicant or landowner as the case may be, must pay a development assessment fee of \$389.86 and a Consent to Register a Legal Document fee of \$248.30 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

#### **Advice**

##### **General**

For information on TasWater development standards, please visit <https://www.taswater.com.au/building-and-development/technical-standards>

For application forms please visit <https://www.taswater.com.au/building-and-development/development-application-form>

##### **Developer Charges**

For information on Developer Charges please visit the following webpage - <https://www.taswater.com.au/building-and-development/developer-charges>

##### **Service Locations**

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <https://www.taswater.com.au/building-and-development/service-locations> for a list of companies.

##### **Advice to Planning Authority (Council) and developer on fire coverage**

TasWater cannot provide a supply of water for the purposes of firefighting to the entirety of lots on the plan.

**CARRIED****For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

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**24. ORDINARY COUNCIL MEETING RESUMED****RESOLUTION: 09/01.2024/C****Moved:** Cr Y Miller**Seconded:** Cr J Hall

**THAT** Council no longer act as a Planning Authority and resume the Ordinary Council Meeting.

**CARRIED****For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

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**25. DEVELOPMENT & ENVIRONMENTAL SERVICES****25.1 DEVELOPMENT ASSESSMENT PANEL (DAP) DISCUSSION PAPER****Reports By**

Graham Rogers, Development & Environmental Services Manager

At the Ordinary Meeting of Council held on 21<sup>st</sup> November 2023 the Discussion Paper, outlining the proposed Development Assessment Panel (DAP), was discussed with Councillor comments on the Discussion Paper required by 30<sup>th</sup> November 2023.

A copy of Council's submission has been included in the attachments.

Council is now also in receipt of the submission prepared by the Local Government Association of Tasmania on behalf of Tasmanian local government and a copy of the submission has also been included in the attachments for your information.

***FOR INFORMATION*****25.2 CONTAINER REFUND SCHEME – AMENDMENT 01-2022 & PLANNING DIRECTIVE NO. 9****Reports By**

Graham Rogers, Development & Environmental Services Manager

The Minister for Planning has advised of the making of amendment 01-2022 of the State Planning Provisions and the issuing of *Planning Directive No. 9 – Exemptions, Application Requirements, Special Provisions and Zone Provisions*.

The amendment provides definitions, exemptions and general provisions to enable a consistent approach to consideration of applications for the rollout of the State's Container Refund Scheme.

Amendment 01-2022 and Planning Directive No. 9 come into effect on Wednesday 24 January 2024.

A copy of the amendment and planning directive have been included in the attachments for your information.

## **FOR INFORMATION**

## **25.6 DEVELOPMENT & ENVIRONMENTAL SERVICES (DES) MONTHLY REPORT**

### **Reports By**

Graham Rogers, Development & Environmental Services Manager

### **PLANNING PERMITS ISSUED UNDER DELEGATION**

The following planning permits have been issued under delegation during the past month.

#### **DISCRETIONARY**

DA NO.	APPLICANT	LOCATION	PROPOSAL
2023 / 00059	D G Madden	1126 Ellendale Road, Ellendale	Outbuilding
2023 / 00064	A J Odell	13 Fleming Drive, Miena	Outbuilding
2023 / 00065	J I Triffett	32 Patrick Street, Bothwell	Outbuilding
2023 / 00066	J R Allwright	460 Jones River Road, Ellendale	Visitor Accommodation

### **ANIMAL CONTROL**

Total Number of Dogs Registered in 2022/2023 Financial Year – 968

Total Number of Kennel Licences Issued for 2022/2023 Financial Year – 29

2023/2024 Dog Registration & Kennel Licence Renewals have been issued and were due by 31 July 2023.

<b>2023/2024 Statistics as of 10 January 2024</b>	
Number of Dogs Impounded during last month	2
Number of Dogs Currently Registered	979
Number of Dogs Pending Re-Registration	11
Number of Kennel Licences Issued	33
Number of Kennel Licences Pending	1

## **RESOLUTION: 10/01.2024/C**

**Moved:** Cr J Honner

**Seconded:** Cr Y Miller

***THAT the Development & Environmental Services monthly report for December 2023 be received.***

**CARRIED****For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

**26. WORKS & SERVICES**

*Jason Branch, Works and Services Manager attended the meeting at 11.03am.*

**26.1 WORKS & SERVICES MONTHLY REPORT – DECEMBER 2023****Report By**

Jason Branch, Works & Services Manager

**Background**

The following activities were performed during **December 2023** by Works & Services –

<b>Grading &amp; Sheeting</b>	Meadowbank Road
<b>Maintenance Grading</b>	Meadsfield Road repair wash outs, Waddamana Road repair wash outs, McGuires Marsh Road repair wash outs, Hamilton Plains Road
<b>Potholing / shouldering</b>	Strickland Road, 14 Mile Road, Browns Marsh Road, Pothole Dawson Road
<b>Spraying:</b>	
<b>Culverts / Drainage:</b>	Install culverts Rotherwood Road
<b>Occupational Health and safety</b>	<ul style="list-style-type: none"> <li>• Monthly Toolbox Meetings</li> <li>• Day to day JSA and daily prestart check lists completed.</li> <li>• Monthly workplace inspections completed.</li> </ul>
<b>Bridges:</b>	14 Mile Bridge tender evaluation assessment
<b>Refuse / recycling sites:</b>	Cover Hamilton Tip twice weekly
<b>Other:</b>	<ul style="list-style-type: none"> <li>• Spray and seed grass area at new Hamilton toilet block</li> <li>• Hamilton tip maintenance</li> <li>• 2 x drum musters</li> <li>• Remove fallen tree Victoria Valley Road</li> <li>• Remove fallen tree Dennistoun Road</li> <li>• Cold mix holes Victoria Valley Road and Ellendale Road</li> <li>• Trim hedges Bothwell cemetery and township</li> <li>• Remove fallen tree Browns Marsh Road</li> <li>• Repair water break Bothwell recreation ground</li> <li>• Remove waste oil from Hamilton landfill site</li> <li>• Repair road signs Ellendale Road</li> </ul>

	<ul style="list-style-type: none"> <li>Remove rubbish from Hollow Tree Road</li> </ul>
<b>Slashing:</b>	
<b>Municipal Town Maintenance:</b>	<ul style="list-style-type: none"> <li>Collection of town rubbish twice weekly</li> <li>Maintenance of parks, cemetery, recreation ground and Caravan Park.</li> <li>Cleaning of public toilets, gutters, drains and footpaths.</li> <li>Collection of rubbish twice weekly</li> <li>Cleaning of toilets and public facilities</li> <li>General maintenance</li> <li>Mowing of towns and parks</li> <li>Town Drainage</li> </ul>
<b>Buildings:</b>	
<b>Plant:</b>	<ul style="list-style-type: none"> <li>PM705 Mack truck repair brake boosters and ring feeder</li> <li>PM753 Compactor started works to repair head gasket</li> <li>PM757 JCB backhoe new tyres</li> <li>PM817 Toyota Hilux serviced.</li> <li>PM741 Mack truck 4 new slack adjusters</li> <li>New Toyota Hilux ute arrived at Hamilton Works Depot</li> </ul>
<b>Private Works:</b>	
<b>Casuals</b>	<ul style="list-style-type: none"> <li>Toilets, rubbish and Hobart</li> <li>Hamilton general duties</li> </ul>
<b>Program for next 4 weeks</b>	<ul style="list-style-type: none"> <li>Start Franklin Place, Hamilton footpath replacement.</li> <li>Start stabilization works Ellendale Road</li> <li>Install culverts Rotherwood Road</li> <li>Commence investigation works into entrances to Thiessen Crescent</li> </ul>

## RESOLUTION: 11/01.2024/C

**Moved:** Cr A Bailey

**Seconded:** Cr J Hall

*THAT the Works & Services monthly report for December 2023 be received.*

**CARRIED**

### For the Motion

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.



*Update from Jason Branch – Works and Services Manager*

**URGENT WORKS – THE AVENUE, ELLENDALE – an Emergency Order has been issued for urgent works to be carried out immediately.**

*Jason Branch, Works and Services Manager left the meeting at 11.15am.*

## **27. ADMINISTRATION SERVICES**

### **27.1 MONTHLY FINANCE REPORT TO 31 DECEMBER 2023**

Our Contracted Accountant is currently away on annual leave and therefore, a report has not been provided.

### **27.2 COMMUNITY GRANT APPLICATION – THE TASMANIAN HIGHLANDS GATHERING 2024**

#### **Report**

Adam Wilson, Deputy General Manager

#### **Background**

Council has received a community grant application from Mr Frank McGregor the Paton of the Gathering.

Mr McGregor asking for Council to consider a community grant of \$1,000 towards the running of the Tasmanian Highlands Gathering 2024 festival in the Highlands of Tasmania between Friday the 23 February and Sunday the 25 February 2024.

Mr McGregor suggests the direct aim of this community grant would be a chance to celebrate all the Great Lake and surrounding charming country towns have to offer, including strong highland ties and tales, fishing, stunning vistas and waterways, fine arts, entertainment, locally made whisky and pure highlands hospitality.

The objective of the festival is to host a successful Tasmanian Highlands Gathering, showcasing the region's cultural richness, and fostering community engagement.

Mr McGregor states the Tasmanian Highlands Gathering project will benefit the community by fostering cultural vibrancy, strengthening community bonds, and showcasing local talent. It provides a valuable cultural resource through music workshops, traditional sessions, and public events, contributing to the region's identity and enriching the overall community experience.

A copy the community grant application is included in the attachments.

#### **RESOLUTION: 12/01.2024/C**

**Moved:** Cr R Cassidy

**Seconded:** Cr Y Miller

**THAT** Council provide the Tasmanian Highlands Gathering Inc. with a \$1,000 donation to hold the Tasmanian Highlands Gathering 2024 Festival in the Highlands of Tasmania between Friday the 23 February and Sunday the 25 February 2024 and provide approval to borrow 60 council moulded plastic chairs for musicians.

**CARRIED****For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

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*Cr A Archer left the meeting at 11.16am.*

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## **27.3 REQUEST FOR REMISSION OF HALL HIRE FEES 2024 – BOTHWELL WELLNESS GROUP**

**Report**

Adam Wilson, Deputy General Manager

**Background**

Council has received a letter from Mrs Brigitte White, Treasurer of the Bothwell Wellness Group writing in regard to the use of the Bothwell Town Hall and Bothwell Football Community Centre rooms for the purpose of their exercise classes. Mrs White states that the Bothwell Wellness Group is a non-for-profit group that runs exercise classes on a Tuesday.

The Bothwell Wellness Group seeking a remission of the hire fees for the Bothwell Town Hall / Bothwell Football Club & Community Centre for their weekly exercise classes during 2024.

The Bothwell Wellness Group classes do not recommence until 30th January 2024 and are held weekly on a Tuesday from 1.30 to 2.30pm. Classes are normally held in the Bothwell Town Hall but are moved to the Bothwell Football Club & Community Centre if Council requires the Bothwell Town Hall.

The Hire Form has been completed and a copy of the Public Liability Insurance from All About Fitness is about to expire and they have advised the new policy will be provided to Council prior to commencing their classes for the year.

**RESOLUTION: 13/01.2024/C**

**Moved:** Cr R Cassidy

**Seconded:** Deputy Mayor J Allwright

***THAT*** Council remit the hire fees for the Bothwell Wellness Group for weekly exercise classes during 2024.

**CARRIED****For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

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*Cr A Archer returned to the meeting at 11.18am.*

*Cr A Bailey left the meeting at 11.20am.*

*Cr A Bailey returned to the meeting at 11.22am.*

## 27.4 REQUEST FOR FUNDING – HIGHLANDS HEALTHY CONNECT PROJECT – STAGE 2

### Report

Adam Wilson, Deputy General Manager

### Background

Council has received a request from HATCH for additional funding in 2024 for administration support for the Highlands Healthy Connect Project - Stage 2.

Council agreed at the May 2022 Council Meeting, that Council would continue to provide funding for 8 hours per week of administration support for the Highlands Healthy Connect Project - Stage 1:

**Moved: Cllr S Bowden**

**Seconded: Deputy Mayor J Allwright**

**THAT** Council include \$10,000 in the 22/23 budget and \$10,000 in the 23/24 budget for administration support for the Highlands Healthy Connect Project for 2023.

**CARRIED**

### FOR the Motion

Mayor L Triffitt, Deputy Mayor J Allwright, Cllr A Archer, Cllr A W Bailey, Cllr S Bowden, Cllr R Cassidy, Cllr J Honner, Cllr J Poore

HATCH has requested that Council continue to provide administrative and project support of 8 hours per week for the Highlands Healthy Connect Project – Stage 2.

Stage 2 of the Highlands Healthy Connect project commenced in July 2023 for a period of 2 years. The budget for this project includes administrative support for 8 hours per week. This proposal will increase the hours of this position to 16 hours per week (the hours currently provided to the position).

The programs and activities conducted as part of the Highlands Healthy Connect project - Stage 2 include implementing recommendations from the external evaluation conducted in 2022 by Fae Robinson.

Council have kindly provided funds in the 2022/23 financial year and start of 2023/24 financial year for this position. Without this funding there are some activities and programs that could not continue in the current capacity, including the Food Hub which is increasing in demand due to the high cost of living. This program commenced at Ash Cottage in Ouse in late 2023 and is growing every week. It is planned to continue to support this program and look at extending into other areas of the Central Highlands. This will not be possible without project support.

Other activities and projects supported by this position include the meal delivery program, exercise programs, monthly walking group, op shop, providing opportunity for social connection & identifying health needs in the community.

HATCH requests Council to consider continuing to provide funding for the administrative and project support position based at Ash Cottage Ouse for 8 hours per week for a total of \$20,000 per calendar year.

### **RESOLUTION: 14/01.2024/C**

**Moved:** Cllr J Honner

**Seconded:** Deputy Mayor J Allwright

**THAT** Council include an additional \$10,000 in the current 2023/24 Budget and \$10,000 in the future 2024/25 Budget for administration support for the Highlands Healthy Connect Project – Stage 2 for the 2024 calendar year.

**CARRIED**

### For the Motion

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

## **27.5 OPEN SPACES GRANT DEED – WAYATINAH COMMUNITY ‘GET TOGETHER’ MEETING, PICNIC, FAMILY AREA**

### **Report**

Adam Wilson, Deputy General Manager

### **Background**

Mr Ben Morris the Policy Director for the Local Government Association of Tasmania has written to Council stating he is pleased to provide the grant deed for the Open Spaces Grant for Council's review and signing.

The full grant agreement includes the grant deed, along with your council's original application and risk assessment are included in the attachments. The grant agreement will be read by the parties including application documents.

Background information about the Open Spaces Grant application submitted by the Deputy General Manager:

### **Project Title – Wayatinah Community ‘Get Together’ Meeting, Picnic, Family Area**

The Wayatinah Community ‘Get Together’ Meeting, Picnic, Family Area will provide a safe environment to help to improving community connections and social inclusion through the meeting of families and friends at a central location within the village of Wayatinah. It will also provide members of the community with a central location to address issues like:

- Reducing social isolation for children, adults and seniors in the village.
- Improving community resilience between age groups in the community;
- Infrastructure and equipment support or enables communities to connect, support and rebuild; and
- Rebuilding social fabric.

The project will foster community engagement by creating a space for families to come together to talk and share their experiences in the highlands. This facility will provide an area that will allow families to take advantage of long summer days by having a picnic or BBQ together.

This project is linked to the Central Highlands Health and Wellbeing Plan as it builds another community meeting place to build and strengthen the community connection, while increasing liveability within the village, build bushfire resilience in local communities that recognises the unique location, risks, hazards and resources available, engage with young people to increase their participation in and commitment to the Central Highlands and will also support tourism infrastructure.

The Wayatinah Community ‘Get Together’ Meeting, Picnic, Family Area is an investment into improving local community participation and contributes to vibrant and viable communities.

Overall community self-esteem will be enhanced by having this facility at Wayatinah.

Wayatinah is located in the Central Highlands off the Lyell Highway on the southern edge of the Cradle Mountain-Lake St Clair National Park in Tasmania. Currently there is no local Community ‘Get Together’ Meeting, Picnic, Family Area.

Officers have been working with local community members to identify an appropriate location for a ‘Get Together’ meeting, picnic, family area in the Wayatinah township and will redevelop the old school site in the centre of the village.

The project site is a location next to the Wayatinah Shop and Community Hall.

Council's will level and landscape the site using their own funds to ensure amenities like public toilets, barbeque, covered seating area and playground equipment can be installed in the one location.

Project budget to build a Community 'Get Together' Meeting, Picnic, Family Area, at Wayatinah:

#### Expenditure

Project	Total Cost
Toilet block	\$90,000.00
Contract to supply and install playground equipment	\$45,000.00
	<b>\$135,000.00</b>

#### Other funds – Council expenditure

Project	Total Cost
Site works – prepare level area for playground equipment	\$15,000.00
Installation of Barbeque	\$29,000.00
Installation of a covered seating areas	\$30,000.00
Landscaping of the site	\$10,000.00
	<b>\$84,000.00</b>

Total budget **\$219,000.00**, Council will need to contribute \$84,000 towards the project.

### RESOLUTION: 15/01.2024/C

**Moved:** Cr Y Miller

**Seconded:** Cr J Honner

***THAT** Council authorise the General Manager to sign the Open Spaces Grant Deed – Wayatinah Community 'Get Together' Meeting, Picnic, Family Area and include \$84,000 in the 2024/25 Council Capital Works Budget for the project.*

**CARRIED**

#### For the Motion

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

## 27.6 EMPLOYMENT AND RECRUITMENT POLICY

### Report

Adam Wilson, Deputy General Manager

### Background

### RECOMMENDATION FROM THE AUDIT PANEL

At the Audit Panel Meeting held on Monday 4 December 2024 the committee reviewed Policy 2013-18 Employee Recruitment and Selection and made the following recommendation:

*The Employee Recruitment and Selection Policy 2023-08 be approved with no changes and be table at the January Council Meeting.*

A copy of the policy was included in the attachments.

**RESOLUTION: 16/01.2024/C****Moved:** Cr J Honner**Seconded:** Deputy Mayor J Allwright***THAT** Council adopt Policy 2013-18 Employee Recruitment and Selection Policy.***CARRIED****For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

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**27.7 TASMANIAN AUTUMN FESTIVAL – SPONSORSHIP****Report by**

Kim Hossack, General Manager

**Background**

Michael Smith the President of the Derwent Valley and Central Highlands Tourist Association Inc. has written to the General Manager regarding the Tasmanian Autumn Festival sponsorship.

The Derwent Valley and Central Highlands Tourism Association (DHTA) invites Central Highlands Council to become a sponsor of the Tasmanian Autumn Festival.

The Tasmanian Autumn Festival is a regional festival that celebrates the natural beauty, cultural heritage and culinary delights of the Derwent Valley and Central Highlands regions of Tasmania.

The Derwent Valley and Central Highlands Tourist Association has a membership base of 44 businesses and growing. Central Highlands businesses currently account for 25% of our member base such as Curringa Farm, Rathmore, 28 Gates, Meadowbank and The Great Lakes Hotel.

Destination Southern Tasmania (DST) are in support of this initiative, and we attach a letter from Alex Heroys, CEO to that affect.

The Tasmanian Autumn Festival aims to position the Valley and Highlands as a premier destination for Autumn experiences in Tasmania, and to create a memorable and distinctive brand identity that reflects the character and appeal of the region. The festival will foster community and business collaboration, as well as engagement and pride amongst local residents. When more visitors come to our region, stay longer and tell our stories in person and via social media the economic and social benefits are far reaching.

The Autumn Festival will be an annual event that will take place over a minimum of two weeks in April with the inaugural event in 2024. It will feature a range of activities, events and experiences, primarily hosted by businesses and community groups in the Valley and Highlands at their own properties. The operational cost of these satellite events are the responsibility of the hosting business.

The Derwent Valley and Central Highlands Tourist Association will be responsible for working with businesses and groups to inspire and bring their events and activities together and market them under the Tasmanian Autumn Festival banner. We have invited the long running one day Derwent Valley Autumn Festival run by Rotary, to be a key event on the broader Tasmanian Autumn Festival calendar.

DHTA will also assist to coordinate joint activities and services such as trails, transport and visual activations at several locations.

As a sponsor of the Tassie Autumn Festival, Council will have the opportunity to promote your organisation to a large and diverse audience of visitors, locals and media. You will also be able to demonstrate your support for the regional tourism industry and the local community. Depending on your level of sponsorship, you will receive various benefits such as logo placement on promotional materials, website and social media, acknowledgement in media releases and speeches, invitations to functions, signage at venues and events, and naming rights to specific activities or events.

The sponsorship proposal opportunities are listed below –

- Event Partner \$10,000 contribution
- Gold Leaf Sponsor \$5,000 contribution
- Silver Leaf Sponsor \$3,000 contribution
- Bronze Leaf Sponsor \$1,000 contribution
- Hero Sponsor Provision of In-Kind Support and prizes

The Derwent Valley and Central Highlands Tourist Association hopes that Central Highlands Council will sponsor this exciting and unique event that will showcase the best of what our region has to offer which includes the significant businesses and visitor infrastructure of your council area.

#### **Previous Action**

This item was tabled at the November Ordinary Council Meeting and the following Resolution was approved.

#### ***RESOLUTION: 16/11.2023/C***

**Moved:** Cr R Cassidy

**Seconded:** Cr A Bailey

***THAT Council invite Mr Michael Smith, President of the Derwent Valley and Central Highlands Tourist Association Inc to give a presentation at the December Council meeting.***

**CARRIED**

#### **For the Motion**

*Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; Cr D Meacheam; and Cr Y Miller.*

Michael Smith, the President; Lisa West, the Secretary; and business owner, Susie Parsons from 28 Gates addressed Council concerning Tasmania Autumn Festival at the December Ordinary Council Meeting during Deputations, the support of and possible sponsorship.

Key points they raised in support of possible sponsorship were as followings -

- The Association is incorporated, they are working on branding, attracting members and volunteers.
- Collaboration between the Derwent Valley Council and the Central Highlands Council.
- Aim to establish the Tasmanian Autumn Festival as an annual event.
- Noting that the traveller visits Regions and don't recognise LGA boundaries.
- Encourage the visitor to stay longer in the Region by offering experiences and events.
- Produce a central webpage and calendar for events.
- Seeking letters of support from Council for grant applications.
- Seeking financial support from Council.

#### **Conclusion**

This item is now before Council again, for a final decision on whether to support this sponsorship.

