



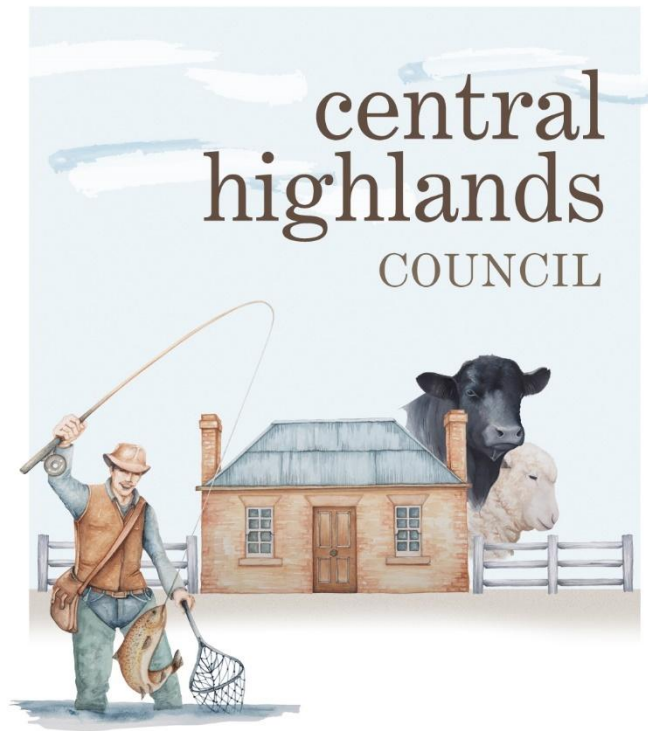
Agenda Attachments

20 May 2025

Ordinary Council Meeting
Hamilton Council Chambers

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Council Meeting Minutes

15th April 2025

Bothwell Council Chambers

Notice of Meeting of Council – Tuesday 15th April 2025

To Councillors,

In accordance with the Local Government (Meeting Procedures) Regulations 2015, Notice is hereby given, that an Ordinary Meeting of Central Highlands Council is scheduled to be held in the Council Chamber, **Bothwell** on **Tuesday 15th April 2025**, commencing at **9.00am** with the business of the meeting to be in accordance with the following agenda paper.

In accordance with the Local Government (Meeting Procedures) Regulations 2015 Part 2, Division 1, a notice of the meeting was published on the Council website on 1 August 2024.

General Manager's Certification

PURSUANT to Section 65 (1) of the Local Government Act 1993, I hereby certify, with respect to the advice, information and/or recommendation provided for the guidance of Council in this Agenda, that:

- A. such advice, information and/or recommendation has been given by a person who has the qualifications or experience necessary to give such advice; and
- B. where any advice is given by a person who does not have the required qualifications or experience, that person has obtained and taken into account the advice from an appropriately qualified or experienced person.

Section 65(2) forbids Council from deciding any matter which requires the advice of a qualified person without considering that advice.

Dated at Hamilton this **10th** day of **April 2025**.



Stephen Mackey
Acting General Manager

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The meeting commenced at 9.03 a.m.

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.

ACKNOWLEDGEMENT OF COUNTRY

I acknowledge and pay respect to the Tasmanian Aboriginal Community as the traditional and original owners and continuing custodians of this land on which we gather today and acknowledge and pay respect to Elders, past, present and emerging.

CONDUCT OF COUNCIL MEETING

Central Highlands Council takes safety seriously. We have a duty to ensure that we provide a safe workplace for our Employees, Councillors, Contractors and members of the public while present at Council's workplaces.

These premises form part of the Council's workplace, and it is expected that everyone who attends Council meetings will behave in a polite and respectful manner. People should refrain from using offensive or derogatory language or comments and not be aggressive, threatening or speak in a hostile manner.

1. PRESENT

Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer (attended at 9.07 a.m.); Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; Cr D Meacheam and Cr Y Miller

1.1 IN ATTENDANCE

Mr Stephen Mackey (Acting General Manager) and Mrs Katrina Brazendale (Minute Secretary).

1.2 APOLOGIES

Nil

2. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

Nil.

3. DECLARATION OF PECUNIARY INTEREST AND CONFLICT OF INTEREST BY COUNCILLORS AND STAFF

3.1 DECLARATIONS OF PECUNIARY INTEREST

PURPOSE

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

3.2 DECLARATIONS OF CONFLICT OF INTEREST

PURPOSE

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.

Stephen Mackey – Item 4.1 CLOSED Session General Managers Performance Review

4. MINUTES

4.1 CONFIRMATION OF DRAFT ORDINARY COUNCIL MEETING MINUTES – 18 MARCH 2025

RESOLUTION 01/04.2025/C

Moved: Cr J Honner

Seconded: Cr A Bailey

THAT the Draft Minutes of the Ordinary Meeting of Council held on Tuesday 18 March 2025 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; Cr D Meacheam and Cr Y Miller.

Attachment – Draft Minutes

PURPOSE

The purpose of the report is to confirm the Council Minutes of the previous month. Copies of the minutes have been previously circulated to Councillors prior to the meeting.