#### **RESOLUTION: 17/01.2024/C**

**Moved:** Cr A Archer

**Seconded:** Cr R Cassidy

***THAT Council supports the Tasmanian Autumn Festival by being a Bronze Leaf Sponsor (\$1,000 contribution).***

CARRIED

**For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

## 27.8 MANAGING CONFLICTS OF INTEREST OF COUNCILLORS – FRAMEWORK PROPOSAL / DISCUSSION PAPER

**Report by**

Kim Hossack, General Manager

**Background**

The Office of Local Government has written to all Councils outlining a range of options to strengthen the regulation of conflicts of interest of Local Government Councillors. The proposed framework in the discussion paper sets out a contemporary approach for identifying, managing, and mitigating Councillors' personal interests and conflicts of interest, while ensuring that a Councillors' decisions and actions are guided by ethical principles.

By implementing a principals-based framework encourages a culture of ethical behaviour, professional conduct, and good governance, while also fostering trust and confidence within their local community.

The original proposal/discussion paper was in early November with all feedback being welcomed by 22 December 2023. However, on 15 December 2023 the Office of Local Government emailed Council (forwarded to all Councillors on 20 December 2023) advising they were seeking further clarification on several issues raised in the discussion paper, so they released an addendum regarding the following –

- Options for the types of debt that could be required to be declared,
- Clarification of what the declaration of “other income” could include, and
- Clarification of the “nature” of interests.

Therefore, the consultation period has been extended to **2 February 2024** for Councillor comments to be provided.

**Decision**

**RESOLVED THAT Councillors provide their comments to the General Manager by 31 January 2024.**

## 27.9 COUNCILLOR REPRESENTATIVES ON THE PLANNING COMMITTEE AND TASWATER OWNER REPRESENTATIVE for 2023-24

**Report by**

Kim Hossack, General Manager

**Background**

At the last Ordinary Council Meeting held on **12 December 2023**, the following Council Representatives were appointed to the Planning Committee and TasWater with the addition of Cr A Archer as a member to each. This approval was subject to the General Manager checking their individual terms of reference.

Council Committee	Representatives	Meeting Schedule
Planning Committee	Cr R Cassidy (Chair) Mayor L Triffitt Deputy Mayor J Allwright Cr J Hall Cr A Archer Cr A Bailey (Proxy)	Monthly



TasWater Owner Representative	Deputy Mayor J Allwright Cr A Archer Cr D Meacheam (Proxy)	Quarterly
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*Cr A Archer left the meeting at 11.34am*

*Cr A Bailey left the meeting at 11.35am*

### **Terms of Reference (TOR)**

Council's **Planning Committee** was first established on 20 September 2011, to pursue planning applications and suitable planning permit conditions prior to submission of development applications to Council as a Planning Authority. The Committee was also responsible for monitoring the progress of the Council's new Planning Scheme. The following motion was approved –

#### **Planning Committee**

*Moved **Clr L M Triffitt***

*Seconded **Clr A W Bailey***

**THAT** Council for a Planning Committee consisting of; Council's Planner, Manager DES Graham Rogers, Kathy Bradburn (Minute Secretary), Deputy Mayor A J Downie, Clr I V McMichael and Clr G Herbert.

**Carried**

**For the motion** Mayor D E Flint, Deputy Mayor A J Downie, Clr A W Bailey, Clr R G Bowden, Clr G Herbert, Clr T H Jacka, Clr I V McMichael, Clr L M Triffitt

No formal TOR were established for this Committee at that time, however at the first meeting held on 11 October 2011, Mayor D Flint was recorded as the Chair with three Councillors & staff being present.

Since this time membership has stayed at four Councillors with a proxy member and agendas are sent to all Councillors in case they wish to attend.

By increasing the membership to five, it then becomes a 'Majority' of Council which undermines the legislative approval process of the Planning Authority function.

Therefore, the Planning Committee membership should be kept at four only.

Under **TasWater's** Owner's Representatives Group (ORG) Charter clause 2 states the following –

*Under the Constitution, the ORG comprises one representative from each member of the corporation. Each member may appoint a Deputy Representative to fulfil the role of Representative in the absence of the usual Representative.*

Therefore, there cannot be two appointed Representatives.

*Cr A Bailey returned to the meeting at 11.38am.*

*Cr A Archer returned to the meeting at 11.41am.*

### **RESOLUTION: 18/01.2024/C**

**Moved:** Cr R Cassidy

**Seconded:** Cr J Hall

**THAT** Cr A Archer replace Cr A Bailey as a proxy member on the Planning Committee; and TasWater Representatives remain as previously approved with no change.

**CARRIED**

#### **For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

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## 28. SUPPLEMENTARY AGENDA ITEMS

In accordance with the requirements of Part 2 Regulation 8 (6) of the *Local Government (Meeting Procedures) Regulations 2015*, the Council by absolute majority may decide to deal with a matter that is not on the agenda if, where the General Manager has reported either:

- a) The reason it was not possible to include the matter on the agenda;
- b) That the matter is urgent; or
- c) That advice of a qualified person has been obtained and taken into account in providing advice to Council under Section 65 of the *Local Government Act 1993*.

### RESOLUTION: 19/01.2024/C

**Moved:** Cr J Honner

**Seconded:** Cr J Hall

***THAT** the Council resolve by absolute majority to deal with any supplementary items not appearing on the agenda, as reported by the General Manager in accordance with the Local Government (Meeting Procedures) Regulations 2015.*

**CARRIED**

#### **For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

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## 28.1 REQUEST FOR APPROVAL TO OPERATE A CLAY TARGET SHOOTING RANGE AT THE 2024 HAMILTON SHOW

### **Report by**

Kim Hossack, General Manager

### **Background**

Council has received a written request from the Hamilton Show Committee to once again, operate a clay target shooting range at the 2024 Hamilton Show.

This range has operated successful for several years and provides a great unique experience for Show patrons.

### RESOLUTION: 20/01.2024/C

**Moved:** Deputy Mayor J Allwright

**Seconded:** Cr A Bailey

***THAT** Council approved the Hamilton Show Committee to operate a clay target shooting range at the 2024 Hamilton Show on Saturday 2 March 2024.*

**CARRIED**

#### **For the Motion**

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; and Cr Y Miller.

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## 29. OTHER BUSINESS

### Cr A Archer - Dog Management

There have been concerns about dog control at Bronte Park. Staff will check existing signage and advised Council the Dog Management Policy is due for renewal this year if any changes are needed.

### Cr Y Miller - Dog Park at Hamilton

Could Council investigate the possibility of establishing dog exercise park at Hamilton.

### Cr R Cassidy - Council Offices and Staff Shortage

Councillor discussed the matter concerning the reopening of the Hamilton Office to the public and having enough staffing resources. We need to be monitoring our sustainability for our long-term future.

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## 30. CLOSURE

Mayor Triffitt thanked everyone for their contribution and declared the meeting closed at **12.00pm**.

**Signed as Confirmed:**

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**Mayor L Triffitt**

**Dated:** 20 February 2024



# Central Highlands Council

## MINUTES AUDIT PANEL MEETING – 5 FEBRUARY 2024

Minutes of the Central Highlands Council Audit Panel Meeting will held at the Hamilton Council Chambers, Hamilton on Monday 5 February 2024 commencing 10.00am.

### 1.0 OPENING

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### 2.0 PRESENT

Ian McMichael (Chair), Cr A Bailey and Cr D Meacheam.

**In Attendance:** Kim Hossack, General Manager.

**Via Teams:** David Doyle, Contract Accountant; Simone Lee (Signing Officer) and Anupriya Sharma (Team Leader) from the Tasmanian Audit Office.

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### 3.0 APOLOGIES

Deputy Mayor J Allwright; and Adam Wilson, Deputy General Manager.

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### 4.0 CONFIRMATION OF MINUTES

Minutes of the previous Audit Panel Meeting held on Monday 4 December 2023 were unable to be confirmed due to not enough Audit Panel members being present. These will need to be table at the next meeting in May 2024.

---

### 5.0 PECUNIARY INTEREST DECLARATIONS

The Chair requests all Members to indicate whether they or a close associate have or are likely to have a pecuniary interest (any pecuniary benefit or pecuniary detriment) or conflict of interest in any Item of this Agenda.

Nil

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### 6.0 BUSINESS ARISING



6.1 **Related Party Declarations** – Nil amendments.

6.2 **Friends of St Michael's Church** – funds held with Council (\$79k). The General Manager provided a verbal update concerning the future consideration of this heritage listed building. The Anglican Diocese and local Church group members have met with Council recently. Regular future updates will be provided.

6.3 **Performance Audit of Private Works undertaken by Councils** – The final 'embargoed' Report of the Auditor General No.3 of 2023-2024 was received by the General Manager on 18 January 2024 for any final comments. No further comments were given by close of business on 1 February 2024. Therefore, the document is unchanged from being presented at our December 2023 meeting. Council will adopt and implement all recommendations when advised to do so.

---

## 7.0 STANDING ITEMS

7.1 Statutory Financial Requirements Report.

### RESOLUTION

**Moved:** Cr D Meacheam

**Seconded:** Cr A Bailey

*That the Statutory Financial Requirements Report be received.*

**CARRIED**

**For the Motion:** Mr I McMichael (Chair); Cr A Bailey; and Cr D Meacheam

7.2 Financial Reports – Monthly Report to 30 November 2023.

### RESOLUTION

**Moved:** Cr A Bailey

**Seconded:** Cr D Meacheam

*That the Monthly Financial Report to 30 November 2023 be received.*

**CARRIED**

**For the Motion:** Mr I McMichael (Chair); Cr A Bailey; and Cr D Meacheam

7.3 Risk Management Register – has been updated with Audit Findings on Financial Reporting Risks. This is added at item 4.18. The Climate Risk Assessment table will also be included to the Risk Register which then need formal endorsement from Full Council.

### RECOMMENDATION 1

**Moved:** Cr D Meacheam

**Seconded:** Cr A Bailey

*That the Risk Management Register be updated with Audit Findings on Financial Reporting Risks and the Climate Risk Assessment table be included into the Register.*



**CARRIED**

**For the Motion:** Mr I McMichael (Chair); Cr A Bailey; and Cr D Meacheam

#### 7.4 Policy Review/s - Nil

The General Manager advised that the additional 2008-40 Bothwell Lawn Cemetery Policy (previous not listed and unknown to the Panel) will now be included within the new Cemetery Policy being developed as part of the purchase of the Osterley Church & Cemetery – this is a formal requirement as the Cemetery Manager role.

#### **RECOMMENDATION 2**

**Moved:** Cr D Meacheam

**Seconded:** Cr A Bailey

*That Council's Caravan Bylaw 1 of 2014 which is due to expire on 16 July 2024, be addressed as soon as possible.*

**CARRIED**

**For the Motion:** Mr I McMichael (Chair); Cr A Bailey; and Cr D Meacheam

---

### **8.0 NEW BUSINESS**

#### **8.1 FUTURE OF LOCAL GOVERNMENT FINAL REPORT**

The Panel was advised that that Final Future of Local Government Report with the 37 Recommendations is open for submissions until 29 February 2024. Council has again engaged Martin Farley from Creating Preferred Futures to collate Council's submission from Councillor comments. The first draft will be discussed at the Council Workshop on 13 February, prior to be presented at the full Council Meeting on 20 February for endorsement.

#### **8.2 DRAFT CLIMATE RISK ASSESSMENT**

This matter was discussed, and the Climate Risk Assessment table is to be included in the Risk Management Register (see Recommendation 3).

Simone Lee advised that the Climate Change Standards within financial reporting, will be included in all future audits.

#### **8.4 TAO MEMORANDUM OF AUDIT FINDINGS AT 30 JUNE 2024**

Simone Lee introduced herself to the Panel and advised she will be undertaking the position of Signing Officer in this years Audit for Central Highlands (previously Jeff Tongs undertook this role) with Anupriya Sharma being the Team Leader.

Council should be very pleased that all highlighted audit findings are rated as a Low Risk.

There was only one new audit finding which was the Risk Register does not include risk relating to financial reporting. This has been addressed above once formal endorsement from Council is obtained.

The remaining yet to be resolved findings, again are all Low risk and she expects that 2.3 Excessive leave balances and 2.4 Authorisation of general journals will be addressed and removed at 30 June 2024.



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#### 9.0 OTHER BUSINESS

Nil

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#### 10.0 NEXT MEETING

To be held at Hamilton on **Tuesday 6<sup>th</sup> May 2024** commencing at **10.00am**.

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#### 11.0 CLOSURE – 11.02am

---

DRAFT

Deputy Premier  
Treasurer  
Minister for Infrastructure and Transport  
Minister for Planning



Level 10, Executive Building, 15 Murray Street, Hobart  
Public Buildings, 53 St John Street, Launceston  
GPO Box 123, Hobart TAS 7001  
Phone: (03) 6165 7701; Email: [Michael.Ferguson@dpact.tas.gov.au](mailto:Michael.Ferguson@dpact.tas.gov.au)

15 January 2024

Councillor Loueen Triffitt  
Mayor  
Central Highlands Council  
PO Box 20  
HAMILTON TAS 7140

By email: [council@centralhighlands.tas.gov.au](mailto:council@centralhighlands.tas.gov.au)

Dear Mayor

**Draft Amendment 01-2024 of the State Planning Provisions**

I recognise the importance of keeping the State Planning Provisions (SPPs) under regular review to ensure the intended planning outcomes are delivered.

The scoping process undertaken for the SPPs review in 2022 identified a number of potential amendments to address operational matters and to clarifying and improve requirements in the SPPs. These have been grouped into Action Group 1 projects as part of the SPPs Review to progress as amendments to the SPPs.

Feedback received during the SPPs Review scoping process, and subsequent workshops with local council planners, indicated the need for amendments to correct errors and clarify the exemptions in the Coastal Erosion, Coastal Inundation, and Landslip Hazard Codes. The amendments seek to clarify the:

- interface between these codes and the *Building Act 2016*;
- application of the Landslip Hazard Code to 'significant works'; and
- operation of the exemptions in the Landslip Hazard Code for the medium, medium-active, and high hazards bands.

In accordance with section 30C of the *Land Use Planning and Approvals Act 1993* (the Act), I have issued Terms of Reference in relation to the preparation of draft amendment 01-2024 of the SPPs which are available for viewing on the Planning in Tasmania website: [www.planningreform.tas.gov.au](http://www.planningreform.tas.gov.au).

I have also prepared and attached draft amendment 01-2024 of the SPPs that is in accordance with the Terms of Reference, and an accompanying explanatory document. The draft amendment has been prepared in consultation with a working group comprising a number of local council planners, along with input from Mineral Resources Tasmania (MRT) and Consumer, Building and Occupational Services (CBOS).



In accordance with section 30D(2) of the Act, I seek your comment in relation to draft amendment I/2024 of the SPPs. In accordance with section 30D(3) of the Act, I also seek your opinion on whether the amendment should become an interim SPPs amendment in accordance with section 30NB of the Act to enable these changes to come into effect earlier.

Your comments should be sent to the State Planning Office at [yoursay.planning@dpac.tas.gov.au](mailto:yoursay.planning@dpac.tas.gov.au) by close of business on **Friday, 1 March 2024**. Enquiries can be directed to the State Planning Office on 1300 703 977 or email [stateplanning@dpac.tas.gov.au](mailto:stateplanning@dpac.tas.gov.au).

Yours sincerely

A handwritten signature in blue ink that reads "Michael Ferguson". The signature is fluid and cursive, with the first name "Michael" and the last name "Ferguson" clearly legible.

Hon Michael Ferguson MP  
**Minister for Planning**

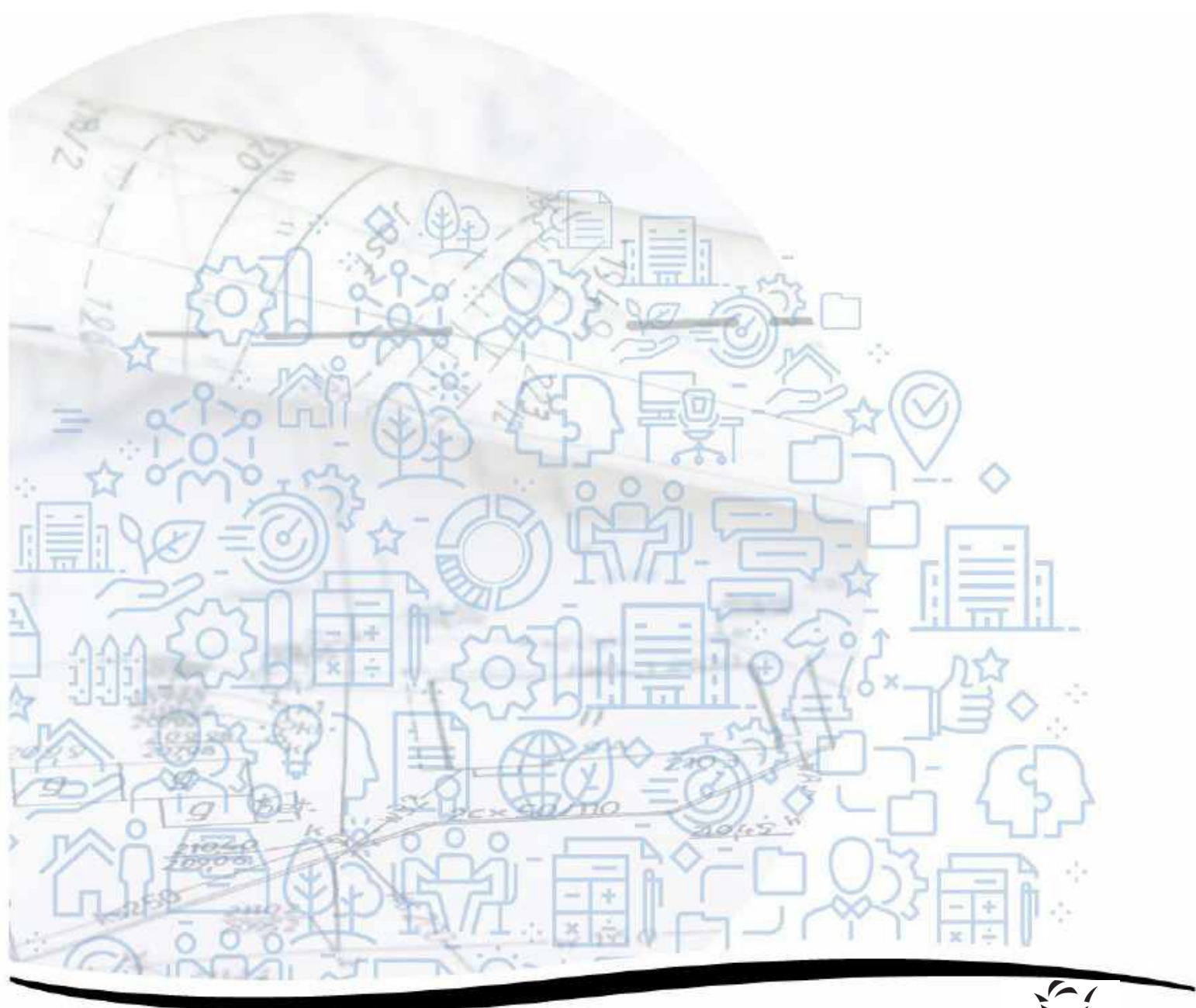
Cc: Ms Kim Hossack, General Manager

**Attachments:**

1. Draft Amendment I-2024 of the SPPs
2. Draft Amendment I-2024 of the SPPs – Explanatory Document

# Draft Amendment 01-2024 of the State Planning Provisions

Explanatory Document under section 16(5) of the *Land Use Planning and Approvals Act 1993*, including SPPs criteria assessment



Publisher: Department of Premier and Cabinet

Date: 4 December 2023

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## Summary

The purpose of Draft Amendment 01-2024 of the State Planning Provisions (SPPs) is to clarify the operation of the exemptions in the Coastal Erosion Hazard Code, Coastal Inundation Hazard Code, and Landslip Hazard Code.

This draft amendment has been developed following the SPPs Review initiated under section 30T(1)(a) of the *Land Use Planning and Approvals Act 1993* (LUPA Act).

The State Planning Office (SPO) has prepared this amendment as an Action Group 1 project because it includes well resolved issues that require clarification to ensure the SPPs operate effectively. Preparation of the draft amendment has drawn on the insights gained in the SPPs review and informal consultation with local governments and specialists such as Mineral Resources Tasmania.

For the purposes of the State Planning Provisions (SPP) Criteria, *State Planning Provisions Draft Amendment 01-2024* is a relevant planning instrument, and the [SPPs Criteria](#) apply (refer to section 15 of the Act).

For the reasons set out in this document, *SPP Draft Amendment 01-2024* is considered to meet the SPPs Criteria and, if approved, will not cause the State Planning Provisions to cease to meet the SPPs Criteria.

*SPP Draft Amendment 01-2024* has been prepared under section 30T(1)(a) in accordance with the Terms of Reference under section 30C(2) and included as [Appendix A](#) of this report.

## Explanatory information

This document is the Explanatory Document for Draft Amendment 01-2024 of the SPPs for the purposes of section 16(5) of the LUPA Act,.

## Terms and abbreviations

DPAC	Department of Premier and Cabinet
LPS	Local Provisions Schedule
LUPA Act	<i>Land Use Planning and Approvals Act 1993</i>
NEPM	National Environment Protection Measures
RMPS	Resource Management and Planning System
SCP	State Coastal Policy
SPO	State Planning Office
SPPs	State Planning Provisions
TPP	Tasmanian Planning Policy (or Policies)
TPS	Tasmanian Planning Scheme



## Background

The State Planning Provisions (SPPs) came into effect on 2 March 2017, as the statewide set of consistent planning rules in the Tasmanian Planning Scheme (TPS) for 23 zones and 16 codes that together comprise a suite of controls to be applied by local government planning authorities through the Local Provisions Schedule (LPS) for each municipal area. The SPPs which play a key role in the use, development, and the conservation of land have been progressively operationalised as Local Provisions Schedules (LPS) have been made.

The SPPs include five hazard codes that manage proposals for use and development in areas subject to natural hazards. Of the natural hazard codes, the Coastal Erosion Hazard (C10.0), Coastal Inundation Hazard (C11.0), and Landslip Hazard (C15.0) codes were drafted together. When drafted, the provisions were designed to coordinate the regulatory intervention to manage the hazard between the planning system and building systems. However, at the time of drafting the codes some of the elements in the buildings system were still being developed.

The Minister for Planning commenced the first 5 yearly reviews of the SPPs in May 2022 as required by the LUPA Act. An issues scoping process resulted in 163 submissions. These included comments on the hazard codes. The report on the SPPs Review issues scoping consultation was published in July 2023 outlining a work program for the SPPs review including six Action Groups that prioritise the projects to address the issues.

Draft amendment 01-2024 is part of the Action Group 1 SPPs Amendments to address stand-alone or well-resolved issues in the operation of the landslip, coastal inundation, and coastal erosion codes. The proposed amendment responds to specific issues raised about the interpretation and operation of the exemptions in the Landslip Hazard Code and extends to improve equivalent drafting found in the Coastal Erosion Hazard Code and Coastal Inundation Hazard Code. These amendments can be made without affecting other aspects of the codes or the planning scheme generally.

The remaining more complex issues raised through the SPPs Review regarding these hazard codes will be dealt with through Action Group 2 projects, which are intended to implement new statewide landslide and flood hazard mapping and any related improvements to these codes. A more detailed review of the hazard codes will also be undertaken as an Action Group 2 project to deliver any additional improvements to their operation. There are also ongoing Action Group 6 projects for developing improved guidance material to assist with SPPs implementation and interpretation. More information on the SPPs review work program is available on the [Planning in Tasmania website](#).

Concurrent with the SPPs review, the Department of Premier and Cabinet (DPAC) has been supporting West Tamar Council and Mineral Resources Tasmania in the management of active landslips at Legana and Brickmakers Point along the Tamar River. While providing this support, it has become apparent that the way exemptions to the Landslip Code currently operate means that developments that include significant works may not be appropriately



considered in the medium, medium-active or high landslip hazard bands. This may result in developments proceeding without due consideration given to the type of 'significant works', or form of the subdivision, to test that the development will not contribute to a landslip occurring. There's also an opportunity to provide further clarity to assist with interpretation of the exemptions.

The planning controls in the SPPs hazard codes and the building regulations in the Director's Determinations issued under the *Building Act 2016* and *Building Regulations 2016* were developed in parallel. These provide a complementary system to address risks to new use and development on land that is susceptible to the hazards, consistent with the principle of avoiding duplication of regulation. The risk methodology underpinning the hazard codes is based on the best available evidence to inform proportional planning and building controls to avoid areas and developments causing an unacceptable risk. In doing this the codes meet the Schedule 1 objectives of the LUPA Act, and are consistent with the principle of matching the hazard with the level of regulation to the level of impacts caused by land use and development.

The proposed Draft Amendment 01-2024 is intended to provide greater operational clarity in their application, by:

- clarifying the interface between the Landslip (C15), Coastal Inundation (C11) and Coastal Erosion (C10) Hazard Codes and the *Building Act 2016*;
- better aligning the Landslip Hazard Code exemptions for extractive industries with the Tasmanian Planning Scheme drafting conventions (Tasmanian Planning Commission, [Practice Note 5](#));
- ensuring that all subdivision in the Landslip Hazard Code medium, medium-active and high landslip hazard band considers landslip and does not create a development potential for a new parcel of land that may not be able to be met; and
- clarifying that significant works are to be considered in the Landslip Hazard Code to ensure that the form of the works considers the capacity of the land.

## General purpose and terms of the draft amendment

Draft Amendment 01-2024 intends to clarify the operation of the exemptions in the Coastal Erosion (C10), Coastal Inundation (C11), and Landslip (C15) Hazard Codes.

For all three Codes, the amendment seeks to clarify exemptions and the interface between the Codes and the *Building Act 2016*. In relation to the Landslip Hazard Code, the amendment also seeks to clarify the exemptions relating to significant works, as compared to regulated building works, and the operation of the exemptions relating to subdivisions.

In relation to the Landslip Hazard Code, the proposed amendment simplifies the operation and interpretation of the exemptions relating to development and modifies the operation of





the exemption of subdivision in the medium, medium-active and high hazard bands. The terms of reference for the draft amendment is provided in Appendix A.

### ***Interface between hazard codes and Building Act 2016***

The Coastal Erosion, Coastal Inundation, and Landslip Hazard Codes operate alongside the *Building Act 2016* and the determinations issued by the Director of Building Control. Appendix B gives an overview of the building control system. The planning system generally works to consider the suitability of the site for the proposed use or development and any impacts it may have on the surrounding land. The building system then focusses on the technical design and construction of a building and includes the regulation of plumbing works.

Most building work in the coastal and landslip hazard areas are considered under the building system, rather than the hazard codes. The same assessments are still undertaken but are managed through the building system. This separation acknowledges that many of the matters to consider relate to the technical design and construction of the building and avoids duplicated assessments.

The hazard codes are generally limited to the consideration of the appropriateness of locating use and development in the higher hazard bands, including defined critical, hazardous and vulnerable uses, and subdivision. The Landslip Hazard Code also considers development involving 'significant works'. The hazard codes currently exempt a range of use and development that "requires authorisation under the *Building Act 2016*".

Feedback received as part of the SPPs review has indicated some confusion over the phrase "requires authorisation under the *Building Act 2016*" in the Coastal Erosion, Coastal Inundation, and Landslip Hazard Code exemptions. Queries were also raised on the application of the Codes to "Low Risk" building work as defined under the Building Act and whether this 'required authorisation' as specified in the exemption.

All building work requires authorisation under the Building Act. Even 'low risk' building work, while not requiring a building permit, is authorised to occur if meeting the necessary requirements in the relevant Director's Determination. Some 'low risk' building work also becomes 'permit work' if in a defined hazard area. For example Low-risk (Category 1 and 2) Building Work identified in the Director's Determination - Categories of Building and Demolition Work (2021) becomes permit work if it is specified in Schedule 1 of the Director's Determination - Landslip Hazard Areas, including:

- new residences, alterations or additions;
- swimming pools if significant works;
- underpinning;
- retaining walls if significant works;





- shed, garage, carport, or farm sheds or similar if in the medium active or high hazard bands; and
- additions to existing buildings.

The proposed changes to clauses C10.4.1(a) and (d)(iv), clause C11.4.1(a) and clause C15.4.1(b) have been developed in collaboration with CBOS and interested local council planners. They aim to clarify the exemption by simply referring to “building work defined in the *Building Act 2016*”. The Building Act defines building work as “work consisting of, or relating to –

- (a) *erecting, re-erecting, constructing, altering, repairing, underpinning, demolishing or removing a building; or*
- (b) *adding to a building; or*
- (c) *excavating, or filling, that is incidental to an activity referred to in paragraph (a) or (b); or*
- (d) *any other prescribed work;”*

### **Significant works in the Landslip Hazard Code**

The amendment to the Landslip Hazard Code clarifies that all ‘significant works’ are to be considered in the planning application process. Significant works are defined in both the Landslip Hazard Code and the *Building Regulations 2016* as including the following work:

- (a) excavation equal to or greater than 1m in depth, including temporary excavations for the installation or maintenance of services or pipes;
- (b) excavation or land filling of greater than 100m<sup>3</sup> whether or not material is sourced on the site or imported;
- (c) felling or removal of vegetation over a contiguous area greater than 1000m<sup>2</sup>;
- (d) the collection, pooling or storage of water in a dam, pond, tank or swimming pool with a volume of more than 45 000L;
- (e) removal, redirection, or introduction of drainage for surface or groundwater; and
- (f) discharge of stormwater, sewage, water storage overflow or other wastewater.

This clarification is required as the form and extent of significant works should be designed with the constraints of the site in mind, for example, the treatment of stormwater or onsite wastewater. Consideration is required at the planning stage to consider impacts on the groundwater (onsite wastewater, land clearance or stormwater management) and the potential of the development to contribute to or cause a landslip on the site or neighbouring sites. Significant works are considered under the building system but are limited to works associated with building and plumbing work.



## **Clarification of exemptions for development and subdivision in the Landslip Hazard Code**

Clauses C15.4.1(d) to (i) in the Landslip Hazard Code currently provide the bulk of the exemptions relating to development and subdivision. Feedback received during the SPPs review scoping consultation and subsequent discussions with council planners has identified the need to clarify how the exemptions are intended to operate. Some errors were also identified for how subdivision is managed.

Clauses C15.4.1 (h) and (i) in the code currently allow an exemption for the subdivision of land in medium, medium-active, and high landslip hazard bands. However, this exemption is only valid if the development doesn't involve significant works, and for the medium hazard band, if it doesn't involve the creation of a new road, or the extension of an existing road.

During the SPP review and subsequent consultation, it was suggested that the current wording of the exemption allows the creation of new lots within the medium, medium-active, and high landslip hazard area. The new lot may be created without consideration of the landslip hazard. The issue with this is that the new parcel would then have a development right based on the underlying zoning, which may not be able to be fulfilled due to the limitations arising from the landslip hazard present on the land. Future developments would be unable to avoid or minimise the impact of the development on the hazard. Similar concerns were not identified for subdivision in the low hazard band given the lower risk and impact.

The proposed amendments combine the requirements in current clauses C15.4.1(d) to (i) into a single subclause (d) for ease of interpretation. Revisions have also been made to the exemptions for subdivision to deliver the following outcomes:

- Subdivision in the low hazard band is exemption, unless it involves significant works;
- Subdivision in the medium hazard band is assessed against the Code, unless it relates to Resource Development or utilities;
- All subdivision in the medium-active and high hazard bands is assessed against the Code.

## **The proposed amendment to Coastal Erosion Hazard Code (C10)**

**Delete clause C10.4.1(a) and replace with:**

- (a) use or development that is building work defined in the *Building Act 2016*, excluding:

**Delete clause C10.4.1(d)(iv) and replace with:**

- (iv) Resource Development, excluding use or development in the high hazard band that is building work defined in the *Building Act 2016*; or

**Reason for amendment:** To clarify the operation of the exemptions in the Coastal Erosion Hazard Code, particularly the relationship between the Code and the *Building Act 2016*. To avoid confusion the exemption simply refers to building work as defined under the Building Act.



## The proposed amendment to Coastal Inundation Hazard Code (C11)

### **Delete clause C11.4.1(a) and replace with:**

- (a) use or development that is building work defined in the *Building Act 2016*, excluding:

**Reason for amendment:** To clarify the operation of the exemptions in the Coastal Inundation Hazard Code, particularly the relationship between the Code and the *Building Act 2016*. To avoid confusion the exemption simply refers to building work as defined under the Building Act.

## The proposed amendment to Landslip Hazard Code (C15)

### **Delete clause C15.4.1(b) and replace with:**

- (a) use or development of land for Extractive Industry if a mining lease under the *Mineral Resources Development Act 1995* is in force, excluding a hazardous use;

**Reason for amendment:** To bring drafting of the Code into line with the TPC's Practice Note 5 – Tasmanian Planning Scheme drafting conventions.

### **Delete clauses C15.4.1(d), (e), (f), (g), (h) and (i) and replace with:**

- (d) development, including subdivision, on land within:
  - (i) a low landslip hazard band, if it does not involve significant works;
  - (ii) a medium landslip hazard band for:
    - a. building work defined in the *Building Act 2016*, if it does not involve significant works;
    - b. Resource Development, if it does not involve significant works; or
    - c. utilities associated with sewer, water, stormwater systems, electricity, gas, telecommunications, monitoring equipment, and roads infrastructure, if it does not involve significant works.

**Reason for amendment:** To clarify the operation of the exemptions in the Landslip Hazard Code, including the relationship between the Code and the *Building Act 2016*, the consideration of significant works in Code and the *Building Act 2016*, and to correct the operation of the exemptions for subdivision in the Medium, Medium-Active, and High Hazard Bands.



# Legislative requirements

## State Planning Provisions Criteria

The SPPs Criteria are established in section 15 of the Act, as follows:

- (1) In this section –  
**relevant planning instrument** means a draft of the SPPs, the SPPs, a draft amendment of the SPPs and an amendment of the SPPs.
- (2) The SPPs criteria to be met by a relevant planning instrument are that the instrument –
  - (a) only contains provisions that the SPPs may contain under [section 14](#); and
  - (b) furthers the objectives set out in [Schedule 1](#); and
  - (c) is consistent with each State Policy; and
  - (ca) is consistent with the TPPs that are in force before the instrument is made; and
  - (d) has regard to the safety requirements set out in the standards prescribed under the [Gas Safety Act 2019](#).
- (3) An amendment of the SPPs, or a draft amendment of the SPPs, is taken to meet the SPPs criteria if the amendment of the SPPs, or an amendment of the SPPs made in the terms of the draft amendment of the SPPs, will not have the effect that the State Planning Provisions, as amended, will cease to meet the SPPs criteria.

## Contents of State Planning Provisions

Under section 14 of the Act, including reference to Local Provisions Schedule (LPS):

- (1) The SPPs –
  - (a) may contain any provision that may, under [section 11](#), be included in the Tasmanian Planning Scheme; and
  - (b) may not contain a provision that is inconsistent with [section 11](#) or, if the Tasmanian Planning Scheme were in effect in relation to a municipal area, would be inconsistent with a provision of [section 12](#); and
  - (c) may contain a provision indicating or specifying the structure to which an LPS is to conform and the form that a provision of an LPS is to take; and
  - (d) may contain a provision permitting an LPS to provide for the detail of the SPPs in respect of, or the application of the SPPs to, a particular place or matter; and
  - (e) may contain a provision permitting a provision of an LPS to override a provision of the SPPs; and
  - (f) may contain a provision permitting the modification, in relation to a part of a municipal area, of the application of a provision of the SPPs; and
  - (g) may contain a provision requiring, or permitting, an LPS to contain a map, an overlay, a list, or another provision, that provides for the spatial application of the SPPs to land; and
  - (h) may contain a provision requiring an LPS to contain a provision of a kind specified or referred to in the SPPs.
- (2) The SPPs may contain a provision permitting an LPS to include –



- (a) a particular purpose zone, being a group of provisions consisting of –
  - i. a zone that is particular to an area of land specified in the LPS; and
  - ii. the provisions that are to apply in relation to that zone; or
- (b) a specific area plan, being a plan consisting of –
  - i. a map or overlay that delineates a particular area of land; and
  - ii. the provisions, specified in the LPS, that are to apply to that land in addition to, in modification of, or in substitution for, a provision, or provisions, of the SPPs; or
- (c) a site-specific qualification, being a provision, or provisions, that are specified, in relation to a particular area of land, in the LPS and that modify, are in substitution for, or are in addition to, a provision, or provisions, of the SPPs.

## Response

This section mostly relates to what a Local Provisions Schedule (LPS) may or may not contain, which are matters that are not related to the content of *Draft Amendment 01-2024*.

**In relation to section 11 of the Act:** *Draft Amendment 01-2024* does not relate to forestry operations, fishing or marine farming in Tasmanian State waters. In relation to mineral exploration, *Draft Amendment 01-2024* maintains the exemption from the Landslip Hazard Code for an Extractive Industry within a mining lease and simply brings the wording into line with the Tasmanian Planning Scheme drafting conventions. *Draft Amendment 01-2024* intends to clarify the relationship with the *Building Regulations 2016*, and clarify that the form and scope of significant works are matters to be considered as part of the planning process to ensure that land use and development in a landslip-prone area is undertaken in a fair, orderly and sustainable manner.

**In relation to section 12 of the Act:** *Draft Amendment 01-2024* does not introduce any new prohibitions over and above those currently in the SPPs. On this basis, *Draft Amendment 01-2024* will not prevent continuation of any existing use or development from occurring or prevent any approved use and development from occurring.

**In relation to section 14 of the Act:** On the above grounds, *Draft Amendment 01-2024* only contains provisions that it may contain in accordance with section 14 of the Act.

## Land Use Planning and Approvals Act 1993 – Schedule 1 Objectives

Under Schedule 1 of the Act:

### **Part 1 - Objectives of the Resource Management and Planning System of Tasmania**

- 1. The objectives of the resource management and planning system of Tasmania are –
  - (a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and
  - (b) to provide for the fair, orderly and sustainable use and development of air, land and water; and
  - (c) to encourage public involvement in resource management and planning; and
  - (d) to facilitate economic development in accordance with the objectives set out in



paragraphs (a), (b) and (c); and

- (e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.
- 2. In clause 1 (a), **sustainable development** means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while –
  - (a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and
  - (b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and
  - (c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

## **Part 2 - Objectives of the Planning Process Established by this Act**

The objectives of the planning process established by this Act are, in support of the objectives set out in Part 1 of this Schedule to –

- (a) to require sound strategic planning and coordinated action by State and local government; and
- (b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and
- (c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and
- (d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and
- (e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and
- (f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation; and
- (g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and
- (h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and
- (i) to provide a planning framework which fully considers land capability.

## **Response**

Draft Amendment 01-2024 will enable the SPPs as whole to continue to further the Schedule 1 objectives of the LUPA Act. In particular, the three hazard codes subject to the draft amendment ensure ‘... a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania’ (Part 2(f)) and provide ‘... a planning framework which fully considers land capability’ (Part 2(i)). This further provides for the fair, orderly and sustainable use and development of the land (Part 1(b)).





These objectives require that land use and development is planned in a way that promotes safety for the community and is consistent with the ability of the land to support a particular use or development. The SPPs are part of Tasmania's planning system, which includes the objectives of the LUPA Act, the State Policies, regional land use strategies, and the LPSs that apply the SPPs. Tasmanian Planning Policies are yet to be introduced.

*Draft Amendment 01-2024* also clarifies the interaction between the Tasmanian Planning Scheme and the *Building Act 2016*. This assists with coordinating 'planning approvals with related approvals' (Part 2(e)).

Draft Amendment 01-2024 also ensures the consideration of the potential impact of significant works on developments exposed to landslip, in order to provide for a safe living environment in Tasmania. It also corrects some errors to ensure that subdivisions in the relevant Medium, Medium-active, and High landslip hazard bands do not create a future development right that is not within the capacity of the land.

On the above grounds, *Draft Amendment 01-2024* is considered to further the Schedule 1 objectives of the LUPA Act.

## State Policies and National Environment Protection Measures

Tasmania's State Policies are created under Part 2 of the *State Policies and Projects Act 1993*. Also, under section 12A of that legislation, all National Environment Protection Measures (NEPM) established by the Australian Government are taken to be State Policies.

There are currently three State Policies and seven NEPMs in place, namely:

1. *State Coastal Policy 1996 (SCP)*
2. *State Policy on the Protection of Agricultural Land 2009*
3. *State Policy on Water Quality Management 1997*
4. *National Environment Protection (Air Toxics) Measure 2004*
5. *National Environment Protection (Ambient Air Quality) Measure 1998*
6. *National Environment Protection (Assessment of Site Contamination) Measure 1999*
7. *National Environment Protection (Diesel Vehicle Emissions) Measure 2001*
8. *National Environment Protection (Movement of Controlled Waste between States and Territories) Measure 1998*
9. *National Environment Protection (National Pollutant Inventory) Measure 1998*
10. *National Environment Protection (Used Packaging Materials) Measure 1998*

## Response

*Draft Amendment 01-2024* further improves the operation of the Coastal Erosion, Coastal Inundation and Landslip Hazard Codes. This further improves consistency with the *State Coastal Policy 1996 (SCP)*, particularly the matters related to coastal hazards in Outcome 1.4. SCP polices that relate to coastal hazards are:



- 1.4.1: Areas subject to significant risk from natural coastal process and hazards such as flooding, storms, erosion, landslip, littoral drift, dune mobility, and sea level rise will be identified and managed to minimise the need for engineering or remediation works to protect land, property and human life.
- 1.4.2: Development on actively mobile landforms such as frontal dunes will not be permitted except for works consistent with Outcome 1.4.1.1.4.3: Policies will be developed to respond to the potential effects of climate change (including sea level rise) on use and development in the coastal zone.

Proposed amendments to the Codes will continue to apply a risk-based approach to within areas considered at significant risk from coastal hazards. Draft Amendment 01-2024 simplifies the operation of the exemptions, clarifying that the form and scope of significant works should be considered in planning to ensure that the considerations of the SCP are addressed through the relevant Code when appropriate.

On the above grounds, *Draft Amendment 01-2024* further improves the current implementation of the SCP in relation to the SPPs and does not alter the prohibition set out in clause 1.4.2 of the SCP against development on Actively Mobile Landforms.

Draft Amendment 01-2024 does not impact on the *State Policy on Water Quality Management 1997* or the *State Policy on the Protection of Agricultural Land 2009*. The NEPMs are not applicable to the draft amendment.

## Draft Tasmanian Planning Policies

These are not in place yet.

## Gas pipeline safety

The Act currently refers to the safety requirements set out in the standards prescribed in the *Gas Safety Act 2019*. This legislation appears to provide for safety requirements in relation to individual appliances and the like, and not gas safety as it relates to Tasmania's major gas infrastructure. Under this legislation, there is scope for the Minister to issue determinations in respect of any matter to do with gas safety, but at present it does not appear that any determinations in this regard have been issued.

On this basis, any SPPs amendment or planning scheme amendment would only have the potential to affect the risk level of the major gas infrastructure if an individual development, arising from that amendment, was located inside the declared gas pipeline corridor. If that were the case, the development application would be referred to the gas pipeline licensee for comment under the *Gas Industry Act 2019* at the development application stage.

This *Draft Amendment 01-2024* is unlikely to directly affect the risk levels of the Duke Energy gas pipeline in Tasmania. Any specific issues would be expected to be managed through individual development applications if they are located within the declared gas pipeline corridor.





## Background for gas pipeline safety issues

Reference to gas safety was included in the Act in late 2002. The Tasmanian Parliament's Hansard record of 19 November 2002 (part 2, commencing page 23) sets out the reasons Parliament considered that new development ought to be examined for its potential impact on risks to the main Duke Energy gas pipeline when the proposed development is located near to that gas pipeline.

The original intent of this section in the Act was to give some protection to the Tasmania's main gas pipeline, including assessment of the level of risk to the gas pipeline with each development application or amendment to a planning scheme (or even a new planning scheme). To be clear which development applications were to be considered, a variable-width gas pipeline corridor was declared along the length of the main Duke Energy gas pipeline. The gas pipeline has variable pipe wall thickness along its length, so the level of risk to the asset may be higher in some locations than others, which generates the need for input from the pipeline licensee with every development application or planning scheme amendment located inside the declared corridor.

The main corridor is not required to be shown in a planning scheme map, nor is there a planning scheme code through which to manage any development issues. This is achieved through a referral to the Gas Pipeline licensee under the *Gas Industry Act 2019* for each individual development application, but not for amendments to planning schemes or new planning schemes.