5. NOTIFICATION OF COUNCIL WORKSHOP(S) HELD

- 22nd March 2025 (Saturday) **Miena**
- 1st April 2025 **Bothwell**
- 8th April 2025 **Bothwell**

RESOLUTION 02/04.2025/C

Moved: Cr D Meacheam

Seconded: Cr J Hall

THAT the Council notes the following Council Workshop(s) conducted by Council since its last ordinary Council meeting.

<i>Date</i>	<i>Attendance</i>	<i>Purpose</i>
22/03/2025 (Miena)	<i>Present:</i> 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. Mr Stephen Mackey (Acting General Manager) and Ms Kat	<i>For Council to better understand the needs and aspirations of Ellendale and surrounds, and for this to be considered in Strategic Plan</i>

	<p>Cullen (Community Development Officer)</p> <p>Apologies: Cr A Archer</p>	
01/04/2025	<p>Present: Deputy Mayor J Allwright; Cr A Archer; Cr R Cassidy; Cr J Hall; Cr J Honner; Cr D Meacheam and Cr Y Miller.</p> <p>Mr Stephen Mackey (Acting General Manager) and Mrs Katrina Brazendale (Executive Assistant).</p> <p>Apologies: Mayor L Triffitt and Cr A Bailey</p>	<p><i>Discussions undertaken on the following items:-</i></p> <ul style="list-style-type: none"> • Osterley Church Picnic • Autumn Festival – Derwent Valley • Tas Networks – Power Pole Bothwell • Letters from recent Council Motions • Upcoming Elections and Council's list • Finance Committee • Council Properties at Wayatinah and Miena • Boat Ramp (Clyde River • LGAT Motion(s)
08/04/2025	<p>Present: Mayor L Triffitt; Deputy Mayor J Allwright; Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; Cr D Meacheam and Cr Y Miller.</p> <p>Mr Stephen Mackey (Acting General Manager), Zeeshan Tauqeer (Accountant), Graham Rogers (Manager DES) and Mrs Katrina Brazendale (Executive Assistant).</p> <p>Apologies: Nil</p>	<p><i>Discussions undertaken on the following items:-</i></p> <ul style="list-style-type: none"> • 2025/2026 Budget

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; Cr D Meacheam and Cr Y Miller.

5.1 FUTURE WORKSHOP(S)

PURPOSE

The purpose of the report is for Councillors to note the Council Workshop date(s).

The proposed next Council Workshop will be held on the following date(s).

Budget Workshops Schedule

Tuesday, 29th April

Tuesday, 13th May

Tuesday, 27th May

Tuesday, 10th June (only if required)

These workshops would take place at the Bothwell Council Chambers, commencing at 10:00 am.

6. CLOSURE OF THE MEETING TO THE PUBLIC

RESOLUTION 03/04.2025/C

Moved: Cr J Honner

Seconded: Cr D Meacheam

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

Item Number	Matter	Outcome
2.1	<i>Confirmation of the Minutes - Closed Session of the Ordinary Meeting of Council held on 18 March 2025.</i>	<i>Regulation 15 (2)(G) of the Local Government (Meeting Procedures) Regulations 2015 – information of a personal and confidential nature or information provided to Council on the condition it is kept confidential.</i>
4.1	<i>Performance Review - General Manager</i>	<i>Regulation 15 (2)(G) of the Local Government (Meeting Procedures) Regulations 2015 – information of a personal and confidential nature or information provided to Council on the condition it is kept confidential.</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; Cr D Meacheam and Cr Y Miller.

PURPOSE

Under 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.

MEETING CLOSED to the public at 9.12 am.

7. RE-OPEN MEETING TO THE PUBLIC

The meeting re-opened to the public at 10.00 a.m. 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.

Kat Cullen (Community Development Officer) was in attendance when the meeting resumed

8. PUBLIC RELEASE ANNOUNCEMENT(S)

The Chairperson announced that pursuant to Regulation 15(8)(9) of the Local Government (Meeting Procedures) Regulations 2015 and having considered privacy and confidential issues, the Council authorised the release to the public of the following discussions, decisions, reports or documents relating to the closed meeting:

<i>Item Number</i>	<i>Matter</i>	<i>Decision</i>
<i>2.1</i>	<i>Confirmation of the Minutes - Closed Session of the Ordinary Meeting of Council held on 18 March 2025.</i>	<i>THAT</i> <i>the Minutes of the Closed Session of the Ordinary Meeting of Council held on 18 March 2025 be confirmed</i>
<i>4.1</i>	<i>Performance Review - General Manager</i>	<i>This item is yet to be discussed</i>

9. 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.

Seven members were in the gallery when the meeting resumed, with no questions being raised.

10. PETITIONS / DEPUTATIONS / PRESENTATIONS

10.1 PETITIONS

Nil

10.2 DEPUTATIONS

Nil

10.3 PRESENTATIONS

Tracey Turale, Pamela Turton-Turner and Paul Sasse provide Council with an update on HATCH's submission to become a Neighbourhood House and services that they provide to the Community.

The presentation concluded at 10.17 a.m.