## Appendix A: Terms of Reference

### Draft Amendment 01-2024 of the State Planning Provisions Terms of Reference

I, Michael Darrel Joseph Ferguson, Minister for Planning, pursuant to section 30C(1) of *The Land Use Planning and Approvals Act 1993* (the LUPA Act), hereby issue these Terms of Reference for the preparation of the draft amendment 01-2024 of the State Planning Provisions (SPPs).

#### **Background**

The SPPs were made on 22 February 2017 and came into effect on 2 March 2017. It is important that the SPPs are kept under regular review to ensure they remain contemporary and fit-for-purpose.

A comprehensive review of the SPPs commenced in 2022 as part of five-yearly statutory review of the SPPs to identify provisions that may require amendment.

A number of potential SPPs amendments were identified to address stand-alone or well resolved issues such as operational matters and clarifying and improving requirements. These have been assigned to Action Group 1 as part of the SPPs Review.

Concurrent to the SPPs review, consultation with councils that are managing active landslips indicates that the Landslip Hazard Code requires further clarification to better define its application. Further clarification is also necessary to support consistent application of the hazard codes by councils including clarification of the code exemptions relating to the *Building Act 2016*.

#### **Scope of the draft amendment**

Draft amendment 01-2024 of the SPPs is to make any necessary amendments to the SPPs that clarify the operation of the exemptions in the Coastal Erosion Hazard Code (C10), Coastal Inundation Hazard Code (C11), and Landslip Hazard Code (C15).

#### **Statutory requirements for the draft amendment**

The draft SPP amendment is to be prepared in accordance with the requirements in Part 3, Division 2 of the LUPA Act.



# Appendix B: Summary of Building Controls

## Building Act 2016

The *Building Act 2016* sets out the arrangements for building and construction works in Tasmania. Section 20 (1) of the *Building Act 2016* enabling the Director of Building Control to make determinations (Director's Determinations) concerning the scope of work that is regulated, the application of the National Construction Code and any additional requirements or obligations for work in hazardous areas, including:

- (a) *types of building work, plumbing work or demolition work that is low-risk work, notifiable work or permit work;*
- (b) *when, where and how partial compliance with the National Construction Code may be consented to under Division 1 of Part 5 ;*
- (c) *hazardous areas and any additional requirements or obligations in respect of the design, assessment, construction, inspection, demolition or maintenance of work, or premises, in those areas;*
- (d) *any matter that is to be determined by the Director of Building Control under this Act;*
- (e) *such other matters as are prescribed.*

The *Building Act 2016* defines hazardous areas to include:

- (a) *land that is prone to bushfire, landslide or flooding;*
- (b) *land that is subject to slope instability;*
- (c) *land that is subject to erosion or coastal inundation;*
- (d) *land that is subject to sea level rises or storm surges;*
- (e) *land that is contaminated, filthy or undrainable;*
- (f) *land that has any prescribed attributes or is prone to any prescribed risks;*

Part 5, Division 3 – Works in Hazardous Areas of the *Building Act 2016* outlines the requirements for undertaking building work in hazardous areas and the additional requirements for work undertaken in a declared landslip A and B areas. A person must not undertake building work in a hazardous area if it is reasonable foreseeable that they should know that the work will aggravate a risk. Special approval is required for any building work in a declared landslip A or B area. This section of the Act also outlines the relationship between the *Mineral Resources Development Act 1995* (MRDA 1995) in the making, registration and revoking of landslip orders, and the payment of compensation.

Part 9A – Landslip Areas of MRDA 1995 sets out the arrangements for the declaration, registration and revoking or amendment of a landslip area order. The MRDA 1995 allows the director to recommend an order if the Director is “...satisfied that the specific area is subject to earth movement because of inherent instability.”



## Building Regulations 2016

Part 5 of the *Building Regulations 2016* considers works in Hazardous areas including: Riverine, Coastal Inundation, Coastal Erosion, Landslip, and Bushfire Prone Areas. Under regulation 49 a person must not perform (or intend to perform) work if a person reasonable ought to know that the works may result in damage to the premises where the work is being performed, the infrastructure on the premises, or other premises and infrastructure. Regulation 50 excludes some building work involving, provided it does not involve 'significant works' in a landslip area:

- (a) *an addition or alteration to a building, if the addition or alteration –*
  - (i) *does not increase the gross floor area of the building by more than the area specified in a determination for the relevant hazard area; and*
  - (ii) *complies with each additional requirement, that is relevant for the addition or alteration, specified in a determination for the relevant hazard area; or*
- (b) *an internal alteration to an existing building if the alteration does not affect –*
  - (i) *the structural adequacy of the building; or*
  - (ii) *a structural member or a structural system of the building; or*
- (c) *a repair to, or maintenance of, an existing building that involves similar materials, equipment and components to those being repaired or maintained; or*
- (d) *low-risk work, unless the low-risk work is specified in this Part, or in a determination for a relevant hazard area, as low-risk work to which this Part applies; or*
- (e) *notifiable work, unless the notifiable work is specified in this Part, or in a determination for a relevant hazard area, as notifiable work to which this Part applies; or*
- (f) *in relation to bushfire-prone areas, work performed on land that is the subject of a specified certificate; or*
- (g) *work specified in a determination for a relevant hazard area as work to which this Part does not apply.*

Each division in the Part 5 (with the exception of Division 2 Riverine inundation) of the Regulations recognises the corresponding planning scheme overlay as the hazardous area (i.e. the hazard bands shown in each LPS), and requires all work undertaken to be compliant with the corresponding Director's Determination. While Part 5, Division 2 Riverine Inundation of the *Building Regulation 2016* applies a wider definition of a riverine flood area to include all land that has been previously flooded or has been assessed by the municipal council as having a reasonable probability of flooding.



The landslip A and B areas referred to in the *Building Act 2016*, are the only landslip areas declared under the MRDA 1995 that require special landslip management arrangements. The non landslip A and B areas represented in the landslip hazard bands have not been declared under this act, these areas that have been identified through Mineral Resources Tasmania's Geoscience program to map know landslips and areas susceptible to landslip.

#### Director's Determinations

The *Director's Determination - Categories of Building and Demolition Work* implements the risk based framework outlined in section 20 of the *Building Act 2016* to determine both the categories of work and types of controls that they are subject too. The categories and requirements Include:

Category 1 - Low Risk Building Work	This work can be done by an owner, licensed builder or competent person.
Category 2 - Low Risk Building Work	This work can be done by a licensed builder, and in some cases (where indicated) a competent person.
Category 3 – Notifiable Building Work	This work can only be done where a Building Surveyor is engaged, carries out an assessment, and notifies the relevant Permit Authority.
Category 4 – Permit Building Work	This work requires a permit issued by the relevant council Permit Authority.

The Standard Limitations - Building or Demolition Work in Hazardous Areas of the Determination requires that any Category 1 or Category 2 - Low Risk Building and Demolition work becomes a Category 3 - Notifiable work if specified in the relevant hazardous area determination. The additional controls for Specifics Works are set out in Schedule 1 of each complementary Director's Determinations for Landslip, Coastal Erosion, or Coastal Inundation. These match the requirements in the SPPs Code, including the relevant hazard report requirements.





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## SPPs amendment 01/2024

### C10.0 Coastal Erosion Hazard Code

**Delete clause C10.4.1(a) and replace with:**

- (a) use or development that is building work defined in the *Building Act 2016*, excluding:

**Delete clause C10.4.1(d)(iv) and replace with:**

- (iv) Resource Development, excluding use or development in the high hazard band that is building work defined in the *Building Act 2016*; or

### C11.0 Coastal Inundation Hazard Code

**Delete clause C11.4.1(a) and replace with:**

- (a) use or development that is building work defined in the *Building Act 2016*, excluding:

### C15.0 Landslip Hazard Code

**Delete clause C15.4.1(b) and replace with:**

- (b) use or development of land for Extractive Industry if a mining lease under the *Mineral Resources Development Act 1995* is in force, excluding a hazardous use;

**Delete clauses C15.4.1(d), (e), (f), (g), (h) and (i) and replace with:**

- (d) development, including subdivision, on land within:
  - (i) a low landslip hazard band, if it does not involve significant works;
  - (ii) a medium landslip hazard band for:
    - a. building work defined in the *Building Act 2016*, if it does not involve significant works;
    - b. Resource Development, if it does not involve significant works; or
    - c. utilities associated with sewer, water, stormwater systems, electricity, gas, telecommunications, monitoring equipment, or road infrastructure, if it does not involve significant works.





Bothwell Recreational Grounds



Hamilton Pub



Ouse Church



# PLANNING FOR OUR FUTURE: BOTHWELL, HAMILTON & OUSE

Council has initiated a project to develop 'Structure Plans' for the major townships in the municipality: Bothwell, Hamilton & Ouse. This project will be **very important for the future of the Central Highlands Municipality.**

This will be a **once-in-a-generation opportunity** for community members, community groups, business owners, and anyone with an interest in the future of these towns to contribute their ideas and help establish a 'vision' for each town.

WORKSHOPS WILL BE HELD:

**BOTHWELL 12th March**, Bothwell Hall

**OUSE 13th March**, Ouse Golf Club

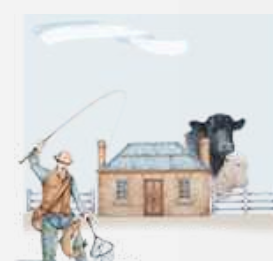
**HAMILTON 14th March**, Hamilton Hall

all **5:30pm for 6pm start**

Contact Council  
**6259-5503**



Or via email at  
[development@centralhighlands.tas.gov.au](mailto:development@centralhighlands.tas.gov.au)



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STUDIO



## **MetroCount Traffic Executive** **Individual Report**

### **Individual-26 -- English (ENA)**

#### **Datasets:**

**Site:** [Haulage Hill Rd] CHC Haulage Hill Rd vehicle count  
**Attribute:**  
**Direction:** 4 - West bound, A trigger first. **Lane:** 0  
**Survey Duration:** 12:33 Thursday, 11 January 2024 => 10:39 Thursday, 1 February 2024,  
**Zone:**  
**File:** Haulage Hill Rd 0 2024-02-01 1040.EC0 (Plus )  
**Identifier:** YX31SYRY MC5900-X13 (c)MetroCount 09Nov16  
**Algorithm:** Factory default axle (v5.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### **Profile:**

**Filter time:** 12:34 Thursday, 11 January 2024 => 10:39 Thursday, 1 February 2024  
**(20.9208)**  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12  
**Speed range:** 10 - 160 km/h.  
**Direction:** North, East, South, West (bound), P = West, Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 100 metre  
**Name:** Default Profile  
**Scheme:** Vehicle classification (AustRoads94)  
**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)

DS	Trig	Num	Ht	YYYY-MM-DD	hh:mm:ss	Dr	Speed	Wb	Hdwy	Gap	Ax	Gp	Rho	Cl	Nm
<u>Vehicle</u>															
00	00000004	04	2024-01-11	12:41:48	W0		46.86	3.69	353.3	353.3	2	2	1.00	3	00000010
TB2	o	o													
00	00000008	06	2024-01-11	13:05:53	E0		41.38	3.73	1798.2	1798.3	2	2	1.00	3	00000110
TB2	o	o													
00	0000000e	04	2024-01-11	13:11:55	E0		38.64	3.24	362.3	362.0	2	2	1.00	3	00000010
TB2	o	o													
00	00000012	07	2024-01-11	13:16:25	E0		26.86	3.00	269.7	269.4	2	2	1.00	1	00000110
SV	o	o													
00	00000019	08	2024-01-11	13:17:54	E0		28.26	3.49	89.4	89.0	2	2	0.67	1	0000316a
SV	o	o	- Coerced sequence 2 *												
00	00000019	08	2024-01-11	13:17:54	E0		28.26	3.49	0.0	0.0	2	2	0.67	1	0000316a
SV	o	o													
00	00000024	04	2024-01-11	13:35:22	W0		29.31	3.61	3214.4	3214.1	2	2	1.00	3	00000010
TB2	o	o													
00	00000028	04	2024-01-11	13:58:37	E0		51.82	3.61	2443.0	2442.5	2	2	1.00	3	00000010
TB2	o	o													
00	0000002c	07	2024-01-11	14:02:28	W0		26.37	0.73	1625.4	1625.0	2	2	0.80	1	00003110
SV	o	o	- Coerced sequence 1 *												
00	00000033	04	2024-01-11	14:21:17	W0		35.68	3.56	1129.8	1129.3	2	2	1.00	3	00000010
TB2	o	o													
00	00000037	08	2024-01-11	14:25:55	E0		31.98	3.45	1637.9	1637.7	2	2	1.00	3	00000110
TB2	o	o													
00	0000003f	04	2024-01-11	14:29:35	W0		41.30	3.27	497.4	497.0	2	2	1.00	3	00000010
TB2	o	o													
00	00000043	05	2024-01-11	14:50:37	E0		42.86	3.57	1482.1	1481.7	2	2	1.00	3	00000110
TB2	o	o													
00	00000048	04	2024-01-11	15:26:39	W0		41.86	3.73	3424.7	3424.4	2	2	1.00	3	00000010
TB2	o	o													
00	0000004c	04	2024-01-11	15:58:59	W0		44.39	3.10	1939.2	1938.9	2	2	1.00	1	00000010
SV	o	o													
00	00000050	07	2024-01-11	18:00:43	E0		26.88	2.55	11405	11405	2	2	1.00	1	00000110
SV	o	o													
00	00000057	07	2024-01-11	18:06:25	E0		30.23	2.92	342.1	341.7	2	2	1.00	1	00000110
SV	o	o													
00	0000005e	04	2024-01-11	19:30:14	W0		41.82	3.72	12675	12674	2	2	1.00	3	00000010
TB2	o	o													
00	00000062	08	2024-01-11	20:32:25	E0		15.43	3.48	8760.2	8760.0	2	2	1.00	3	00000192
TB2	o	o													
00	0000006a	04	2024-01-11	21:19:42	W0		30.97	3.47	6568.5	6568.2	2	2	1.00	3	00000062
TB2	o	o													
00	00000070	04	2024-01-11	22:24:36	W0		37.35	3.33	3893.7	3893.3	2	2	1.00	3	00000010
TB2	o	o													
00	00000074	05	2024-01-12	08:37:50	W0		36.86	4.01	36793	36793	2	2	0.50	1	0000319a
SV	o	o	- Coerced sequence 1 *												
00	00000079	04	2024-01-12	08:47:40	W0		33.06	3.87	590.7	590.0	2	2	1.00	3	00000010
TB2	o	o													
00	0000007d	04	2024-01-12	08:56:36	E0		50.35	3.09	44651	44650	2	2	1.00	1	00000010
SV	o	o													
00	00000081	04	2024-01-12	10:00:31	W0		39.02	2.96	4371.2	4370.8	2	2	1.00	1	00000010
SV	o	o													
00	00000085	05	2024-01-12	10:46:27	E0		54.68	3.50	6590.6	6590.4	2	2	1.00	3	00000110
TB2	o	o													
00	0000008a	05	2024-01-12	10:48:37	E0		40.67	3.17	130.1	129.9	2	2	1.00	1	00000110
SV	o	o													
00	0000008f	08	2024-01-12	11:03:12	E0		23.87	3.76	875.4	875.2	2	2	1.00	3	00000110
TB2	o	o													
00	00000097	08	2024-01-12	11:13:30	E0		25.00	3.39	617.4	616.8	2	2	1.00	3	00000110
TB2	o	o													
00	0000009f	05	2024-01-12	11:21:25	E0		36.04	3.50	475.3	474.8	2	2	1.00	3	00000110

[illegible]

00 0000014e	04	2024-01-12	22:29:36	E0	57.96	3.56	10190	10190	2	2	1.00	3	00000010
TB2 o o													
00 00000152	04	2024-01-13	03:37:53	W0	46.54	3.63	28111	28111	2	2	1.00	3	00000010
TB2 o o													
00 00000156	04	2024-01-13	06:07:58	E0	53.19	3.06	27502	27502	2	2	1.00	1	00000010
SV o o													
00 0000015a	07	2024-01-13	07:56:03	E0	38.45	3.32	6484.8	6484.6	2	2	1.00	3	00000110
TB2 o o													
00 00000161	04	2024-01-13	08:02:49	E0	61.80	3.69	406.2	405.8	2	2	1.00	3	00000010
TB2 o o													
00 00000165	05	2024-01-13	08:34:18	W0	13.08	3.53	17785	17785	2	2	1.00	3	00000192
TB2 o o													
00 0000016a	09	2024-01-13	08:34:42	E0	13.94	3.50	1912.6	1912.5	2	2	1.00	3	00000192
TB2 o o													
00 00000173	04	2024-01-13	08:55:06	E0	41.37	3.46	1223.6	1222.5	2	2	1.00	3	00000010
TB2 o o													
00 00000177	04	2024-01-13	09:13:59	W0	28.28	3.65	2380.4	2379.5	2	2	1.00	3	00000010
TB2 o o													
00 0000017b	09	2024-01-13	09:52:13	E0	37.51	3.27	3427.3	3427.1	2	2	0.67	1	00003118
SV o o - Coerced sequence 2 *													
00 0000017b	09	2024-01-13	09:52:13	E0	37.51	3.27	0.0	0.0	2	2	0.67	1	00003118
SV o o 1 *													
00 00000184	05	2024-01-13	09:58:29	W0	31.25	3.79	2669.9	2669.5	2	2	1.00	3	00000110
TB2 o o													
00 00000189	08	2024-01-13	10:35:10	E0	23.35	3.29	2576.9	2576.6	2	2	1.00	3	00000162
TB2 o o													
00 00000196	06	2024-01-13	11:09:23	E0	46.39	3.10	2052.7	2052.2	2	2	1.00	1	00000110
SV o o													
00 0000019c	04	2024-01-13	11:35:37	E0	65.87	3.92	1574.8	1574.6	2	2	1.00	3	00000010
TB2 o o													
00 000001a0	06	2024-01-13	11:40:35	E0	41.00	3.40	297.7	297.5	2	2	1.00	3	00000110
TB2 o o													
00 000001a6	04	2024-01-13	12:24:55	W0	38.37	3.08	8786.2	8785.7	2	2	1.00	1	00000010
SV o o													
00 000001aa	09	2024-01-13	12:57:21	E0	48.05	8.95	4605.8	4605.4	4	3	1.00	7	00000110
ART4 o o oo													
00 000001b3	04	2024-01-13	13:14:23	W0	24.03	3.21	2968.5	2968.2	2	2	1.00	3	00000010
TB2 o o													
00 000001b7	06	2024-01-13	13:17:24	W0	22.92	3.70	180.7	180.3	2	2	1.00	3	000001e2
TB2 o o													
00 000001c0	06	2024-01-13	14:28:31	E0	40.95	3.72	5469.8	5469.2	2	2	1.00	3	00000110
TB2 o o													
00 000001c6	08	2024-01-13	14:44:48	W0	11.90	3.41	5243.9	5243.3	2	2	1.00	3	00000192
TB2 o o													
00 000001ce	08	2024-01-13	15:58:18	E0	17.51	3.53	5386.9	5386.7	2	2	1.00	3	00000192
TB2 o o													
00 000001d6	04	2024-01-13	17:44:41	W0	41.53	3.55	10793	10792	2	2	1.00	3	00000010
TB2 o o													
00 000001da	04	2024-01-13	17:44:59	E0	34.57	3.87	6401.4	6400.6	2	2	1.00	3	00000010
TB2 o o													
00 000001de	07	2024-01-13	18:19:26	E0	32.70	3.39	2066.5	2066.1	2	2	0.80	1	00003110
SV o o - Coerced sequence 1 *													
00 000001e5	04	2024-01-13	18:26:00	W0	37.46	1.59	2478.7	2478.4	2	1	1.00	1	00000010
SV oo													
00 000001e9	05	2024-01-13	18:27:04	E0	42.53	4.61	458.6	458.1	2	2	1.00	3	00000110
TB2 o o													
00 000001ee	04	2024-01-13	18:40:16	W0	38.71	3.58	856.5	856.3	2	2	1.00	3	00000010
TB2 o o													
00 000001f2	10	2024-01-13	18:52:11	E0	37.61	3.73	1506.7	1506.3	2	2	0.75	1	00003110
SV o o - Coerced sequence 2 *													
00 000001f2	10	2024-01-13	18:52:11	E0	37.61	3.73	0.0	0.0	2	2	0.75	1	00003110
SV o o 1 *													
00 000001fc	04	2024-01-13	18:58:32	W0	31.83	2.87	1095.7	1095.3	2	2	1.00	1	00000010