11. NOTICE OF MOTIONS

PURPOSE

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.*

11.1 NOTICE OF MOTION – CR Y MILLER

RESOLUTION 04/04.2025/C

Moved: Cr Y Miller

Seconded: Cr R Cassidy

THAT Council ask the Police Department to place a speed camera either permanently or intermittently at Franklin Place, Hamilton

CARRIED 8/1

For the Motion

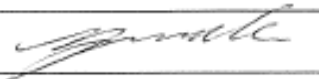
Mayor L Triffitt, Deputy Mayor J Allwright, Cr A Archer; Cr A Bailey; Cr J Hall; Cr J Honner; Cr D Meacheam and Cr Y Miller.

Against the Motion

Cr R Cassidy

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.

Date of Meeting:	15/4/25
Councillor Name:	yvonne Miller
Proposed Motion:	That Council ask the Police dept to place a speed Camera either permanently or inter ^{er} minantly.
Background Details:	60 km speed limit is not being adhered to, especially early morning - 5 - 8am with log trucks etc.
Signature:	
Date:	1 - 4 - 25

11.2 NOTICE OF MOTION – CR Y MILLER**RESOLUTION 05/04.2025/C****Moved:** Cr Y Miller**Seconded:** Cr D Meacheam**THAT** Council meet once a year at Miena – Great Lake**CARRIED 7/2****For the Motion**

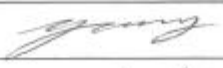
Deputy Mayor J Allwright, Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; Cr D Meacheam and Cr Y Miller.

Against the Motion

Cr A Archer and Mayor L Triffitt

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.

Date of Meeting:	15/4/25
Councillor Name:	Yvonne Miller.
Proposed Motion:	That council meet once a year at Miena - Great Lake.
Background Details:	<p>We are here to represent the community. In doing so it is would allow the population of the northern part of the Council to be able to attend the meeting.</p> <p>after some questioning while at Miena, it was enthusiastically received.</p>
Signature:	
Date:	1/4/25

11.3 NOTICE OF MOTION – MAYOR L TRIFFITT

Deputy Mayor J Allwright took the chair at 10.33 a.m.

RESOLUTION 06/04.2025/C

Moved: Mayor L Triffitt

Seconded: Cr D Meacheam

THAT Council's DES Manager Graham, provide an estimated costing and design of a building Complex to house the 3 Emergency Services ie: Ambulance, Fire, SES on the Council owned land opposite the Great Lake Community Centre (GLCC) building at yingina/Great Lake.

CARRIED 8/1

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.

Against the Motion

Cr A Archer

Recommendation for the April Council meeting:

Move: Mayor Triffitt Second:

THAT Council's DES Manager Graham, provide an estimated costing and design of a Building Complex to house the 3 Emergency Services ie: Ambulance, Fire, SES on the Council owned land opposite the Great Lake Community Centre (GLCC) building at yingina/Great Lake.

Thank you.

Mayor L Triffitt resumed the chair at 10.39 a.m.

11.4 NOTICE OF MOTION – CR D MEACHEAM

RESOLUTION 07/04.2025/C

Moved: Cr D Meacheam

Seconded: Cr Y Miller

THAT the following schedule of Council committee meeting times and frequency be discussed and affirmed

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; Cr D Meacheam and Cr Y Miller.

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.

Date of Meeting:	April 15, 2025
Councillor Name:	David Meacheam
Proposed Motion:	That the following schedule of Council committee meeting times and frequency be discussed and affirmed.
Background Details:	I'm putting up the following schedule with the expectation that individual councillors will make amendments to the motion that will in particular, set in place the initiation of meetings of the committees ratified at the ordinary meeting of Council in March this year.
Signature:	<i>David Meacheam</i>
Date:	31/3/25

Council Committee	Representative	Meeting Schedule
Audit Panel	Deputy Mayor J Allwright Cr A Bailey Cr (Dr) Meacheam (Proxy)	Quarterly, commence at 9.00 am, rather than 10.00 am
Derwent Catchment Project	Deputy Mayor J Allwright Cr R Cassidy (Proxy)	As required
Health Action Team Central Highlands (HATCH)	Mayor L Triffitt Cr Y Miller Cr J Honner (Proxy)	As required

Independent Living Units	Mayor L Triffitt (Chair) Cr A Bailey Cr Y Miller Cr J Hall	As Required
Local Government of Tasmania (LGAT)	Mayor L Triffitt Deputy Mayor J Allwright (Proxy)	Quarterly
Southern Tasmanian Council Authority (STCA)	Mayor L Triffitt Deputy Mayor J Allwright (Proxy)	Quarterly
South Central Sub-Regional (SCS) Working Group	Mayor L Triffitt Deputy Mayor J Allwright (Proxy)	Quarterly
Plant Committee	Cr A Archer (Chair) Cr A Bailey Cr J Hall	Given some Councillor daytime commitments, might evening meetings be appropriate?
Economic Development Special Committee	Cr (Dr) Meacheam (Chair) Deputy Mayor J Allwright Cr R Cassidy Community Member (4)	Quarterly. First meeting ASAP after community members are recruited.
Community Development Special Committee	Mayor L Triffitt (Chair) Cr J Honner Cr Y Miller Community Members (4)	
Finance Committee	Cr (Dr) Meacheam Deputy Mayor J Allwright Cr A Archer Cr J Hall (Proxy)	Quarterly. First meeting immediately following April 2025 Ordinary meeting of Council.

11.5 NOTICE OF MOTION – CR D MEACHEAM

RESOLUTION 08/04.2025/C

Moved: Cr D Meacheam

Seconded: Cr R Cassidy

THAT Council at its earliest convenience lobby the candidates for the upcoming Federal election in Lyons for the sealing of the Marlborough Road. That lobbying is to be paired with media releases to the major Tasmanian newspaper and electronic media, including Council's own Facebook page.

CARRIED 8/1

For the Motion

Mayor L Triffitt, Deputy Mayor J Allwright, Cr A Archer; Cr A Bailey; Cr J Hall; Cr J Honner; Cr D Meacheam and Cr Y Miller.

For the Motion

Cr R Cassidy

RESOLUTION 09/04.2025/C

Moved: Cr J Honner

Seconded: Cr R Cassidy

THAT Council move to Item 19.3 on the Agenda.

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; Cr D Meacheam and Cr Y Miller.

19.3 TOP TOURISM TOWN AWARD ENTRY FOR BOTHWELL

RESOLUTION 10/04.2025/C

Moved: Cr J Honner

Seconded: Cr R Cassidy

THAT Council approve the allocation of up to \$1,000 from the Community and Economic Development Budget for a short professional tourism video, plus entry fee payment for entering Bothwell in the Tourism Industry Council Tasmania's Top Tourism Town Award.

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; Cr D Meacheam and Cr Y Miller.

REPORT BY Kat Cullen, Community Development Officer

Attachment - Top Tourism Town award information.

BACKGROUND

Cally Lyons of Rathmore has raised with Council nominating Bothwell in the Tourism Industry Council Tasmania's Top Tourism Town Award. It is proposed that the nomination would be submitted by Council, along with support and collaboration from local tourism operators, Destination Southern Tasmania, and Tourism Industry Council Tasmania. Bothwell would be entered in the Tiny Tourism Town Award for populations under 1,500.

The entry requires: an overview of the town, a feature-style editorial, a short promotional video, a local travel itinerary.

Benefits of entry:

- All entries are promoted through the social media channels of TICT, Spirit of Tasmania, RTOs, and other industry partners.
- Creation of destination marketing resources which Council can use for continued promotion of region.
- Winners package – a marketing package valued at \$20,000+
- Tasmanian winners automatically become National Finalists

A nomination fee of \$199 applies, submissions are due 14 May 2025. In addition to the application fee, the request includes engaging a professional to create a short professional promotional video for Bothwell which is required for entry. Given discussions with video content creators, the estimate for the video is between \$600-\$800.

RESOLUTION 11/04.2025/C

Moved: Cr Y Miller

Seconded: Cr J Honner

THAT Council move back to Item 12. On the Agenda.

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; Cr D Meacheam and Cr Y Miller.

12. COUNCIL ACTING AS A PLANNING AUTHORITY PURSUANT TO THE LAND USE PLANNING AND APPROVALS ACT 1993 AND COUNCIL'S STATUTORY LAND USE PLANNING SCHEME

Nil

13. ORDINARY COUNCIL MEETING RESUMED

Not Required

14. MONTHLY MAYORAL AND ELECTED MEMBERS ACTIVITY

RESOLUTION 12/04.2025/C

Moved: Deputy Mayor J Allwright

Seconded: Cr J Honner

THAT the Council notes the Mayoral and Elected Members Activities.

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; Cr D Meacheam and Cr Y Miller.

IMPLICATIONS AND FINANCIALS

Strategic Plan	6.2 Ensure that Council members have the resources and skills development opportunities to effectively fulfil their responsibilities
Council Policy	Councillor Code of Conduct Policy
Legislative Context	Local Government Act 1993 Local Government (General) Regulations 2015 Local Government (Model Code of Conduct) Order 2024
Consultation	The community and stakeholders.
Impact on Budget/Resources	Not applicable.
Risk	Allocations for Councillor Conference attendance are included in the operational budget.

PURPOSE

This report aims to provide an overview of the Mayor and Elected Member's monthly activities.

BACKGROUND

The Mayor and Elected members can provide an activity report each month summarising any civic events they attend.

DISCUSSION

The Mayor and Elected Members represent the council at public and civic events and are the political interface between other bodies, governments, and the Council. In accordance with the Local Government Act 1993, the Mayor is designated as the spokesperson for the Council as well as a representative for the Council on regional organisations and at intergovernmental forums at regional, state, and federal levels. Reports below are provided outside the general functions of a Councillor, whereby Councillors meet with ratepayers and attend workshops.