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SV o o
00 00000200 04 2024-01-13 19:38:06 E0 59.65 3.75 2755.5 2754.5 2 2 1.00 3 00000010
TB2 o o
00 00000204 10 2024-01-13 21:54:27 E0 27.58 3.21 8180.8 8180.6 2 2 1.00 3 00000110
TB2 o o
00 0000020e 06 2024-01-14 08:14:07 E0 55.28 3.42 37179 37179 2 2 1.00 3 00000110
TB2 o o
00 00000214 04 2024-01-14 09:47:13 W0 35.10 3.61 53321 53320 2 2 1.00 3 00000010
TB2 o o
00 00000218 04 2024-01-14 10:04:07 W0 35.58 3.55 1014.0 1013.6 2 2 1.00 3 00000010
TB2 o o
00 0000021c 06 2024-01-14 10:46:42 W0 29.65 3.31 2555.6 2555.2 2 2 1.00 3 00000110
TB2 o o
00 00000222 06 2024-01-14 11:45:07 E0 32.09 3.61 12660 12660 2 2 1.00 3 00000110
TB2 o o
00 00000228 05 2024-01-14 11:55:12 E0 41.85 3.09 604.7 604.3 2 2 1.00 1 00000110
SV o o
00 0000022d 07 2024-01-14 11:59:41 E0 33.87 3.43 269.6 269.3 2 2 1.00 3 00000110
TB2 o o
00 00000234 04 2024-01-14 12:23:07 W0 34.92 3.02 5785.1 5784.7 2 2 1.00 1 00000010
SV o o
00 00000238 06 2024-01-14 12:24:13 E0 29.13 2.66 1471.6 1471.2 2 2 1.00 1 00000110
SV o o
00 0000023e 04 2024-01-14 12:39:20 W0 41.13 3.90 972.7 972.4 2 2 1.00 3 00000010
TB2 o o
00 00000242 04 2024-01-14 13:17:27 E0 41.42 3.10 3193.9 3193.5 2 2 1.00 1 00000010
SV o o
00 00000246 04 2024-01-14 14:07:59 E0 63.38 3.17 3032.3 3032.0 2 2 1.00 1 00000010
SV o o
00 0000024a 06 2024-01-14 14:10:38 W0 25.48 3.57 5477.6 5477.3 2 2 1.00 3 00000110
TB2 o o
00 00000250 05 2024-01-14 14:20:45 E0 38.43 3.39 766.1 765.9 2 2 1.00 3 00000110
TB2 o o
00 00000255 04 2024-01-14 14:21:15 W0 39.83 3.06 637.3 636.8 2 2 1.00 1 00000010
SV o o
00 00000259 04 2024-01-14 14:43:02 E0 58.68 3.37 1337.0 1336.7 2 2 1.00 3 00000010
TB2 o o
00 0000025d 04 2024-01-14 14:59:34 W0 33.14 1.73 2298.7 2298.4 2 1 1.00 1 00004042
SV oo
00 00000261 04 2024-01-14 14:59:35 W0 27.71 1.82 1.0 0.8 2 1 1.00 1 00000010
SV oo
00 00000265 07 2024-01-14 15:16:12 E0 28.39 3.03 1989.5 1989.3 2 2 1.00 1 00000110
SV o o
00 0000026c 04 2024-01-14 15:24:10 W0 27.20 3.42 1475.6 1475.4 2 2 1.00 3 00000010
TB2 o o
00 00000270 04 2024-01-14 15:38:28 W0 46.61 4.36 857.4 857.0 2 2 1.00 3 00000010
TB2 o o
00 00000274 04 2024-01-14 15:40:23 W0 39.86 3.06 115.6 115.2 2 2 1.00 1 00000062
SV o o
00 0000027a 04 2024-01-14 15:44:52 W0 26.38 3.10 268.4 268.2 2 2 1.00 1 00000010
SV o o
00 00000280 04 2024-01-14 16:30:47 E0 64.04 3.41 4475.4 4475.0 2 2 1.00 3 00000010
TB2 o o
00 00000284 08 2024-01-14 16:40:52 W0 13.95 3.40 3360.1 3359.6 2 2 1.00 3 00000192
TB2 o o
00 0000028c 10 2024-01-14 17:09:42 E0 52.00 3.09 2334.3 2334.2 2 2 0.80 1 00003110
SV o o - Coerced sequence 1 *
00 00000296 04 2024-01-14 17:32:06 W0 40.62 3.61 3074.0 3073.2 2 2 1.00 3 00000010
TB2 o o
00 0000029a 05 2024-01-14 17:42:19 W0 43.71 3.75 612.8 612.4 2 2 1.00 3 00000110
TB2 o o
00 0000029f 04 2024-01-14 18:10:47 W0 33.59 3.17 1708.2 1707.9 2 2 1.00 1 00000010
SV o o

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00 000002a3	04	2024-01-14 18:12:44	W0	45.22	4.13	117.2	116.9	2	2	1.00	3	00000010
TB2 o o												
00 000002a7	05	2024-01-14 18:44:27	W0	31.38	3.55	1902.4	1902.1	2	2	1.00	3	00000110
TB2 o o												
00 000002ac	09	2024-01-14 19:07:20	E0	52.00	3.58	7058.0	7057.5	2	2	0.67	1	00003118
SV o o - Coerced sequence 2 *												
00 000002ac	09	2024-01-14 19:07:20	E0	52.00	3.58	0.0	0.0	2	2	0.67	1	00003118
SV o o												
00 000002b5	08	2024-01-14 20:58:23	E0	28.69	3.07	6663.7	6663.3	2	2	0.80	1	00000110
SV o o												
00 000002bd	04	2024-01-14 22:23:36	W0	43.13	3.04	13149	13149	2	2	1.00	1	00000010
SV o o												
00 000002c1	07	2024-01-15 05:25:51	E0	43.30	4.06	30447	30446	2	2	0.80	3	00000110
TB2 o o												
00 000002c8	04	2024-01-15 06:04:14	W0	43.39	3.74	27637	27636	2	2	1.00	3	00000010
TB2 o o												
00 000002cc	05	2024-01-15 07:05:19	E0	43.80	3.52	5968.8	5968.4	2	2	1.00	3	00000110
TB2 o o												
00 000002d1	04	2024-01-15 07:11:17	W0	33.68	3.09	4023.2	4022.9	2	2	1.00	1	00000010
SV o o												
00 000002d5	04	2024-01-15 07:46:21	E0	48.33	3.79	2461.6	2461.3	2	2	1.00	3	00000010
TB2 o o												
00 000002d9	06	2024-01-15 08:08:45	W0	16.69	3.41	3448.3	3448.0	2	2	1.00	3	000001e2
TB2 o o												
00 000002e1	04	2024-01-15 08:50:45	E0	51.19	3.19	3863.8	3863.5	2	2	1.00	1	00000010
SV o o												
00 000002e5	05	2024-01-15 09:21:23	W0	25.40	3.32	4357.8	4357.0	2	2	1.00	3	00000110
TB2 o o												
00 000002ea	05	2024-01-15 09:32:10	E0	48.57	3.62	2485.6	2485.4	2	2	1.00	3	00000110
TB2 o o												
00 000002ef	04	2024-01-15 09:36:40	W0	29.86	3.24	917.3	916.8	2	2	1.00	3	00000010
TB2 o o												
00 000002f3	09	2024-01-15 11:15:46	E0	48.48	3.64	6215.9	6215.6	2	2	0.67	1	00003118
SV o o - Coerced sequence 2 *												
00 000002f3	09	2024-01-15 11:15:46	E0	48.48	3.64	0.0	0.0	2	2	0.67	1	00003118
SV o o												
00 000002fc	04	2024-01-15 11:33:31	E0	35.83	3.28	1064.5	1064.2	2	2	1.00	3	00000010
TB2 o o												
00 00000300	04	2024-01-15 11:33:40	W0	39.22	3.60	7019.9	7019.5	2	2	1.00	3	00000010
TB2 o o												
00 00000304	08	2024-01-15 11:36:12	E0	42.15	3.53	161.3	161.0	2	2	0.67	1	00003118
SV o o - Coerced sequence 2 *												
00 00000304	08	2024-01-15 11:36:12	E0	42.15	3.53	0.0	0.0	2	2	0.67	1	00003118
SV o o												
00 0000030c	08	2024-01-15 13:00:40	E0	21.12	2.98	5067.9	5067.5	2	2	1.00	1	00000110
SV o o												
00 00000314	09	2024-01-15 13:09:36	E0	28.22	3.90	536.3	535.7	2	2	0.80	3	00000110
TB2 o o												
00 0000031d	07	2024-01-15 13:39:58	E0	44.20	3.66	1822.1	1821.6	2	2	0.80	3	00000110
TB2 o o												
00 00000324	04	2024-01-15 13:56:37	E0	53.07	3.53	998.5	998.2	2	2	1.00	3	00000010
TB2 o o												
00 00000328	04	2024-01-15 14:11:00	W0	39.51	3.38	9440.3	9440.0	2	2	1.00	3	00000010
TB2 o o												
00 0000032c	04	2024-01-15 15:56:33	W0	29.52	4.01	6332.2	6331.9	2	2	1.00	3	00000010
TB2 o o												
00 00000330	04	2024-01-15 16:07:58	W0	50.98	3.67	685.1	684.6	2	2	1.00	3	00000010
TB2 o o												
00 00000334	07	2024-01-15 16:12:21	W0	18.40	2.97	263.7	263.4	2	2	1.00	1	00000110
SV o o												
00 0000033b	04	2024-01-15 16:23:39	W0	40.15	3.75	678.1	677.5	2	2	1.00	3	00000010
TB2 o o												
00 0000033f	04	2024-01-15 16:29:49	W0	32.74	3.72	369.5	369.1	2	2	1.00	3	00000010

[illegible]

00 000003db	05	2024-01-17 06:11:30	E0	52.89	4.18	1706.7	1706.4	2	2	1.00	3	00000110
TB2	o	o										
00 000003e0	04	2024-01-17 06:29:46	E0	42.87	3.52	1095.4	1095.1	2	2	1.00	3	00000010
TB2	o	o										
00 000003e4	04	2024-01-17 06:43:50	W0	50.84	3.52	2290.3	2289.9	2	2	1.00	3	00000010
TB2	o	o										
00 000003e8	04	2024-01-17 10:21:25	W0	33.96	3.48	13055	13054	2	2	1.00	3	00000010
TB2	o	o										
00 000003ec	07	2024-01-17 11:49:39	E0	46.12	3.77	19193	19192	2	2	0.80	1	00003110
SV	o	o	- Coerced sequence 1 *									
00 000003f3	04	2024-01-17 13:17:18	W0	50.02	3.18	10553	10553	2	2	1.00	1	00000010
SV	o	o										
00 000003f7	05	2024-01-17 13:34:34	E0	33.24	3.12	6295.0	6294.7	2	2	1.00	1	00000110
SV	o	o										
00 000003fc	04	2024-01-17 16:38:54	W0	48.28	3.58	12095	12095	2	2	1.00	3	00000010
TB2	o	o										
00 00000400	06	2024-01-17 17:17:01	E0	40.22	3.55	13346	13346	2	2	1.00	3	00000110
TB2	o	o										
00 00000406	04	2024-01-17 17:53:07	E0	53.99	3.80	2165.9	2165.6	2	2	1.00	3	00000010
TB2	o	o										
00 0000040a	08	2024-01-18 08:03:54	E0	46.97	3.71	51046	51046	2	2	0.67	1	00003118
SV	o	o	- Coerced sequence 2 *									
00 0000040a	08	2024-01-18 08:03:54	E0	46.97	3.71	0.0	0.0	2	2	0.67	1	00003118
SV	o	o	1 *									
00 00000412	04	2024-01-18 10:21:49	W0	40.88	3.80	63775	63775	2	2	1.00	3	00000010
TB2	o	o										
00 00000416	11	2024-01-18 11:20:37	E0	43.98	9.23	11803	11802	3	3	0.86	6	00000110
ART3	o	o	o									
00 00000421	05	2024-01-18 11:22:42	W0	22.19	3.66	3653.0	3652.6	2	2	1.00	3	00000192
TB2	o	o										
00 00000426	11	2024-01-18 11:22:51	E0	12.11	3.85	133.9	133.4	2	2	1.00	3	00000192
TB2	o	o										
00 00000431	10	2024-01-18 11:23:03	W0	15.47	3.49	21.1	20.5	2	2	1.00	3	00000192
TB2	o	o										
00 0000043b	04	2024-01-18 11:26:03	W0	12.06	3.69	179.6	178.7	2	2	1.00	3	00000092
TB2	o	o										
00 0000043f	08	2024-01-18 11:26:58	E0	13.38	3.56	247.7	246.5	2	2	1.00	3	00000192
TB2	o	o										
00 00000447	08	2024-01-18 11:39:38	E0	22.59	3.62	759.3	758.2	2	2	1.00	3	00000110
TB2	o	o										
00 0000044f	08	2024-01-18 11:55:33	E0	22.85	3.02	956.0	955.4	2	2	1.00	1	00000110
SV	o	o										
00 00000457	04	2024-01-18 12:19:47	W0	44.79	3.67	3224.2	3223.0	2	2	1.00	3	00000010
TB2	o	o										
00 0000045b	04	2024-01-18 12:26:59	W0	18.98	3.51	431.6	431.3	2	2	1.00	3	00000092
TB2	o	o										
00 0000045f	09	2024-01-18 12:27:57	E0	15.36	3.50	1943.2	1942.8	2	2	1.00	3	00000192
TB2	o	o										
00 00000468	04	2024-01-18 12:55:17	E0	51.42	3.72	1640.3	1639.3	2	2	1.00	3	00000010
TB2	o	o										
00 0000046c	04	2024-01-18 13:24:16	W0	21.16	3.54	3437.6	3436.9	2	2	1.00	3	00000092
TB2	o	o										
00 00000470	04	2024-01-18 13:27:34	W0	36.24	3.25	197.6	197.0	2	2	1.00	3	00000010
TB2	o	o										
00 00000474	04	2024-01-18 13:35:23	W0	51.08	3.05	468.8	468.4	2	2	1.00	1	00000010
SV	o	o										
00 00000478	04	2024-01-18 13:35:59	W0	41.97	3.25	36.3	36.0	2	2	1.00	3	00000010
TB2	o	o										
00 0000047c	04	2024-01-18 13:41:56	E0	43.83	2.86	2799.1	2798.9	2	2	1.00	1	00000010
SV	o	o										
00 00000480	05	2024-01-18 14:00:23	W0	23.77	3.38	1463.9	1463.6	2	2	1.00	3	00000110
TB2	o	o										
00 00000485	04	2024-01-18 14:31:51	W0	42.02	2.95	1887.9	1887.4	2	2	1.00	1	00000010



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00 00000521	04	2024-01-19 13:48:31	W0	33.47	3.53	177.9	177.5	2	2	1.00	3	00000010
TB2	o	o										
00 00000525	04	2024-01-19 13:55:39	W0	43.76	3.68	428.5	428.1	2	2	1.00	3	00000010
TB2	o	o										
00 00000529	06	2024-01-19 13:57:29	W0	27.46	3.56	109.2	108.9	2	2	1.00	3	00000110
TB2	o	o										
00 0000052f	07	2024-01-19 14:21:52	E0	57.60	8.40	2060.2	2059.9	3	3	1.00	6	00000110
ART3	o	o	o									
00 00000536	04	2024-01-19 14:22:16	E0	46.19	3.39	24.4	23.9	2	2	1.00	3	00000010
TB2	o	o										
00 0000053a	04	2024-01-19 14:40:14	W0	38.26	3.57	2565.7	2565.2	2	2	1.00	3	00000010
TB2	o	o										
00 0000053e	04	2024-01-19 14:52:24	W0	39.87	4.32	730.2	729.8	2	2	1.00	3	00000010
TB2	o	o										
00 00000542	04	2024-01-19 14:53:53	E0	52.61	3.81	1896.8	1896.5	2	2	1.00	3	00000010
TB2	o	o										
00 00000546	05	2024-01-19 14:55:43	W0	26.63	3.52	198.6	198.2	2	2	1.00	3	00000110
TB2	o	o										
00 0000054b	04	2024-01-19 15:11:50	W0	39.79	3.48	967.0	966.6	2	2	1.00	3	00000010
TB2	o	o										
00 0000054f	04	2024-01-19 15:26:05	W0	44.51	3.28	855.1	854.8	2	2	1.00	3	00000010
TB2	o	o										
00 00000553	04	2024-01-19 15:35:00	E0	56.84	3.49	2466.8	2466.5	2	2	1.00	3	00000010
TB2	o	o										
00 00000557	07	2024-01-19 15:39:49	E0	25.23	3.71	288.7	288.5	2	2	1.00	3	00000162
TB2	o	o										
00 00000561	08	2024-01-19 15:46:52	E0	16.54	3.56	423.0	422.5	2	2	1.00	3	00000192
TB2	o	o										
00 00000569	04	2024-01-19 16:40:53	E0	58.07	3.77	3241.1	3240.2	2	2	1.00	3	00000010
TB2	o	o										
00 0000056d	04	2024-01-19 16:46:41	W0	49.67	3.70	4835.6	4835.3	2	2	1.00	3	00000010
TB2	o	o										
00 00000571	04	2024-01-19 16:51:30	W0	32.60	3.18	289.3	289.0	2	2	1.00	1	00000010
SV	o	o										
00 00000575	09	2024-01-19 16:55:37	E0	19.77	2.96	884.1	884.0	2	2	1.00	1	00000110
SV	o	o										
00 0000057e	08	2024-01-19 17:00:27	W0	19.02	3.42	537.0	536.7	2	2	1.00	3	000001e2
TB2	o	o										
00 00000589	04	2024-01-19 17:00:49	E0	50.64	3.10	312.6	312.0	2	2	1.00	1	00000010
SV	o	o										
00 0000058d	08	2024-01-19 17:24:14	E0	30.26	3.62	1404.2	1404.0	2	2	0.80	3	00000110
TB2	o	o										
00 00000595	04	2024-01-19 17:30:55	E0	65.48	3.72	401.6	401.1	2	2	1.00	3	00000010
TB2	o	o										
00 00000599	04	2024-01-19 17:53:42	W0	28.89	3.85	3195.0	3194.3	2	2	1.00	3	00000010
TB2	o	o										
00 0000059d	11	2024-01-19 17:58:04	E0	35.16	9.82	1628.8	1628.7	4	3	1.00	7	00000110
ART4	o	o	oo									
00 000005a8	04	2024-01-19 18:05:17	W0	33.20	3.89	695.4	694.9	2	2	1.00	3	00000010
TB2	o	o										
00 000005ac	06	2024-01-19 18:10:31	E0	55.88	9.53	747.4	746.3	3	3	1.00	6	00000010
ART3	o	o	o									
00 000005b2	05	2024-01-19 18:11:45	E0	51.12	3.12	73.1	72.4	2	2	1.00	1	00000110
SV	o	o										
00 000005b7	08	2024-01-19 18:17:10	E0	30.55	8.42	325.6	325.4	3	3	1.00	6	00000110
ART3	o	o	o									
00 000005bf	04	2024-01-19 19:11:41	E0	66.32	3.75	3271.2	3270.1	2	2	1.00	3	00000010
TB2	o	o										
00 000005c3	04	2024-01-19 19:14:27	E0	67.52	3.76	165.4	165.2	2	2	1.00	3	00000010
TB2	o	o										
00 000005c7	04	2024-01-19 19:37:32	W0	49.73	3.79	5534.4	5534.0	2	2	1.00	3	00000010
TB2	o	o										
00 000005cb	09	2024-01-19 22:26:04	E0	60.44	3.41	11497	11497	2	2	0.67	1	00003118

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SV o o - Coerced sequence 2 *
00 000005cb 09 2024-01-19 22:26:04 E0 60.44 3.41 0.0 0.0 2 2 0.67 1 00003118
SV o o 1 *
00 000005d4 06 2024-01-20 04:03:47 E0 38.24 3.57 20262 20261 2 2 1.00 3 00000110
TB2 o o
00 000005da 04 2024-01-20 06:03:05 E0 64.36 3.78 7157.8 7157.4 2 2 1.00 3 00000010
TB2 o o
00 000005de 07 2024-01-20 08:12:41 E0 40.16 3.68 7776.1 7776.0 2 2 1.00 3 00000110
TB2 o o
00 000005e5 04 2024-01-20 08:59:59 W0 17.68 3.20 48147 48147 2 2 1.00 3 00000092
TB2 o o
00 000005e9 08 2024-01-20 09:37:19 E0 48.50 4.20 5078.4 5078.1 2 2 0.67 1 00003118
SV o o - Coerced sequence 2 *
00 000005e9 08 2024-01-20 09:37:19 E0 48.50 4.20 0.0 0.0 2 2 0.67 1 00003118
SV o o 1 *
00 000005f1 09 2024-01-20 10:03:23 E0 13.20 3.10 1563.7 1563.4 2 2 1.00 1 00000192
SV o o
00 000005fa 04 2024-01-20 10:04:35 W0 27.85 3.98 3875.9 3875.3 2 2 1.00 3 00000010
TB2 o o
00 000005fe 18 2024-01-20 10:12:55 E0 16.15 6.35 572.0 571.1 4 2 1.00 5 00000552
T4 oo oo - T
00 00000610 11 2024-01-20 10:27:33 W0 15.92 7.11 1378.1 1377.6 3 2 1.00 4 00000192
TB3 o oo
00 0000061b 04 2024-01-20 10:27:44 W0 31.38 4.20 10.8 9.2 2 2 1.00 3 00000010
TB2 o o
00 0000061f 08 2024-01-20 11:00:15 E0 22.20 3.02 2839.8 2838.3 2 2 1.00 1 00000110
SV o o
00 00000627 08 2024-01-20 11:21:17 E0 22.85 3.23 1262.0 1261.4 2 2 0.67 1 00003118
SV o o - Coerced sequence 2 *
00 00000627 08 2024-01-20 11:21:17 E0 22.85 3.23 0.0 0.0 2 2 0.67 1 00003118
SV o o 1 *
00 0000062f 08 2024-01-20 11:22:36 E0 20.61 3.65 78.9 78.7 2 2 1.00 3 00000110
TB2 o o
00 00000637 10 2024-01-20 11:39:16 E0 21.73 3.83 1000.2 999.4 2 2 0.80 1 00003020
SV o o - Coerced sequence 3 *
00 00000637 10 2024-01-20 11:39:16 E0 21.73 3.83 0.0 0.0 2 2 0.80 1 00003020
SV o o 2 *
00 00000637 10 2024-01-20 11:39:16 E0 21.73 3.83 0.0 0.0 2 2 0.80 1 00003020
SV o o 1 *
00 00000641 06 2024-01-20 11:39:20 E0 21.73 3.88 3.8 3.1 2 2 0.67 1 00003018
SV o o - Coerced sequence 2 *
00 00000641 06 2024-01-20 11:39:20 E0 21.73 3.88 0.0 0.0 2 2 0.67 1 00003018
SV o o 1 *
00 00000647 04 2024-01-20 11:50:16 E0 54.87 2.97 656.8 656.4 2 2 1.00 1 00000010
SV o o
00 0000064b 09 2024-01-20 11:54:03 E0 23.44 3.54 226.4 226.2 2 2 1.00 3 00000110
TB2 o o
00 00000654 05 2024-01-20 12:00:21 E0 39.27 3.08 378.1 377.5 2 2 0.80 1 00000010
SV o o
00 00000659 08 2024-01-20 12:11:01 E0 22.05 3.71 640.2 639.9 2 2 1.00 3 00000110
TB2 o o
00 00000661 04 2024-01-20 12:11:40 W0 30.82 3.34 6235.7 6235.2 2 2 1.00 3 00000010
TB2 o o
00 00000665 04 2024-01-20 12:12:55 W0 41.03 3.70 74.9 74.5 2 2 1.00 3 00000010
TB2 o o
00 00000669 08 2024-01-20 13:49:16 E0 22.14 3.59 5895.6 5894.9 2 2 1.00 3 00000110
TB2 o o
00 00000671 08 2024-01-20 13:58:33 E0 25.35 4.02 556.8 556.1 2 2 0.80 1 00003110
SV o o - Coerced sequence 1 *
00 00000679 04 2024-01-20 14:10:23 E0 50.49 3.54 709.6 709.0 2 2 1.00 3 00000010
TB2 o o
00 0000067d 04 2024-01-20 15:25:43 W0 33.86 3.21 11568 11567 2 2 1.00 3 00000010
TB2 o o