Mayor Loueen Triffitt

10 March 2025	Inspector Tasmanian Police (Hamilton)
18 March 2025	Ordinary Council Meeting (Hamilton)
22 March 2025	Community Workshop (Miena)
26 March 2025	International Women's Day (Gretna)
28 March 2025	Visit Her Excellency, Bothwell District High School, Central Highlands Visitor Centre & Australasian Golf Museum, Morning tea with representative from the Bothwell Bunnies and Sheep Station Cup, Ratho Farm Tour, Great Lake Community Centre – Greenhouse and Makers Shed Civic Reception with Emergency Services.
8 April 2025	Budget Workshop (Bothwell)

- Business of Council **x 11**
- Ratepayer and community members – communications **x 8**
- Elected Members - communications **x 28**
- Council Management communications **x 4**

Deputy Mayor J Allwright

18 March 2025	Ordinary Council Meeting (Hamilton)
22 March 2025	Community Workshop (Miena)
28 March 2025	Visit Her Excellency (Ratho Farm)
1 April 2025	Council Workshop (Bothwell)
2 & 3 April	LGAT Hobart
8 April 2025	Budget Workshop (Bothwell)

Cr A Archer

18 March 2025	Ordinary Council Meeting (Hamilton)
8 April 2025	Budget Workshop (Bothwell)

Cr A Bailey

18 March 2025	Ordinary Council Meeting (Hamilton)
22 March 2025	Community Workshop (Miena)
8 April 2025	Budget Workshop (Bothwell)

Cr R Cassidy

15 March 2025	"Malbena Matters" Fishers & Walkers of Tasmania
18 March 2025	Ordinary Council Meeting (Hamilton)
22 March 2025	Community Workshop (Miena)
28 March 2025	Visit Her Excellency (Ratho Farm)
1 April 2025	Council Workshop (Bothwell)
1 April 2025	Help Shape The Tourism In The Central Highlands (Ratho Farm)
8 April 2025	Budget Workshop (Bothwell)

Cr J Hall

18 March 2025	Ordinary Council Meeting (Hamilton)
22 March 2025	Community Workshop (Miena)
28 March 2025	Visit Her Excellency (Ratho Farm)
1 April 2025	Council Workshop (Bothwell)
1 April 2025	Help Shape The Tourism In The Central Highlands (Ratho Farm)
8 April 2025	Budget Workshop (Bothwell)

Cr J Honner

18 March 2025	Ordinary Council Meeting (Hamilton)
22 March 2025	Community Workshop (Miena)
1 April 2025	Council Workshop (Bothwell)
8 April 2025	Budget Workshop (Bothwell)

Cr D Meacheam

18 March 2025	Ordinary Council Meeting (Hamilton)
22 March 2025	Community Workshop (Miena)
28 March 2025	Visit Her Excellency (Ratho Farm) and (Great Lake Community Centre)
1 April 2025	Council Workshop (Bothwell)
1 April 2025	Help Shape The Tourism In The Central Highlands (Ratho Farm)
8 April 2025	Budget Workshop (Bothwell)

Cr Y Miller

18 March 2025	Ordinary Council Meeting (Hamilton)
22 March 2025	Community Workshop (Miena)
28 March 2025	Visit Her Excellency (Ratho Farm) and (Great Lake Community Centre)
1 April 2025	Council Workshop (Bothwell)
1 April 2025	Help Shape The Tourism In The Central Highlands (Ratho Farm)
8 April 2025	Budget Workshop (Bothwell)

14.1 MAYORAL ANNOUNCEMENTS

The Mayor provided update on the following Items

- Osterley Church Picnic held on the 12 April 2025
- Gretna Cricket Club Presentation held on the 12 April 2025

The Mayor had requested that the attached correspondence from Elizabeth Lang dated 14th March 2025 be placed on the Agenda. Due to the lateness of receiving these letters a report was unable to be completed prior to the agenda going out, therefore the correspondence is for noting only.

RESOLUTION 13/04.2025/C

Moved: Cr D Meacheam

Seconded: Cr R Cassidy

THAT

That in response to the growing incidence of invasive weed species on the Central Plateau, Council:

1. With the assistance of the Derwent Catchment Project or Whispering Landscapes, initiate further action for weed control in public areas on the Central Plateau.
2. With reference to the Derwent Catchment Project funded program for weed control on private lands, Council sent out advice in relation to weed control on private lands with rates notices.

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; Cr D Meacheam and Cr Y Miller.

RESOLUTION 14/04.2025/C

Moved: Cr D Meacheam

Seconded: Cr R Cassidy

THAT

That Council requests that the Department of State Growth act in response to the following issues:

1. Reduce the present speed limit on Highland Lakes Road through Miena from 80 kph to 50 kph.
2. That the left-hand signage of the T intersection of the Marlborough Road with the Highland Lakes Road (northbound) be repositioned to enable safe viewing to the left/North.

3. That's Department of State Growth instigate regular sweeping of the gravel spread from the intersection of unsealed Council roads that impact upon Highland Lakes Road.

CARRIED 8/1

For the Motion

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

Against the Motion

Cr J Honner

14-03-2025.

Dear Lou: Please find encl. two letters to you and Council members. The one relating to roads was requested by you at the recent Shackowners Assocn. meeting at Miera. The second relates to the spread of weeds in the Miera area.