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00 00000681	05	2024-01-20 15:48:04	W0	28.36	3.89	1341.0	1340.7	2	2	1.00	3	00000110
TB2 o o												
00 00000686	04	2024-01-20 17:18:22	W0	41.17	3.60	5418.4	5417.9	2	2	1.00	3	00000010
TB2 o o												
00 00000694	08	2024-01-20 17:51:13	E0	28.67	3.40	13250	13250	2	2	0.80	3	00000110
TB2 o o												
00 0000069c	04	2024-01-20 18:53:27	W0	31.78	3.70	4459.5	4458.0	2	2	1.00	3	00000010
TB2 o o												
00 000006a0	08	2024-01-20 20:06:40	E0	33.29	3.26	8127.3	8126.9	2	2	0.67	1	00003118
SV o o - Coerced sequence 2 *												
00 000006a0	08	2024-01-20 20:06:40	E0	33.29	3.26	0.0	0.0	2	2	0.67	1	00003118
SV o o 1 *												
00 000006a8	04	2024-01-20 20:26:03	E0	32.73	3.31	1162.9	1162.6	2	2	1.00	3	00000010
TB2 o o												
00 000006ac	04	2024-01-20 21:01:59	W0	31.59	3.60	7712.6	7712.2	2	2	1.00	3	00000010
TB2 o o												
00 000006b0	06	2024-01-21 07:53:23	W0	20.38	3.20	39083	39082	2	2	1.00	3	00000110
TB2 o o												
00 000006b6	07	2024-01-21 08:13:50	E0	42.62	7.83	42467	42466	3	3	0.86	6	00000010
ART3 o o o												
00 000006bd	04	2024-01-21 08:25:33	W0	24.08	3.34	1930.4	1929.8	2	2	1.00	3	00000010
TB2 o o												
00 000006c1	07	2024-01-21 09:59:22	E0	39.72	3.61	6331.9	6331.2	2	2	1.00	3	00000110
TB2 o o												
00 000006c8	04	2024-01-21 10:20:37	W0	17.95	3.40	6903.3	6902.8	2	2	1.00	3	00000092
TB2 o o												
00 000006cc	07	2024-01-21 10:31:54	W0	12.52	3.37	677.9	677.2	2	2	1.00	3	00000192
TB2 o o												
00 000006d3	09	2024-01-21 10:54:51	E0	21.51	3.34	3328.9	3328.6	2	2	1.00	3	00000110
TB2 o o												
00 000006dc	04	2024-01-21 11:11:45	W0	28.89	2.90	2391.0	2390.0	2	2	1.00	1	00000010
SV o o												
00 000006e0	08	2024-01-21 11:34:06	E0	30.14	3.45	2354.4	2353.8	2	2	0.67	1	00003118
SV o o - Coerced sequence 2 *												
00 000006e0	08	2024-01-21 11:34:06	E0	30.14	3.45	0.0	0.0	2	2	0.67	1	00003118
SV o o 1 *												
00 000006e8	04	2024-01-21 11:44:46	W0	34.16	3.32	1981.1	1980.7	2	2	1.00	3	00000062
TB2 o o												
00 000006ee	04	2024-01-21 11:44:54	W0	31.88	3.59	8.0	7.6	2	2	1.00	3	00000010
TB2 o o												
00 000006f2	06	2024-01-21 12:04:50	E0	57.75	3.11	1844.9	1844.5	2	2	1.00	1	00000110
SV o o												
00 000006f8	10	2024-01-21 12:12:13	W0	11.75	3.21	1638.8	1638.4	2	2	1.00	3	00000192
TB2 o o												
00 00000702	04	2024-01-21 14:27:47	E0	49.86	3.75	8576.6	8576.4	2	2	1.00	3	00000010
TB2 o o												
00 00000706	05	2024-01-21 14:48:04	E0	22.19	3.04	1216.5	1216.3	2	2	1.00	1	00000110
SV o o												
00 0000070b	04	2024-01-21 14:57:09	W0	35.83	3.45	9895.4	9894.4	2	2	1.00	3	00000010
TB2 o o												
00 0000070f	04	2024-01-21 15:21:31	W0	60.13	3.51	1461.9	1461.5	2	2	1.00	3	00000020
TB2 o o												
00 00000713	04	2024-01-21 15:21:33	W0	44.00	3.59	2.4	2.2	2	2	1.00	3	00000010
TB2 o o												
00 00000717	04	2024-01-21 15:51:28	W0	36.13	3.26	1795.1	1794.8	2	2	1.00	3	00000010
TB2 o o												
00 0000071b	08	2024-01-21 16:02:43	E0	34.55	3.28	4479.0	4478.5	2	2	0.67	1	00003118
SV o o - Coerced sequence 2 *												
00 0000071b	08	2024-01-21 16:02:43	E0	34.55	3.28	0.0	0.0	2	2	0.67	1	00003118
SV o o 1 *												
00 00000723	04	2024-01-21 16:10:26	W0	42.71	2.73	1138.4	1138.1	2	2	1.00	1	00000010
SV o o												
00 00000727	05	2024-01-21 16:40:26	E0	46.16	3.64	2263.2	2262.7	2	2	1.00	3	00000110

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00 000007ce	05	2024-01-22 16:33:45	W0	21.34	3.61	4396.5	4396.1	2	2	1.00	3	00000192
TB2	o	o										
00 000007d3	06	2024-01-22 17:13:41	E0	37.57	3.47	2735.8	2735.3	2	2	1.00	3	00000110
TB2	o	o										
00 000007d9	04	2024-01-22 18:08:58	E0	59.66	3.71	3316.3	3316.0	2	2	1.00	3	00000010
TB2	o	o										
00 000007dd	05	2024-01-22 18:51:59	E0	30.90	3.47	2581.3	2581.1	2	2	1.00	3	00000110
TB2	o	o										
00 000007e2	10	2024-01-22 18:53:22	E0	39.27	2.95	82.7	82.4	2	2	0.80	1	00003110
SV	o	o	- Coerced sequence 1 *									
00 000007ec	08	2024-01-22 19:28:16	E0	39.27	2.76	2094.8	2094.2	2	2	0.67	1	00003118
SV	o	o	- Coerced sequence 2 *									
00 000007ec	08	2024-01-22 19:28:16	E0	39.27	2.76	0.0	0.0	2	2	0.67	1	00003118
SV	o	o	1 *									
00 000007f4	08	2024-01-22 20:04:53	E0	56.00	9.48	2196.4	2196.0	4	3	1.00	7	00000010
ART4	o	o	oo									
00 000007fc	04	2024-01-23 04:48:43	E0	49.89	3.79	31430	31429	2	2	1.00	3	00000010
TB2	o	o										
00 00000800	06	2024-01-23 06:32:05	W0	22.77	3.67	50300	50299	2	2	1.00	3	00000192
TB2	o	o										
00 00000806	05	2024-01-23 07:19:08	W0	25.41	2.80	2823.3	2822.7	2	2	1.00	1	00000110
SV	o	o										
00 0000080b	05	2024-01-23 08:16:25	W0	24.41	3.20	3436.3	3435.9	2	2	1.00	1	00000110
SV	o	o										
00 00000810	05	2024-01-23 09:07:14	W0	21.66	4.11	3049.1	3048.6	2	2	1.00	3	00000192
TB2	o	o										
00 00000815	04	2024-01-23 09:17:46	W0	34.82	3.37	632.1	631.4	2	2	1.00	3	00000010
TB2	o	o										
00 00000819	05	2024-01-23 09:39:03	W0	39.30	3.46	1277.0	1276.7	2	2	1.00	3	00000110
TB2	o	o										
00 0000081e	04	2024-01-23 09:54:06	E0	57.76	3.37	18322	18322	2	2	1.00	3	00000010
TB2	o	o										
00 00000822	05	2024-01-23 10:28:54	W0	23.23	3.04	2991.4	2991.1	2	2	1.00	1	00000110
SV	o	o										
00 00000827	06	2024-01-23 10:31:47	E0	59.74	9.29	2260.9	2260.7	3	3	1.00	6	00000010
ART3	o	o	o									
00 0000082d	06	2024-01-23 10:57:32	W0	19.93	3.12	1717.5	1717.1	2	2	1.00	1	00000110
SV	o	o										
00 00000833	08	2024-01-23 10:59:09	E0	23.18	3.50	1641.9	1641.4	2	2	1.00	3	00000110
TB2	o	o										
00 0000083b	06	2024-01-23 11:21:09	E0	13.33	2.81	1319.7	1319.2	2	2	1.00	1	00000192
SV	o	o										
00 00000841	05	2024-01-23 11:22:12	W0	29.50	3.10	1480.4	1479.8	2	2	1.00	1	00000110
SV	o	o										
00 00000846	06	2024-01-23 11:27:20	E0	42.54	3.61	370.9	370.0	2	2	1.00	3	00000110
TB2	o	o										
00 0000084c	04	2024-01-23 11:34:59	W0	25.96	3.22	766.8	766.4	2	2	1.00	3	00000010
TB2	o	o										
00 00000850	06	2024-01-23 11:42:43	W0	35.83	8.08	464.0	463.5	3	3	1.00	6	00000010
ART3	o	o	o									
00 00000856	04	2024-01-23 11:45:54	W0	36.57	3.71	191.5	190.7	2	2	1.00	3	00000010
TB2	o	o										
00 0000085a	04	2024-01-23 12:12:14	W0	42.63	3.64	1580.0	1579.7	2	2	1.00	3	00000010
TB2	o	o										
00 0000085e	04	2024-01-23 12:40:43	E0	62.78	3.82	4403.6	4403.3	2	2	1.00	3	00000010
TB2	o	o										
00 00000862	04	2024-01-23 12:41:30	W0	34.52	3.20	1756.0	1755.7	2	2	1.00	3	00000010
TB2	o	o										
00 00000866	05	2024-01-23 12:42:47	W0	31.98	3.40	76.9	76.5	2	2	1.00	3	00000110
TB2	o	o										
00 0000086b	06	2024-01-23 12:59:29	E0	48.67	3.41	1125.7	1125.5	2	2	0.80	1	00003110
SV	o	o	- Coerced sequence 1 *									
00 00000871	08	2024-01-23 13:24:31	E0	29.85	3.35	1502.4	1502.1	2	2	1.00	3	00000110

00	000008879	06	2024-01-23	13:25:30	W0	29.56	3.73	2562.4	2562.0	2	2	1.00	3	00000110
00	00000887f	10	2024-01-23	14:09:32	E0	17.71	3.30	2700.9	2700.6	2	2	1.00	3	00000110
00	000008889	04	2024-01-23	14:14:02	W0	31.48	3.76	2912.8	2912.4	2	2	1.00	3	00004042
00	0000088d	04	2024-01-23	14:14:04	W0	24.41	0.85	1.3	0.8	2	1	1.00	1	00000020
00	00000891	07	2024-01-23	14:14:06	W0	22.85	3.59	2.5	2.4	2	2	1.00	3	00000192
00	00000898	09	2024-01-23	14:27:09	E0	16.84	3.12	1056.6	1055.9	2	2	1.00	1	00000110
00	000008a1	10	2024-01-23	14:39:22	E0	22.60	3.28	733.6	732.9	2	2	1.00	3	00000162
00	000008af	04	2024-01-23	14:53:27	W0	34.54	3.21	2360.7	2360.2	2	2	1.00	3	00000010
00	000008b3	07	2024-01-23	15:39:24	E0	22.63	3.92	3602.1	3601.5	2	2	0.67	1	00003118
00	000008b3	07	2024-01-23	15:39:24	E0	22.63	3.92	0.0	0.0	2	2	0.67	1	00003118
00	000008ba	06	2024-01-23	16:29:49	E0	32.15	3.73	3024.2	3023.7	2	2	0.80	3	00000110
00	000008c0	09	2024-01-23	16:48:41	E0	21.74	2.99	1132.5	1132.1	2	2	1.00	1	00000110
00	000008c9	06	2024-01-23	17:05:06	W0	15.15	3.02	7898.9	7898.5	2	2	1.00	1	00000192
00	000008cf	08	2024-01-23	17:22:18	E0	23.98	3.00	2017.2	2016.7	2	2	1.00	1	00000110
00	000008d7	09	2024-01-23	18:16:04	E0	26.78	3.77	3225.4	3225.0	2	2	1.00	3	00000110
00	000008e0	06	2024-01-23	18:20:48	E0	21.32	2.82	283.8	283.4	2	2	1.00	1	00000110
00	000008e6	08	2024-01-23	18:44:16	E0	23.43	3.02	1408.1	1407.6	2	2	0.67	1	00003118
00	000008e6	08	2024-01-23	18:44:16	E0	23.43	3.02	0.0	0.0	2	2	0.67	1	00003118
00	000008ee	04	2024-01-24	05:50:16	W0	26.32	3.58	45910	45909	2	2	1.00	3	00000010
00	000008f2	04	2024-01-24	08:37:37	W0	36.89	2.97	10041	10040	2	2	1.00	1	00000010
00	000008f6	08	2024-01-24	09:13:56	E0	18.81	2.97	52180	52179	2	2	1.00	1	00000110
00	000008fe	06	2024-01-24	09:14:09	W0	13.57	3.00	2191.8	2191.6	2	2	1.00	1	00000192
00	00000904	04	2024-01-24	09:20:34	W0	37.92	3.75	385.3	384.5	2	2	1.00	3	00000010
00	00000908	04	2024-01-24	09:21:11	W0	31.55	2.77	37.0	36.6	2	2	1.00	1	00000010
00	0000090c	04	2024-01-24	09:39:22	W0	36.76	3.07	1090.6	1090.3	2	2	1.00	1	00000010
00	00000910	08	2024-01-24	09:56:14	E0	21.12	3.25	2537.7	2537.0	2	2	0.67	1	00003118
00	00000910	08	2024-01-24	09:56:14	E0	21.12	3.25	0.0	0.0	2	2	0.67	1	00003118
00	00000918	04	2024-01-24	10:29:12	E0	53.86	3.60	1977.9	1977.6	2	2	1.00	3	00000010
00	0000091c	04	2024-01-24</											

00 0000092e	04	2024-01-24	12:20:05	E0	42.70	3.49	1022.3	1021.3	2	2	1.00	3	00000010
TB2	o	o											
00 00000932	04	2024-01-24	12:35:53	W0	33.15	3.35	10591	10590	2	2	1.00	3	00000010
TB2	o	o											
00 00000936	04	2024-01-24	12:55:57	E0	52.00	3.80	2152.8	2152.4	2	2	1.00	3	00000020
TB2	o	o											
00 0000093a	07	2024-01-24	12:56:02	E0	27.22	3.58	4.1	3.9	2	2	1.00	3	00000110
TB2	o	o											
00 00000941	06	2024-01-24	13:20:33	W0	11.60	3.61	2679.8	2679.4	2	2	1.00	3	00000192
TB2	o	o											
00 00000947	04	2024-01-24	13:32:33	W0	37.47	3.69	720.5	719.4	2	2	1.00	3	00000010
TB2	o	o											
00 0000094b	04	2024-01-24	14:09:33	E0	44.00	3.07	4411.6	4411.1	2	2	1.00	1	00000010
SV	o	o											
00 0000094f	10	2024-01-24	14:22:39	E0	39.68	3.29	785.8	785.6	2	2	0.80	1	00003110
SV	o	o	- Coerced sequence 1 *										
00 00000959	05	2024-01-24	14:54:31	W0	30.38	4.23	4917.3	4917.0	3	2	0.80	4	00000010
TB3	o	oo											
00 0000095e	04	2024-01-24	15:00:53	E0	52.22	3.31	2294.5	2294.0	2	2	1.00	3	00000020
TB2	o	o											
00 00000962	04	2024-01-24	15:00:55	E0	59.73	3.58	1.4	1.2	2	2	1.00	3	00000010
TB2	o	o											
00 00000966	08	2024-01-24	15:15:36	E0	24.59	3.60	881.1	881.0	2	2	1.00	3	00000110
TB2	o	o											
00 0000096e	08	2024-01-24	15:31:25	E0	38.71	3.43	948.7	948.1	2	2	0.67	1	00003118
SV	o	o	- Coerced sequence 2 *										
00 0000096e	08	2024-01-24	15:31:25	E0	38.71	3.43	0.0	0.0	2	2	0.67	1	00003118
SV	o	o	1 *										
00 00000976	04	2024-01-24	15:42:22	W0	39.83	3.81	2870.8	2870.3	2	2	1.00	3	00000010
TB2	o	o											
00 0000097a	08	2024-01-24	16:01:09	E0	29.35	3.13	1784.0	1783.7	2	2	0.80	1	00000110
SV	o	o											
00 00000982	04	2024-01-24	17:16:21	W0	48.85	3.56	5639.4	5639.0	2	2	1.00	3	00000010
TB2	o	o											
00 00000986	04	2024-01-24	17:41:30	W0	39.25	3.58	1509.0	1508.7	2	2	1.00	3	00000010
TB2	o	o											
00 0000098a	16	2024-01-24	17:52:03	E0	20.49	12.89	6653.9	6653.6	4	3	1.00	7	000003d2
ART4	o	o	oo										
00 0000099a	08	2024-01-24	18:34:38	E0	23.10	3.68	2555.1	2552.8	2	2	1.00	3	00000110
TB2	o	o											
00 000009a2	08	2024-01-24	19:06:54	E0	26.75	3.75	1936.0	1935.4	2	2	1.00	3	00000110
TB2	o	o											
00 000009aa	04	2024-01-24	19:13:03	W0	26.63	3.64	5493.1	5492.7	2	2	1.00	3	00000062
TB2	o	o											
00 000009b0	05	2024-01-24	21:06:55	E0	67.95	3.13	7201.2	7200.6	2	2	1.00	1	00000110
SV	o	o											
00 000009bc	06	2024-01-24	21:13:50	E0	40.25	3.18	414.7	414.6	2	2	1.00	1	00000110
SV	o	o											
00 000009c2	04	2024-01-24	21:41:40	W0	38.28	2.85	8917.2	8916.7	2	2	1.00	1	00000010
SV	o	o											
00 000009c6	04	2024-01-25	06:24:12	W0	24.84	3.60	31352	31351	2	2	1.00	3	00000010
TB2	o	o											
00 000009ca	04	2024-01-25	06:30:34	W0	32.45	3.13	381.5	381.0	2	2	1.00	1	00000010
SV	o	o											
00 000009ce	08	2024-01-25	08:10:25	E0	52.76	10.78	39394	39394	4	3	1.00	7	00000010
ART4	o	o	oo										
00 000009d6	05	2024-01-25	08:42:55	W0	18.16	3.62	7941.0	7940.6	2	2	1.00	3	00000192
TB2	o	o											
00 000009db	07	2024-01-25	09:27:54	E0	38.81	3.28	4649.7	4649.0	2	2	0.80	3	00000110
TB2	o	o											
00 000009e2	04	2024-01-25	10:06:54	W0	38.40	3.62	5038.9	5038.2	2	2	1.00	3	00000010
TB2	o	o											
00 000009e6	04	2024-01-25	10:24:31	W0	47.64	3.36	1057.3	1056.9	2	2	1.00	3	00000010



[illegible]

00 00000a92	04	2024-01-25 19:21:40	W0	36.39	3.42	5258.6	5258.4	2	2	1.00	3	00000062
TB2 o o												
00 00000a98	08	2024-01-25 20:16:25	E0	25.62	3.24	4052.5	4052.2	2	2	1.00	3	00000110
TB2 o o												
00 00000aa0	06	2024-01-25 20:36:23	E0	32.78	3.62	1197.9	1197.4	2	2	1.00	3	00000110
TB2 o o												
00 00000aa6	04	2024-01-25 20:39:36	W0	33.78	3.50	4676.5	4676.2	2	2	1.00	3	00000062
TB2 o o												
00 00000aad	05	2024-01-25 20:43:16	W0	29.51	4.05	219.8	219.4	2	2	1.00	3	00000120
TB2 o o												
00 00000ab2	05	2024-01-25 20:43:19	W0	29.39	3.72	2.7	2.2	2	2	1.00	3	00000120
TB2 o o												
00 00000ab7	04	2024-01-25 20:43:22	W0	36.95	3.30	3.7	3.2	2	2	1.00	3	00000010
TB2 o o												
00 00000abb	05	2024-01-25 20:44:09	E0	41.02	3.54	465.2	464.8	2	2	0.80	3	00000010
TB2 o o												
00 00000ac0	08	2024-01-25 20:56:17	E0	36.23	3.38	728.2	727.9	2	2	0.80	1	00003110
SV o o - Coerced sequence 1 *												
00 00000ac8	04	2024-01-26 08:20:55	W0	27.01	3.12	41853	41852	2	2	1.00	1	00000010
SV o o												
00 00000acc	06	2024-01-26 09:04:11	W0	23.81	3.69	2595.3	2594.9	2	2	1.00	3	00000192
TB2 o o												
00 00000ad2	04	2024-01-26 09:26:44	W0	46.68	3.53	1353.6	1353.1	2	2	1.00	3	00000010
TB2 o o												
00 00000ad6	05	2024-01-26 09:47:13	W0	29.91	3.94	1228.9	1228.6	2	2	1.00	3	00000110
TB2 o o												
00 00000adb	08	2024-01-26 10:11:01	E0	36.23	3.49	47683	47683	2	2	0.67	1	00003118
SV o o - Coerced sequence 2 *												
00 00000adb	08	2024-01-26 10:11:01	E0	36.23	3.49	0.0	0.0	2	2	0.67	1	00003118
SV o o 1 *												
00 00000ae3	08	2024-01-26 10:24:28	E0	36.23	3.45	807.0	806.7	2	2	0.80	1	00003110
SV o o - Coerced sequence 1 *												
00 00000aeb	08	2024-01-26 10:29:53	E0	36.23	3.56	325.3	325.0	2	2	0.67	1	00003118
SV o o - Coerced sequence 2 *												
00 00000aeb	08	2024-01-26 10:29:53	E0	36.23	3.56	0.0	0.0	2	2	0.67	1	00003118
SV o o 1 *												
00 00000af3	05	2024-01-26 10:52:22	W0	37.61	4.25	3909.1	3908.6	3	2	0.80	4	00000010
TB3 o oo												
00 00000af8	04	2024-01-26 11:05:57	E0	52.56	3.66	2164.0	2163.8	2	2	1.00	3	00000010
TB2 o o												
00 00000afc	08	2024-01-26 11:11:37	E0	44.40	3.24	340.1	339.9	2	2	0.67	1	00003118
SV o o - Coerced sequence 2 *												
00 00000afc	08	2024-01-26 11:11:37	E0	44.40	3.24	0.0	0.0	2	2	0.67	1	00003118
SV o o 1 *												
00 00000b04	19	2024-01-26 11:12:05	E0	23.59	3.60	27.8	27.5	2	2	0.60	1	0000035a
SV o o - Coerced sequence 3												
00 00000b04	19	2024-01-26 11:12:05	E0	23.59	3.60	0.0	0.0	2	2	0.60	1	0000035a
SV o o 2												
00 00000b04	19	2024-01-26 11:12:05	E0	23.59	3.60	0.0	0.0	2	2	0.60	1	0000035a
SV o o 1												
00 00000b17	07	2024-01-26 11:34:53	E0	32.23	3.14	1368.1	1366.7	2	2	1.00	1	00000110
SV o o												
00 00000b1e	04	2024-01-26 12:14:35	E0	49.14	3.14	2382.2	2381.8	2	2	1.00	1	00000010
SV o o												
00 00000b22	05	2024-01-26 12:43:16	E0	41.12	3.34	1720.4	1720.2	2	2	0.80	1	00003020
SV o o - Coerced sequence 1 *												
00 00000b27	06	2024-01-26 12:43:17	E0	50.97	2.65	1.6	1.3	2	2	1.00	1	00000110
SV o o												
00 00000b2d	05	2024-01-26 13:38:10	W0	31.72	3.24	9947.3	9946.9	2	2	1.00	3	00000110
TB2 o o												
00 00000b32	08	2024-01-26 13:41:28	E0	46.05	3.97	3490.9	3490.8	2	2	0.67	1	00003118
SV o o - Coerced sequence 2 *												
00 00000b32	08	2024-01-26 13:41:28	E0	46.05	3.97	0.0	0.0	2	2	0.67	1	00003118