I hope Council can act upon these issues as we continue to care about safety, and the environment, within the Central Highlands.

Thanking you,
Yours sincerely,
Elizabeth Lang.

Please put each of these onto your agenda for next Council meeting. Thank you.

14-03-2025.

Dear Mayor Triffitt and Central Highlands Councillors:

Many residents and shack owners within the Mienan area are very concerned about the increasing prevalence of invasive plants, in particular broom and thistles. Professional spraying of some other species, plus these two, is being done in some areas, which is making a difference. However, local roads are becoming inundated by thistle and broom, as are many house blocks.

Could a letter or notice attached to rate accounts / newsletters / The Mayor's report in "The Highland Digest" (all of these - maybe also notices placed in/on public noticeboards!) be circulated - to urge shackowners to clean up their blocks, and help to eradicate these plants?

Many of us care deeply about this unique environment, and wish to see these introduced species dealt with.

Thanking you in anticipation,
Yours sincerely,
Elizabeth Lang.

14-03-2025.

Dear Mayor Triffitt, and Central Highlands Councillors:

At the recent Shackowners Assocn. meeting, held at Miena 9/3/2025, Mayor Lou Triffitt requested that I send the following points, which could be included in continuing Council requests to relevant government departments about road issues in the Miena area.

- ① * The speed limit on Highland Lakes Rd, from Shannon Lagoon through to Lockiel Drive, and on the Marlborough Hwy past the Great Lake Hotel - should be reduced to 50 kph.
- ② * Many hamlets and towns throughout Tasmania now have such a reduced speed limit. Even places with small populations have this limit through their residential section on major roads.
- ③ * Miena residents have NO footpaths upon which to walk. People must therefore walk along major roads/highway edges. Relating to point ② - most of the places with reduced speed limits do have footpaths!!
- ④ * The Tasmanian state government would surely advocate health and fitness strategies for people! Preventive health initiatives, such as safe walking paths, should be provided. If not - then reduce vehicular speed!!
- ⑤ * Recent years have seen an increase in traffic using roads. Many motorists are oblivious re. local road use. Tourist traffic, business expansion, shack building/renovation. GPS-directed routes ---- all are reasons as to why roads are busier.
- ⑥ * The present 80Kph speed does NOT allow entry/exit into and from local streets to occur safely. No vehicle can be sighted as we enter the main road, but because of their speed, a vehicle can be hammering our rear as we move gears to continue.

(page 2 foll.)

P.2

- ⑦* Regular gravel sweeps should occur at local roads which meet the main roads. Gravel from unscaled roads spreads over the bitumen, which can cause vehicles to slew and skid.
- ⑧* The one-lane bridge at Shannon Lagoon continues to be dangerous. Vehicles coming from the Bothwell/Poatina direction often DO NOT STOP! This bridge should be widened, as it's on a major road.
- ⑨* The large road sign on the left as motorists reach the T-intersection just down from the Great Lake Hotel needs to be re-positioned-again! You CANNOT see to the left for coming traffic. The solid section of the sign needs to be set higher on the poles so we can see the road clearly to the left.

Request: Could this document be placed as an agenda item for your next Council meeting, please?
And- could Council contact the Dept. of State Growth and other relevant bodies to urge action upon these requests?

Thanking you in anticipation,
Yours sincerely,
Elizabeth Lang.

15. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – COMMUNITY WELL-BEING)

Build capacity to enhance community spirit and sense of wellbeing

- 1.1 Continue to upgrade existing public open spaces and sporting facilities and encourage community use
- 1.2 Advocate for improved health, education, transport and other government and non-government services within the Central Highlands
- 1.3 Continue to strengthen partnerships with all tiers of government
- 1.4 Support and encourage social and community events within the Central Highlands
- 1.5 Provide support to community organisations and groups
- 1.6 Foster and develop an inclusive and engaged community with a strong sense of ownership of its area
- 1.7 Foster and support youth activities in the Central Highlands

Deputy Mayor J Allwright left the meeting at 11.17 a.m.

15.1 HEALTH AND WELLBEING PLAN 2020-2025 – MONTHLY PROGRESS REPORT

RESOLUTION 15/04.2025/C

Moved: Cr J Honner

Seconded: Cr Y Miller

THAT the Health and Wellbeing report be received.

CARRIED

For the Motion

Mayor L Triffitt, Cr A Archer; Cr A Bailey; Cr R Cassidy; Cr J Hall; Cr J Honner; Cr D Meacheam and Cr Y Miller.

REPORT BY Kat Cullen, Community Development Officer

BACKGROUND

The following activities were performed during **February and March 2025**.

COUNCIL CORE BUSINESS

Council Community Grant Program

Administration of Community Grants Program and School support funding.

Grant Applications

- TAS Active infrastructure grants are currently open and close 30 April. Application being developed for both Gretna Cricket Club changerooms and Bothwell Recreation Grounds lighting

upgrade.

- Purchases are being finalised for received funding for successful grant Stream 1 and 2 for Resilience and Recovery DPAC. Round 3 for regional resources is currently open.