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SV o o 1 *
00 00000b3a 04 2024-01-26 14:28:14 E0 56.51 3.52 2805.5 2804.9 2 2 1.00 3 00000010
TB2 o o
00 00000b3e 09 2024-01-26 15:27:12 E0 27.95 3.60 3538.5 3538.3 2 2 1.00 3 00000110
TB2 o o
00 00000b47 08 2024-01-26 15:51:40 E0 64.09 9.19 1468.1 1467.6 4 3 1.00 7 00000020
ART4 o o oo
00 00000b4f 07 2024-01-26 15:51:43 E0 52.62 8.13 2.4 1.9 3 3 1.00 6 00000110
ART3 o o o
00 00000b56 10 2024-01-26 16:03:31 E0 52.23 4.11 708.2 707.7 2 2 0.67 1 00003118
SV o o - Coerced sequence 2 *
00 00000b56 10 2024-01-26 16:03:31 E0 52.23 4.11 0.0 0.0 2 2 0.67 1 00003118
SV o o 1 *
00 00000b62 05 2024-01-26 18:00:37 W0 23.89 3.79 15747 15747 2 2 1.00 3 00000192
TB2 o o
00 00000b67 08 2024-01-26 18:28:58 E0 22.01 3.04 8727.5 8727.2 2 2 1.00 1 00000110
SV o o
00 00000b6f 09 2024-01-26 20:02:35 E0 14.62 3.54 5616.7 5616.3 2 2 1.00 3 00000192
TB2 o o
00 00000b78 06 2024-01-26 20:21:02 E0 56.87 3.70 1106.6 1105.5 2 2 1.00 3 00000110
TB2 o o
00 00000b7e 10 2024-01-26 20:47:18 E0 26.72 3.48 1576.5 1576.3 2 2 1.00 3 00000110
TB2 o o
00 00000b88 07 2024-01-27 06:46:28 E0 47.53 7.70 35950 35949 3 3 1.00 6 00000110
ART3 o o o
00 00000b8f 04 2024-01-27 07:14:43 W0 40.19 3.53 47645 47645 2 2 1.00 3 00000010
TB2 o o
00 00000b93 04 2024-01-27 08:11:25 E0 47.41 3.12 5096.5 5095.9 2 2 1.00 1 00000010
SV o o
00 00000b97 07 2024-01-27 08:51:14 W0 17.05 3.23 5790.5 5790.2 2 2 1.00 3 00000192
TB2 o o
00 00000b9e 04 2024-01-27 08:56:06 E0 48.49 3.69 2681.1 2680.9 2 2 1.00 3 00000010
TB2 o o
00 00000ba2 06 2024-01-27 09:13:39 W0 32.25 8.07 1345.1 1344.4 3 3 1.00 6 00000010
ART3 o o o
00 00000ba8 04 2024-01-27 09:29:01 W0 33.87 3.76 921.7 920.8 2 2 1.00 3 00000062
TB2 o o
00 00000baf 09 2024-01-27 10:12:15 E0 19.90 2.98 4568.8 4568.7 2 2 1.00 1 00000110
SV o o
00 00000bb8 07 2024-01-27 10:30:18 E0 37.98 3.64 1083.2 1082.6 2 2 1.00 3 00000110
TB2 o o
00 00000bbf 09 2024-01-27 10:50:48 E0 25.90 3.62 1230.0 1229.7 2 2 1.00 3 00000110
TB2 o o
00 00000bc8 05 2024-01-27 11:32:42 W0 23.35 3.08 7421.7 7421.3 2 2 1.00 1 00000110
SV o o
00 00000bcd 07 2024-01-27 12:16:50 E0 30.72 4.53 5162.2 5161.7 2 2 0.40 1 0000319a
SV o o - Coerced sequence 1 *
00 00000bd4 05 2024-01-27 12:30:39 E0 47.31 3.27 828.7 827.9 2 2 1.00 3 00000110
TB2 o o
00 00000bd9 07 2024-01-27 12:32:43 E0 39.02 3.63 124.6 124.3 2 2 0.67 1 00003118
SV o o - Coerced sequence 2 *
00 00000bd9 07 2024-01-27 12:32:43 E0 39.02 3.63 0.0 0.0 2 2 0.67 1 00003118
SV o o 1 *
00 00000be0 06 2024-01-27 12:59:25 E0 39.02 3.11 1601.1 1600.8 2 2 0.80 1 00003110
SV o o - Coerced sequence 1 *
00 00000be6 04 2024-01-27 14:16:15 W0 25.81 3.53 9812.8 9812.3 2 2 1.00 3 00000010
TB2 o o
00 00000bea 05 2024-01-27 14:51:30 W0 16.69 3.50 2115.1 2114.6 2 2 1.00 3 00000192
TB2 o o
00 00000bef 04 2024-01-27 15:07:39 E0 54.05 3.61 7694.6 7694.4 2 2 1.00 3 00000010
TB2 o o
00 00000bf3 04 2024-01-27 16:51:57 W0 33.30 3.04 7226.4 7225.6 2 2 1.00 1 00000010
SV o o

```

00 00000bf7	04	2024-01-27 18:11:29	E0	50.88	3.07	11029	11029	2	2	1.00	1	00000010
SV o o												
00 00000bfb	04	2024-01-28 00:22:15	W0	43.79	3.09	27018	27017	2	2	1.00	1	00000010
SV o o												
00 00000bff	04	2024-01-28 07:44:12	W0	37.44	3.32	26517	26517	2	2	1.00	3	00000010
TB2 o o												
00 00000c03	04	2024-01-28 07:45:22	W0	44.27	3.41	69.7	69.4	2	2	1.00	3	00000010
TB2 o o												
00 00000c07	06	2024-01-28 08:09:41	W0	29.54	4.60	1459.1	1458.9	3	2	0.80	4	00004142
TB3 o oo												
00 00000c0d	05	2024-01-28 08:09:42	W0	23.99	0.84	1.2	0.6	2	1	1.00	1	00000110
SV oo												
00 00000c12	04	2024-01-28 09:56:34	W0	49.57	3.61	6411.7	6411.5	2	2	1.00	3	00000010
TB2 o o												
00 00000c16	04	2024-01-28 10:13:18	W0	35.83	3.57	1004.2	1004.0	2	2	1.00	3	00000010
TB2 o o												
00 00000c1a	07	2024-01-28 10:49:03	E0	37.19	2.80	59854	59854	2	2	1.00	1	00000110
SV o o												
00 00000c21	04	2024-01-28 10:49:24	W0	45.07	3.46	2166.5	2166.2	2	2	1.00	3	00000010
TB2 o o												
00 00000c25	04	2024-01-28 10:54:13	W0	20.11	3.72	288.8	288.5	2	2	1.00	3	00000092
TB2 o o												
00 00000c31	06	2024-01-28 11:09:13	W0	10.59	3.29	70.1	68.8	2	2	1.00	3	00000192
TB2 o o												
00 00000c37	07	2024-01-28 11:27:24	E0	42.95	4.40	2300.3	2300.0	2	2	0.80	1	00003162
SV o o - Coerced sequence 1 *												
00 00000c40	04	2024-01-28 11:33:15	W0	47.12	3.06	1441.9	1440.8	2	2	1.00	1	00000010
SV o o												
00 00000c44	08	2024-01-28 11:41:23	E0	22.06	2.99	839.7	839.3	2	2	1.00	1	00000110
SV o o												
00 00000c4c	07	2024-01-28 11:41:30	E0	33.68	3.74	7.2	6.7	2	2	0.80	3	00000110
TB2 o o												
00 00000c53	07	2024-01-28 11:43:19	E0	22.25	3.55	109.0	108.7	2	2	1.00	3	00000110
TB2 o o												
00 00000c5a	04	2024-01-28 11:58:40	W0	23.65	3.03	1525.2	1524.9	2	2	1.00	1	00000010
SV o o												
00 00000c5e	08	2024-01-28 11:59:20	W0	18.64	3.79	40.0	39.6	2	2	1.00	3	00000192
TB2 o o												
00 00000c66	06	2024-01-28 12:51:18	E0	43.33	3.86	4078.7	4078.1	2	2	1.00	3	00000120
TB2 o o												
00 00000c6c	04	2024-01-28 12:51:22	E0	56.28	3.17	3.9	3.6	2	2	1.00	1	00000010
SV o o												
00 00000c70	04	2024-01-28 13:09:05	E0	45.95	3.66	1063.1	1062.9	2	2	1.00	3	00000010
TB2 o o												
00 00000c74	09	2024-01-28 13:58:38	E0	53.50	10.09	2973.2	2972.9	4	3	1.00	7	00000110
ART4 o o oo												
00 00000c7d	04	2024-01-28 16:13:52	W0	51.49	3.58	15272	15271	2	2	1.00	3	00000010
TB2 o o												
00 00000c81	08	2024-01-28 16:22:37	E0	20.63	2.94	8638.6	8638.0	2	2	1.00	1	00000110
SV o o												
00 00000c89	08	2024-01-28 16:24:19	E0	23.12	3.02	101.7	101.2	2	2	1.00	1	00000110
SV o o												
00 00000c91	07	2024-01-28 16:50:19	E0	27.36	3.31	1560.7	1560.2	2	2	1.00	3	00000110
TB2 o o												
00 00000c98	04	2024-01-28 16:51:59	W0	23.95	3.31	2286.6	2286.3	2	2	1.00	3	00000010
TB2 o o												
00 00000c9c	05	2024-01-28 17:06:21	W0	18.98	3.62	862.6	862.1	2	2	1.00	3	00000192
TB2 o o												
00 00000ca1	04	2024-01-28 17:35:14	E0	65.58	3.81	2694.6	2694.1	2	2	1.00	3	00000010
TB2 o o												
00 00000ca5	06	2024-01-28 18:12:33	W0	28.94	2.53	3971.8	3971.1	2	2	1.00	1	00000110
SV o o												
00 00000cab	13	2024-01-29 07:15:49	E0	46.92	3.53	49234	49234	2	2	0.60	1	00003118

```

SV o o - Coerced sequence 3 *
00 00000cab 13 2024-01-29 07:15:49 E0 46.92 3.53 0.0 0.0 2 2 0.60 1 00003118
SV o o 2 *
00 00000cab 13 2024-01-29 07:15:49 E0 46.92 3.53 0.0 0.0 2 2 0.60 1 00003118
SV o o 1 *
00 00000cb8 04 2024-01-29 07:22:28 E0 57.71 3.63 399.0 398.2 2 2 1.00 3 00000010
TB2 o o
00 00000cbc 04 2024-01-29 07:24:16 E0 56.25 3.62 108.5 108.3 2 2 1.00 3 00000010
TB2 o o
00 00000cc0 07 2024-01-29 09:10:00 E0 54.28 3.32 6344.1 6343.9 2 2 0.67 1 00003118
SV o o - Coerced sequence 2 *
00 00000cc0 07 2024-01-29 09:10:00 E0 54.28 3.32 0.0 0.0 2 2 0.67 1 00003118
SV o o 1 *
00 00000cc7 13 2024-01-29 10:14:32 E0 54.28 3.71 3872.0 3871.5 2 2 0.67 1 00003118
SV o o - Coerced sequence 2 *
00 00000cc7 13 2024-01-29 10:14:32 E0 54.28 3.71 0.0 0.0 2 2 0.67 1 00003118
SV o o 1 *
00 00000cd4 06 2024-01-29 11:24:02 E0 28.40 3.53 4169.8 4168.9 2 2 1.00 3 00000110
TB2 o o
00 00000cda 06 2024-01-29 11:48:09 E0 45.74 3.77 1446.6 1446.1 2 2 1.00 3 00000110
TB2 o o
00 00000ce0 06 2024-01-29 12:10:53 E0 29.81 3.58 1364.5 1364.3 2 2 1.00 3 00000110
TB2 o o
00 00000ce6 04 2024-01-29 12:35:40 E0 40.48 2.74 1486.5 1486.0 2 2 1.00 1 00000010
SV o o
00 00000cea 04 2024-01-29 14:22:11 W0 41.41 3.57 72578 72577 2 2 1.00 3 00000020
TB2 o o
00 00000cee 04 2024-01-29 14:22:13 W0 38.19 3.18 1.5 1.2 2 2 1.00 1 00000010
SV o o
00 00000cf2 09 2024-01-29 15:28:26 E0 27.41 3.23 10365 10365 2 2 0.80 3 00000110
TB2 o o
00 00000cfb 05 2024-01-29 15:39:33 E0 31.40 3.16 667.3 666.9 2 2 1.00 1 00000110
SV o o
00 00000d00 10 2024-01-29 16:28:52 E0 21.64 3.14 2958.5 2958.2 2 2 1.00 1 00000110
SV o o
00 00000d0a 04 2024-01-29 16:37:01 W0 23.77 3.27 8087.7 8087.4 2 2 1.00 3 00000010
TB2 o o
00 00000d0e 09 2024-01-29 16:57:59 E0 26.92 3.44 1747.6 1747.0 2 2 0.67 1 00003118
SV o o - Coerced sequence 2 *
00 00000d0e 09 2024-01-29 16:57:59 E0 26.92 3.44 0.0 0.0 2 2 0.67 1 00003118
SV o o 1 *
00 00000d17 04 2024-01-29 18:17:57 W0 40.00 3.54 6056.0 6055.5 2 2 1.00 3 00000010
TB2 o o
00 00000d1b 07 2024-01-29 19:38:53 E0 27.69 3.27 9653.4 9653.0 2 2 1.00 3 00000110
TB2 o o
00 00000d22 05 2024-01-29 19:53:02 E0 48.90 3.75 849.0 848.6 2 2 1.00 3 00000110
TB2 o o
00 00000d27 04 2024-01-29 23:58:05 W0 43.94 3.75 20408 20407 2 2 1.00 3 00000010
TB2 o o
00 00000d2b 04 2024-01-30 06:39:55 E0 53.45 3.59 38813 38812 2 2 1.00 3 00000010
TB2 o o
00 00000d2f 04 2024-01-30 06:43:35 E0 67.17 3.71 220.3 220.1 2 2 1.00 3 00000010
TB2 o o
00 00000d33 06 2024-01-30 08:08:33 E0 60.39 3.23 5097.8 5097.7 2 2 1.00 3 00000110
TB2 o o
00 00000d39 06 2024-01-30 08:12:33 W0 15.79 3.53 29667 29667 2 2 1.00 3 00000192
TB2 o o
00 00000d3f 04 2024-01-30 08:18:01 E0 54.42 3.04 567.7 567.5 2 2 1.00 1 00000010
SV o o
00 00000d43 08 2024-01-30 11:14:39 E0 24.20 4.26 10598 10598 2 2 1.00 3 00000192
TB2 o o
00 00000d4b 04 2024-01-30 12:25:46 W0 32.74 3.05 15193 15192 2 2 1.00 1 00000010
SV o o

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00 00000d4f	06	2024-01-30	13:26:15	E0	17.67	2.73	7896.1	7895.5	2	2	1.00	1	00000110
SV	o	o											
00 00000d55	07	2024-01-30	13:26:59	W0	19.90	3.72	3673.5	3673.1	2	2	1.00	3	00000192
TB2	o	o											
00 00000d5c	09	2024-01-30	13:27:25	E0	11.68	3.82	70.1	69.6	2	2	1.00	3	00000192
TB2	o	o											
00 00000d65	08	2024-01-30	15:29:40	E0	27.05	3.11	7334.8	7333.4	2	2	1.00	1	00000110
SV	o	o											
00 00000d6d	09	2024-01-30	16:11:34	W0	16.22	3.24	9875.0	9874.3	2	2	1.00	3	00000192
TB2	o	o											
00 00000d76	08	2024-01-30	16:15:52	E0	22.89	3.55	2772.6	2772.2	2	2	1.00	3	00000110
TB2	o	o											
00 00000d7e	08	2024-01-30	17:28:36	E0	23.23	3.07	4363.9	4363.3	2	2	1.00	1	00000110
SV	o	o											
00 00000d86	04	2024-01-30	17:47:41	E0	56.23	3.79	1145.0	1144.5	2	2	1.00	3	00000010
TB2	o	o											
00 00000d8a	06	2024-01-31	04:40:28	E0	40.80	3.75	39166	39166	2	2	1.00	3	00000110
TB2	o	o											
00 00000d90	06	2024-01-31	06:08:36	E0	39.61	3.37	5288.0	5287.7	2	2	1.00	3	00000110
TB2	o	o											
00 00000d96	04	2024-01-31	07:00:00	W0	34.26	3.69	53306	53305	2	2	1.00	3	00000010
TB2	o	o											
00 00000d9a	04	2024-01-31	08:51:33	W0	29.08	3.82	6692.5	6692.1	2	2	1.00	3	00000010
TB2	o	o											
00 00000dd2	08	2024-01-31	09:10:23	E0	16.96	4.02	710.9	708.4	2	2	1.00	3	000001e2
TB2	o	o											
00 00000ded	05	2024-01-31	09:12:50	W0	19.59	3.91	213.5	210.3	2	2	1.00	3	00000192
TB2	o	o											
00 00000e17	10	2024-01-31	09:41:55	E0	12.62	1.64	1882.7	1880.1	2	1	1.00	1	00000110
SV	oo												
00 00000e21	08	2024-01-31	09:42:33	E0	13.95	6.66	38.4	38.3	2	2	0.40	1	000071ca
SV	o	o	- Coerced sequence 1 *										
00 00000e2f	11	2024-01-31	09:45:40	E0	17.30	3.64	186.9	182.2	2	2	1.00	3	00000192
TB2	o	o											
00 00000e60	04	2024-01-31	09:55:37	E0	17.64	8.32	596.3	595.6	2	2	1.00	3	000000e2
TB2	o	o											
00 00000e93	09	2024-01-31	10:08:48	E0	12.25	1.76	715.5	712.8	2	2	0.40	1	000031ea
SV	o	o	- Coerced sequence 1 *										
00 00000e9f	08	2024-01-31	10:17:38	W0	10.46	7.62	584.7	580.7	3	2	1.00	4	000001e2
TB3	o	oo											
00 00000ea9	20	2024-01-31	10:18:13	E0	10.39	8.36	564.4	563.1	5	2	0.73	5	00000352
T4	oo	ooo	- T										
00 00000ebd	13	2024-01-31	10:24:02	W0	11.17	7.90	384.5	381.9	3	2	1.00	4	000001e2
TB3	o	oo											
00 00000ee2	05	2024-01-31	11:00:52	W0	14.38	2.95	2210.0	2207.4	2	2	1.00	1	00000192
SV	o	o											
00 00000ef9	04	2024-01-31	11:41:35	E0	66.46	3.37	4612.7	4608.8	2	2	1.00	3	00000010
TB2	o	o											
00 00000efd	04	2024-01-31	12:44:37	W0	42.74	3.01	6091.9	6088.6	2	2	1.00	1	00000010
SV	o	o											
00 00000f01	08	2024-01-31	12:52:07	E0	38.13	4.14	4232.0	4231.9	2	2	0.80	1	00003110
SV	o	o	- Coerced sequence 1 *										
00 00000f09	07	2024-01-31	13:05:18	E0	38.13	3.24	790.7	790.0	2	2	0.80	1	00003110
SV	o	o	- Coerced sequence 1 *										
00 00000f10	06	2024-01-31	13:12:51	E0	34.20	3.74	453.5	453.1	2	2	1.00	3	00000110
TB2	o	o											
00 00000f16	06	2024-01-31	13:16:47	E0	29.57	3.24	235.5	235.1	2	2	1.00	3	00000162
TB2	o	o											
00 00000f1e	10	2024-01-31	13:25:55	E0	15.14	2.78	547.7	547.4	2	2	1.00	1	00000110
SV	o	o											
00 00000f28	04	2024-01-31	13:48:43	W0	34.36	3.70	3846.7	3846.4	2	2	1.00	3	00000010
TB2	o	o											
00 00000f2c	05	2024-01-31	15:45:36	W0	26.74	3.77	7013.0	7012.6	2	2	1.00	3	00000110

```

TB2 o o
00 00000f31 08 2024-01-31 15:48:40 E0 20.64 3.03 8565.2 8564.4 2 2 1.00 1 00000110
SV o o
00 00000f39 06 2024-01-31 16:26:35 E0 43.00 3.59 2275.5 2274.9 2 2 1.00 3 00000110
TB2 o o
00 00000f3f 08 2024-01-31 17:54:18 E0 35.86 3.75 5262.7 5262.5 2 2 0.80 3 00000110
TB2 o o
00 00000f47 06 2024-01-31 18:21:47 E0 43.32 3.25 1648.7 1648.3 2 2 1.00 3 00000110
TB2 o o
00 00000f4d 06 2024-01-31 18:38:28 E0 28.80 4.09 1001.3 1001.1 2 2 1.00 3 00000110
TB2 o o
00 00000f53 05 2024-01-31 20:38:49 W0 44.70 3.85 17593 17592 2 2 1.00 3 00000110
TB2 o o
00 00000f58 04 2024-02-01 06:29:26 W0 25.05 3.63 35436 35436 2 2 1.00 3 00000010
TB2 o o
00 00000f5c 04 2024-02-01 06:31:27 W0 36.10 3.08 120.9 120.4 2 2 1.00 1 00000010
SV o o
00 00000f60 09 2024-02-01 06:57:38 E0 16.13 3.58 44350 44349 2 2 1.00 3 00000192
TB2 o o
00 00000f69 06 2024-02-01 07:19:00 W0 37.21 6.33 2853.4 2853.1 3 2 1.00 4 00020042
TB3 o oo
00 00000f76 04 2024-02-01 08:18:23 W0 33.20 3.56 3562.1 3561.7 2 2 1.00 3 00000010
TB2 o o
00 00000f7a 04 2024-02-01 08:27:50 W0 34.28 2.86 566.6 566.3 2 2 0.50 1 0000309a
SV o o - Coerced sequence 1 *
00 00000f7e 08 2024-02-01 08:29:09 E0 24.96 3.35 5490.2 5489.3 2 2 0.75 1 00003010
SV o o - Coerced sequence 2 *
00 00000f7e 08 2024-02-01 08:29:09 E0 24.96 3.35 0.0 0.0 2 2 0.75 1 00003010
SV o o 1 *

```

**In profile:** Vehicles = 674 / 690 (97.68%)

## **MetroCount Traffic Executive** **Speed Statistics**

### **SpeedStat-24 -- English (ENA)**

#### **Datasets:**

**Site:** [Haulage Hill Rd] CHC Haulage Hill Rd vehicle count  
**Attribute:**  
**Direction:** 4 - West bound, A trigger first. **Lane:** 0  
**Survey Duration:** 12:33 Thursday, 11 January 2024 => 10:39 Thursday, 1 February 2024,  
**Zone:**  
**File:** Haulage Hill Rd 0 2024-02-01 1040.EC0 (Plus )  
**Identifier:** YX31SYRY MC5900-X13 (c)MetroCount 09Nov16  
**Algorithm:** Factory default axle (v5.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### **Profile:**

**Filter time:** 12:34 Thursday, 11 January 2024 => 10:39 Thursday, 1 February 2024  
**(20.9208)**  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12  
**Speed range:** 10 - 160 km/h.  
**Direction:** North, East, South, West (bound), P = West, Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 100 metre  
**Name:** Default Profile  
**Scheme:** Vehicle classification (AustRoads94)  
**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)  
**In profile:** Vehicles = 674 / 690 (97.68%)



## Speed Statistics

### SpeedStat-24

**Site:** Haulage Hill Rd.0.0W  
**Description:** CHC Haulage Hill Rd vehicle count  
**Filter time:** 12:34 Thursday, 11 January 2024 => 10:39 Thursday, 1 February 2024  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Vehicles = 674

Posted speed limit = 60 km/h, Exceeding = 23 (3.412%), Mean Exceeding = 64.20 km/h

Maximum = 72.9 km/h, Minimum = 10.4 km/h, Mean = 36.2 km/h

85% Speed = 50.40 km/h, 95% Speed = 57.78 km/h, Median = 36.18 km/h

20 km/h Pace = 22 - 42, Number in Pace = 361 (53.56%)

Variance = 163.37, Standard Deviation = 12.78 km/h

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 10	0 0.000%	0 0.000%	674 100.0%	0.00	0.00	0.00
10 - 20	71 10.53%	71 10.53%	603 89.47%	0.00	0.00	0.00
20 - 30	160 23.74%	231 34.27%	443 65.73%	0.00	0.00	0.00
30 - 40	183 27.15%	414 61.42%	260 38.58%	0.00	0.00	0.00
40 - 50	156 23.15%	570 84.57%	104 15.43%	0.00	0.00	0.00
50 - 60	81 12.02%	651 96.59%	23 3.412%	0.00	0.00	0.00
60 - 70	22 3.264%	673 99.85%	1 0.148%	0.00	0.00	0.00
70 - 80	1 0.148%	674 100.0%	0 0.000%	0.00	0.00	0.00
80 - 90	0 0.000%	674 100.0%	0 0.000%	0.00	0.00	0.00
90 - 100	0 0.000%	674 100.0%	0 0.000%	0.00	0.00	0.00
100 - 110	0 0.000%	674 100.0%	0 0.000%	0.00	0.00	0.00
110 - 120	0 0.000%	674 100.0%	0 0.000%	0.00	0.00	0.00
120 - 130	0 0.000%	674 100.0%	0 0.000%	0.00	0.00	0.00
130 - 140	0 0.000%	674 100.0%	0 0.000%	0.00	0.00	0.00
140 - 150	0 0.000%	674 100.0%	0 0.000%	0.00	0.00	0.00
150 - 160	0 0.000%	674 100.0%	0 0.000%	0.00	0.00	0.00
160 - 170	0 0.000%	674 100.0%	0 0.000%	0.00	0.00	0.00
170 - 180	0 0.000%	674 100.0%	0 0.000%	0.00	0.00	0.00
180 - 190	0 0.000%	674 100.0%	0 0.000%	0.00	0.00	0.00
190 - 200	0 0.000%	674 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   60 (PSL)	651 96.6%	23 3.4%

The General Manager,  
Central Highlands Council  
c.c. The Mayor

Received 18/1/2024  
Mail ☐ Fax ☐ Email ☐ ADMIN ☐  
Forwarded to DROPPED INTO DES  
EHO ☐ BPC ☐ PLA ☐ ADMIN ☒  
Other .....  
Entered By: JCH  
Ref: C.C. Mayor  
Emailed 22/1/24 JCH

Re: Patrick Street, Bothwell

Dear General Manager,

I want to raise the issue of the speed limit currently existing on Patrick Street of 60 kph.

There are several problems with this:

- 1 The surrounding side streets all have a speed limit of 50 kph which is not marked on most of these streets.
- 2 Bothwell is experiencing increasing use by tourists travelling en-route to the Central Plateau. Many of these tourists are slowing down considerably passing through the town and this can create a danger to local traffic who may be travelling at the speed limit.
- 3 Many similar towns have reduced speed limits as well as shopping zones in larger cities and towns. This is for safety reasons given the need for pedestrians to cross the road.

I understand that Patrick Street is under the jurisdiction of the Department of State Growth but I believe that the Council should have an input regarding the roads in its municipality and I urge you to make the appropriate representation in this case.

Regards,

Wednesday, 17 January 2024

**General Manager**

19 Alexander St  
Bothwell Tas 7030

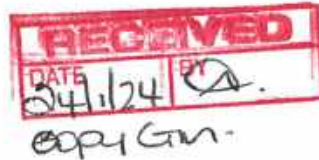
Dear General Manager

I am writing to you with the concerns of the speed limit in Patrick St Bothwell as there is a increase of traffic through the town centre. Is there a possibility of reducing the speed limit from 60km to 50km, With tourist / visitor in town walking around and busy intersection post office where you have to reverse onto Patrick St it is very difficult to judge there speed and distance. I am confused all of the other streets that join onto Patrick St are 50km .

Yours Sincerley

Received	19/10/2024
Mail	<input checked="" type="checkbox"/>
Fax	<input type="checkbox"/>
Email	<input type="checkbox"/>
ADMIN	<input type="checkbox"/>
Forwarded to	DROPPED INTO DES OFFICE
EHO	<input type="checkbox"/>
BPC	<input type="checkbox"/>
PLA	<input type="checkbox"/>
ADMIN	<input checked="" type="checkbox"/>
Other	
Entered By	RLH
Ref	C.C. Mayr

emailed on  
22/1/24  
RLH



18 -01-2024

Mayor and General Manager  
Loueen Triffitt, Kim Hossack  
Central Highlands Council  
P.O. Box 20  
Hamilton Tas 7140

Dear Kim,

I am writing this letter to you and the Mayor and asking if both of you could have a discussion with the Central Highland Councillors re contacting The Department of State Growth to consider lowering of the speed limit through Bothwell from 60kph to 50kph please.

I live in Patrick St opposite the medical centre (the main part of the Central Highlands Highway through Bothwell) and have noticed a significant change in traffic usage over the past few years.

Since the highway was sealed past Miena, the number of vehicles using this route as an access between the north and northwest of Tasmania and the south, has multiplied, especially considering the alternate route is using the midlands highway with many delays.

Patrick St, as this section is called, consists of a mix of houses, essential services and commercial businesses. Traffic includes farm machinery, trucks, commercial supply vehicles, emergency vehicles, cars, buses, motor bikes, mobile homes and many vehicles towing caravans/ boats/ trailers etc. Bothwell is also a very popular stop for car and bike groups.

From the moment you enter the 60kph zone from the Melton Mowbray end you have the public school,( K-12), public swimming pool, several houses, then the rest until you leave the 60kph section consists of churches, emergency services including Medical centre, Ambulance centre, Fire Brigade, Police station, then Elders farming store and supplies, Halls Amo, 2 general stores also selling fuel, Hotel, Chemist, and Post Office/ souvenir shop all within a short nearly 3km. This is a straight stretch of road with a small bend at each end and those 'passing through' do not reduce their speed very much.

Bothwell is very much a tourist stopping point where tourists can visit the park (barbeques, play equipment etc) , purchase food, fuel and supplies and visit our Information Centre where they are given a pamphlet called ' Half hour Stroll

through History and Architecture' Walk Around Bothwell trail . With our newly sealed footpaths, this 'walk' is very popular. The town caravan park is also heavily used.

Perhaps council could consider putting traffic counters in place at each end of Patrick St which would give them an indication of the increase in traffic. (each end of Patrick St to cover traffic movement which may enter or exit the town via Hollow Tree road)

I hope councillors will discuss this issue and consider approaching The Department of State Growth about this matter.

Yours sincerely

Cc: Councillor Loueen Triffitt , Mayor



Received 31/01/2024  
 Mail ☒ Fax ☐ Email ☐ ADMIN ☐  
 Forwarded to DROPPED INTO DES  
 EHO ☐ BPC ☐ PLA ☐ ADMIN ☒  
 Other den  
 Entered By: \_\_\_\_\_  
 Ref: \_\_\_\_\_

The Mayor and Councillors

Central Highlands Council

29/01/2024

Dear Mayor and Councillors

Over many years the township of Bothwell has seen numerous changes, like the town sewerage system implemented; reticulated water scheme; visitor centre; improved play equipment in Queen's Park; considerable changes within the agriculture industry and the completed sealing of the Highland Lakes Road to Deloraine.

With some of this growth we have experienced an increase in road traffic and people visiting the town either as a stop over to explore the town and make purchases at the local business's or have a short stay in the caravan park. More people are becoming aware of the history that Bothwell has and choosing to visit here.

Since the completion of sealing the Highland Lakes Road I've noticed an increase in road traffic through the town. The signed speed limit through the town is 60 kph. Some possible reasons for the traffic increase could be people diverting from the Midland's Highway during its reconstruction phase. If you are travelling to Deloraine to board the Spirit of Tasmania the distance from Hobart to Deloraine is shorter by travelling through Bothwell.

At times there can be up to 6-8 caravans and motor homes parked around the Queens Park and into the shopping area. Some vehicles parked at various angles and close to intersections creating blind spots for traffic moving through the town.

One blind spot is vehicles reversing out from the local post office. I've experienced parking beside a motor home in the car park and having to reverse at least half the length of my vehicle onto the road to check for oncoming traffic travelling at 60kph. Many near misses have occurred.

As a volunteer ambulance officer (vao) our ambulance is garaged in Archer Dr. We have experienced circumstances when entering Patrick Street, where some vehicles have failed to allow us right of way, even though we have activated lights and siren warning devices. One situation - when turning right from Patrick Street into Market Place, a caravan driving south stopped to allow us right of way, a motor home following the caravan had to brake hard and

turn to avoid hitting the caravan. Our observations were that the motor home driver was driving at the signed speed limit and perhaps wasn't fully alert to the situation.

There have been minor incidents at this intersection and I and fellow vao's feel there is a strong possibility of a serious incident occurring.

I request CHC to investigate the possibility of reducing the Patick Street 60kph signed speed limit, between the Patrick and Sussex streets intersection and Barrack and Elizabeth streets intersection to 50kph.

With the changes to agriculture and the need for more transport vehicles I've observed an increase in truck movements through the town. Could CHC investigate the possibility of erecting signs at the towns north/south road entrances requesting trucks not use engine brakes.

Proposed sign - Residential area – Do not use engine brakes.

Thank you for considering my requests.

Your sincerely

**AN APPEAL FROM THE RESIDENTS OF 2075 VICTORIA VALLEY RD, OSTERLEY TO THE CENTRAL HIGHLANDS COUNCIL TO HAVE THE ROAD SEALED WITH BITUMEN**

Date: 30 October, 2023



Residents:

**NEGATIVE IMPACTS OF DUST HAZARD FROM UNSEALED ROAD ON INHABITANTS OF 2075 VICTORIA VALLEY RD.**

Dust, dust, dust. Our house sits just 8 metres from the road. Both car and heavy vehicle traffic on our road has increased dramatically over the last two decades since we purchased our property in Osterley. Cars, and, even more so, heavy vehicles such as log trucks and cattle trucks going past create a plume of dust that persists long after the vehicle has passed. As there is no speed limit on our road, cars and trucks routinely speed past at speeds of 80 to 90 km per hour. Even in the winter it does not take long for the road to dry out which makes this a year-round burden for us. Additionally, even in the absence of traffic, the dust is constantly being churned up by the wind. (Video evidence provided. Please note the videos were shot from inside my kitchen which indicates the close proximity of the house to the road).

- **Dust in the air is negatively impacting our health.**
  - Both Terry and Marta have asthma. It is getting significantly worse year on year which we attribute to worsening dust in the air as our road supports increasing traffic. Should we experience a life-threatening asthmatic crisis it is unlikely that an ambulance could arrive in adequate time.
  - Dealing with worsening asthma in both ourselves and our cats (see below) is having serious psychological and emotional impacts on us.
- **Dust in our water.** Clean water is a basic human right; we do not have that. Dust accumulates heavily in our gutters, forming, essentially a river of mud that has to be constantly cleaned out and which inevitably washes into our water tanks. There is no number of feed in screens that stops the accumulation of fine particulate matter in our water tanks.
- **We cannot open our doors and windows in the summer time due to the dust coming off the road.** Our choice is to not be able to breathe because of heat and lack of air flow, or not be able to breathe because of dust being blown in off the road.
- **Dust in the air is negatively impacting the health of our pets**



- We have 2 severely asthmatic cats. I am a veterinarian with 20 years of clinical experience. Asthma occurs in just 1% of cats and it is almost unheard of for there to be 2 cats of domestic mixed breed with asthma in a single household. I attribute their severe asthma to excessive dust from the road. (The video evidence provided shows my cat having an asthma attack)

## EFFECTS ON OUR QUALITY OF LIFE

- **NOISE.** Road noise is more and more of an issue with increasing traffic. Specifically log trucks going past the house at 2 am, but also, in the winter, convoys of utes with trailers loaded up with firewood and in the summer cars towing boats and caravans. Sealing the road would make a big difference, as would limiting heavy commercial vehicle traffic to reasonable hours.
- We cannot have a clothesline outside. The wires of the clothesline become caked in dust in just a matter of days, leaving a black line on your clothes, not to mention the dust that alights onto the clothes as they are drying. Clothes are essentially dirtier after drying than they were before you washed them. We therefore have to dry all our washing, including bed linen on drying racks in the house year around.
- Dust accumulating on our solar panels prevents us from generating as much solar energy as we could be. Our typical summer power bill was initially approximately \$110. Last summer it was more than \$300. Our winter power bill, a time of year when we feed little to no power into the grid is unchanged. The feed in tariff and our basic usage has remained the same, so we can only attribute the increase in our bills to our panels underperforming due to dust accumulation. The cost to have our panels cleaned on a three monthly basis is greater than the benefit of having solar panels in the first place.
- Our cars are constantly covered in an icing sugar-like layer of dust. Sure, the road is dusty and it gets on the cars when you drive, but every day, before driving the car you have to wash the windscreen so you can see out of it due to dust that has settled during the time it was stationary. This occurs even when the cars are parked 30 or so metres down the driveway.
- As mentioned previously the dust collects on our roof impacting our ability to collect clean water and solar radiation. Due to close proximity to the road our windows are constantly caked in dust (you can wash them and within just a couple of weeks they look like no one has ever bothered). Even the front of the house and the poles supporting our verandah have to be brushed every couple of months or they become caked in dirt.
- We have an established orchard of fruit trees and a large vegetable garden. It should be a pleasurable activity to spend time nurturing your garden. It is not uncommon to be showered with dust while you are planting or picking.

## **AN ISSUE OF BASIC EQUITY**

2075 Victoria Valley Rd is the only house on all of the Victoria Valley Road, Bashan Rd, and Waddamana roads that is situated close to the road and does not have the road sealed out front. The road was sealed in Osterley a few years ago and the house that is closest to the road there is at least 3 times further back than our own. The property at the northern end of the Waddamana road (which did have the road sealed in front of it) had the road diverted entirely to protect the residents from the effects of increasing traffic. The road in front of Cloverdale on the Victoria Valley Rd, which was already sealed, was re-surfaced just a few months ago. Why has our portion of the road not been sealed? Why are we not deserving of the same consideration with regards to our health, safety and quality of life? This is an issue of basic equity, which according to the Merriam-Webster Dictionary "refers to fairness or justice in the way people are treated, and especially freedom from bias or favouritism, as in "governed according to the principle of equity"."

## **WHAT WE ARE SEEKING FROM THE CENTRAL HIGHLANDS COUNCIL**

- We request that the road be sealed with bitumen outside of 2075 Victoria Valley Rd for a length on either side of our residence sufficient to prevent dust and noise from causing serious detriment to our health and quality of life.
- We request that a 60 km/h speed limit be imposed. For this to be heeded in any way by the traffic going past our property it would need to be imposed for at least a couple of kilometres either side. Most of the residences in this area are situated between Osterley and the Bashan Rd. We believe the entire neighbourhood would benefit from a 60 km zone being imposed on the Victoria Valley Rd from Osterley to the Bashan Rd intersection.

With Kind Regards,



## **Policy No. 2014- 21**

# **Alleviation of Dust Nuisance - Roadworks Policy**

Document:	Start Date: 18 January 2022	Page Reference:
Alleviation of Dust Nuisance Policy	Review Date: 31 January 2025	Page <b>1</b> of <b>2</b>

## **POLICY INTENTION**

- To outline the process for considering applications from residents or ratepayers for the alleviation of dust nuisances arising from roads.

## **APPLICATION OF POLICY**

- Council shall consider the number of residents affected by the situation and in addition shall consider the percentage of blocks of land fronting the section of road which have houses erected on them. As a guide, it should be expected that at least 50 per cent of the blocks have houses constructed on them.
- Prior to any decision by Council, the Manager Works & Services shall conduct a vehicle usage assessment of the road to take into account the average annual daily numbers and type of traffic using the road.
- The cost of the various alternatives to overcome the dust problem shall be presented to Council for consideration prior to making a decision. Alternatives to be considered shall include construction to bitumen seal standard, gravel sheeting, bitumen or other stabilisation and treatment with dust suppressant chemicals.
- Council shall seek a contribution from the property owners and where they are prepared to contribute to the proposed work (dollar for dollar basis) Council shall give priority to the work in the following annual budget.

Document:	Start Date: 18 January 2022	Page Reference:
Alleviation of Dust Nuisance Policy	Review Date: 31 January 2025	Page 2 of 2

30<sup>TH</sup> January 2024

Mayor Triffitt  
c/o Central Highland Council Office  
PO Box 20,  
Hamilton TAS 7140

Dear Ms Triffitt,

RE: Request for safer pedestrian access along Lyell Highway in Gretna.

I am writing to request the Central Highlands Council consider developing a safer pedestrian accessway linking residential homes north of Gretna towards Bluff Road to the central area of Gretna.

I have recently moved to Gretna and have become enamoured by its peaceful country scenery and uncomplicated lifestyle. I make the most of this when I am jogging or taking my dog for a walk. Sunset and sunrise in winter is particularly picturesque. I know I am not alone in this opinion by the volume of visitors and tourists who stop off at the playground, enjoy a barbeque at the cricket club gazebo or go to Gretna Green Hotel for a quiet drink after a Sunday country tour with the local motorcycle club.

However, my experience is that there is very little designated area for pedestrians to be able to walk safely in Gretna. I often run 5km from the park to Bluff Road and back and am forced to run on the shoulder of Lyell Highway, sharing the road with vehicles travelling 70km- 100km/ hr (or even faster in some instances). Some of these vehicles are large logging trucks. I do try and stay off the road where I can but, in many places, there is no reserve shoulder, it's overgrown and unsafe or it is a ditch. I have considered running 5km southwards towards New Norfolk, only to find the same problems.

I would not bother the council with my personal logistical issues with my chosen recreation except that I have seen local children enduring the same problems trying to walk on the Lyell Highway shoulder. I have also seen other residents trying to jog or walk their dogs to and from the designated recreational area in Gretna.

I am not naïve to the cost of paving such an extended area from Bluff Road or even Woolpack Road to the existing paving at Glenlea Drive, and although I have seen an increase of pedestrian activity since I have moved to Gretna six months ago, I doubt the level of pedestrian traffic could justify such an expenditure.

I would be grateful if the council considers liaising with Transport Tasmania to extend and maintain the Lyell Highway shoulder for safer pedestrian access in Gretna, perhaps with a view to place a more permanent pathway in the future once funding is available.

Thank you for your time and consideration.



3457 Lyell Highway, Gretna 7140

[www.gretnacc.tas.cricket.com.au](http://www.gretnacc.tas.cricket.com.au)

gcc.secretary@gmail.com

0499 889 965



## GRETN CRICKET CLUB INC.

Central Highlands Council  
6 Tarleton Street  
Hamilton Tas 7140

9<sup>th</sup> February 2024

Dear Mayor and Councillors,

**Re: Club Trophies**

The Gretna Cricket Club are thrilled to let you know that the junior cricket numbers are thriving with the club now securing 4 teams (total of 37 children) in the junior competition.

The Club are currently seeking support for our upcoming Junior and Senior Trophy Presentations. We, therefore, hope that you would kindly consider making a donation towards our end of season presentations by sponsoring trophies for each team being 4 Juniors and 2 Senior teams or a donation towards the purchase of the trophies.

Any assistance would be appreciated.

Yours Sincerely,

Ben Shaw  
Gretna Cricket Club Secretary