Events

- 22 March Community Workshop – Miena.
- 26 March Women’s Day at Gretna – around 45 in attendance.
- 25 April ANZAC day – planning for event underway with event details finalised
- 17-25 May Volunteer Week – working with Rural Business Tasmania to develop workshop for local volunteering groups, and Volunteer Week Event.

Tasmanian Tourism Showcase – investigating Council participating in this event 26 July.

COMMUNITY ENGAGEMENT

- Promotions of Ellendale and Miena Community workshops. Facilitation of Miena Community workshop.
- Promotion of ANZAC day event
- Community engagement regarding feedback Ouse School to Department of Education

Meetings attended

Meeting with Department of Education – Rural Business Tasmania – financial counselling service; Ouse School, Gretna Cricket Club facility upgrade; Gretna Fire brigade – ANZAC Day; Bronte Park Body Corporate – ANZAC day; Playgroup Tasmania – Bothwell yearly plan; LGAT Health and Wellbeing Network meeting; Child & Youth Safety Peer Learning Network Communities for Children Steering Committee.

STRATEGIC PROJECTS

1. Central Highlands Community Health Centre – Innovative Model of Care Project

Request has been made to Primary Health Tasmania for update for this project.

2. Ouse School

Attendance at Community drop-in session with Department of Education, Children and Young People at Ouse 26 March. Promotion of flyer requesting feedback regarding school. Meeting with General Manager and DECYP representatives scheduled for 22 March.

SOCIAL MEDIA COMMUNICATION

Council social media (Facebook) update - 12 March – 13 April 2025

Audience: 2,649 followers. Net followers increase: 12 in last 28 day; 593 in the last year.

Posts: ANZAC Day, Women’s Day, Home Safe Pet Id program, Bashan Wind farm consultation, Miena workshop promotion, Great Lake weed management project, DST tourism workshops, Home Care south community shopping trips, Bothwell Swimming Pool update,

Deputy Mayor J Allwright returned to the meeting at 11.18 a.m.

15.2 ANZAC DAY ARRANGEMENTS 2025

RESOLUTION 16/04.2025/C

Moved: Cr Y Miller

Seconded: Cr J Hall

THAT Council accept the ANZAC day 2025 arrangements report.

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; Cr D Meacheam and Cr Y Miller.

REPORT BY Kat Cullen, Community Development Officer

Attachment - ANZAC Day poster

BACKGROUND

Please see table below regarding ANZAC DAY arrangements for this year:

Ceremony	Time	Council support
Arthurs Lake Roadhouse	6am	Elected representatives attending, wreath
Bronte Park Historic Village	6am	New flags, elected representatives invited (representative to be determined), wreath, \$200 contribution to post-event community BBQ.
Fentonbury War Memorial	6am	Elected representatives attending, printing, wreath, \$200 contribution to post-event catering at Westerway Hall.
Gretna Cenotaph	6am	Elected representatives attending, printing, PA, wreaths, coordination, funding post-event catering at Gretna Hotel.
Great Lake Community Centre	9am	Elected representatives invited (representative to be determined), wreath, \$200 contribution to post-event catering at Community Centre.
Bothwell Memorial Cenotaph	11am	Elected representatives attending, printing, PA, wreaths, coordination, funding post-event catering at Castle Hotel.
Hamilton Memorial Cenotaph	11am	Elected representatives attending, printing, PA, wreaths, coordination, funding post-event catering 1826 Bar & Bistro.

DISCUSSION

Discuss which Council representatives will attend Bronte Park and Miena ceremonies.

15.3 SPORTS REPRESENTATION DONATION REQUEST – COOPER SMYTHE**RESOLUTION 17/04.2025/C****Moved:** Cr J Honner**Seconded:** Cr R Cassidy

THAT Council provide a donation of \$500 towards travel costs for Cooper Smythe to attend the Australian Track and Field Championships.

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; Cr D Meacheam and Cr Y Miller.

REPORT BY Kat Cullen, Community Development Officer

Attachments - Community Donations request – redacted and Endorsement letter from Athletics Tasmania

BACKGROUND

Cooper Smythe, from Ellendale has been selected to represent Tasmania at the Australian Track and Field championships on the 10-12 April 2025 in WA. He has qualified for the under 20 men's long jump and is part of the men's 4 x100m relay state team.

Cooper's family have submitted a request for financial assistance from Council. As per Council's community donations program, residents may apply for and receive up to \$500 in financial support to attend an interstate representative event.

15.4 SPORTS REPRESENTATION DONATION REQUEST – REUBEN STOTT**RESOLUTION 18/04.2025/C****Moved:** Cr J Honner**Seconded:** Cr A Bailey

THAT Council provide a donation of \$500 to Reuben Stott for costs associated with attending the Indoor Cricket National Championships, through the Community and Economic Development budget allocation.

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; Cr D Meacheam and Cr Y Miller.

REPORT BY Kat Cullen, Community Development Officer

Attachment - Community Donations request - redacted**Background**

Reuban Stott, from Ellendale, has been selected to represent the Tasmanian U16 boys team at the Indoor Cricket National championships on the 6-12 July 2025 in WA.

Reuben's family have submitted a request for financial assistance from Council. As per Council's community donations program, residents may apply for and receive up to \$500 in financial support to attend an interstate representative event.

15.5 DONATIONS REQUEST – IMMUNE DEFICIENCIES FOUNDATION OF AUSTRALIA**RESOLUTION 19/04.2025/C**

Moved: Cr J Honner

Seconded: Deputy Mayor J Allwright

THAT Council provide a donation of \$280 towards support for Hobart Razzamatazz, hosted by Immune Deficiencies Foundation of Australia through the Community and Economic Development budget allocation.

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; Cr D Meacheam and Cr Y Miller.

REPORT BY Kat Cullen, Community Development Officer

Attachments - Community Donations request from IDFA**BACKGROUND**

Council have supported the annual fundraising event "Razzamatazz" for several years. The coordinators have extended their thanks for Council's continued support.

This year, funds raised will go towards the provision of critical support and equipment for the Immune Deficiencies Foundation of Australia (IDFA), to help those families with children that have an immune deficiency.

The show will be held at the Federation Concert Hall – Hobart Grand Chancellor.

Donations provides free tickets to the event for Tasmanian special needs and disadvantaged children and their carers and families. The profits from the purchase of these tickets then are distributed to IDFA.

The cost for four tickets is \$280.

15.6 APPLYING COMMON SEAL ON GRANT DEED

RESOLUTION 20/04.2025/C

Moved: Deputy Mayor J Allwright

Seconded: Cr J Honner

THAT council authorise the signing of the Deed of Variation for Central Highlands Council (Health Action Team Central Highlands) – Healthy Tasmania Healthy Focus – Highlands Healthy Connect Stage 2 ‘Pathways to a better life’ Funding Agreement 2023 - 2025 covering the period 1 June 2023 to 31 December 2025 by the Acting General Manager.

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; Cr D Meacheam and Cr Y Miller.

REPORT BY Katrina Brazendale, Acting Deputy General Manager

DISCUSSION

Tracey has negotiated an extension to the Funding Agreement with Department of Health (Healthy Tasmania) for an extension for the Highlands Healthy Connect Project.

The current Funding Agreement expires on 30th June 2025. The extension will be until 31st December 2025. Council is the auspice for HATCH for this project.

There are no financial or other implications for council as there are enough funds to continue the project.

To be able the extension council was required to sign and seal the grant deed. There is authority under councils’ delegations register for the General Manager to use the common seal as long as the use is advised to council at the next available council meeting.

15.7 DONATION ENDO GIVING DAY

Moved: Cr R Cassidy

Seconded: Cr J Honner

THAT Council make a donation of \$300 to the Endo Giving Day.

AMENDMENT TO THE MOTION

Moved: Cr Y Miller

Seconded: Deputy Mayor J Allwright

THAT Council make a donation of \$500 to the Endo Giving Day.

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; Cr D Meacheam and Cr Y Miller.

RESOLUTION 21/04.2025/C**Moved:** Cr Y Miller**Seconded:** Deputy Mayor J Allwright**THAT** Council make a donation of \$500 to the Endo Giving Day.**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; Cr D Meacheam and Cr Y Miller.

REPORT BY Stephen Mackey, Acting General Manager**DISCUSSION**

Endometriosis Australia have written to Council request a donation to help to train nurses in providing essential care for those living with endometriosis in these communities.

Nurses are critical in the fight against endometriosis, often at the frontline, helping guide, and support individuals through their journey with the debilitating condition. Their dedication and compassion make all the difference to helping those with endometriosis.

From educating patients about symptoms to providing emotional support during treatments, they play a key role in improving the quality of life for individuals in rural and remote regions with this chronic condition.

Endometriosis facts

- Endometriosis affects an estimated one in 10 women, or 176 million women worldwide
- Women with endometriosis can wait 7 to 10 years to receive a diagnosis. This may be because symptoms are non-specific, and endometriosis is generally only diagnosed through surgery.
- There is no cure for endometriosis.
- While diagnosis is usually made via a keyhole procedure called a laparoscopy, ultrasound and MRI may be used to diagnose certain types of endometrioses.
- Around one third of women with endometriosis will experience infertility as a result of this condition.
- Women with endometriosis have a slightly increased risk of developing ovarian cancer.
- Annually, endometriosis is estimated to cost Australian society around \$5 billion in lost productivity, and around \$2.5 billion in direct healthcare costs.
- In Australia and globally, endometriosis research receives significantly less funding than research into other chronic conditions that affect a similar number of women and have a comparable morbidity rate

16. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – INFRASTRUCTURE AND FACILITIES)

Manage Council's physical assets in an efficient and effective manner

- 2.1 Develop and implement a 10 year Asset Management Plan for all classes of assets
- 2.2 Continue to lobby at regional and state levels to improve transport and infrastructure
- 2.3 Seek external funding to assist with upgrading of existing infrastructure and funding of new infrastructure and facilities
- 2.4 Ensure that the standard of existing assets and services are maintained in a cost effective manner

16.1 WORKS & SERVICES MONTHLY REPORT – MARCH 2025

RESOLUTION 22/04.2025/C

Moved: Cr A Bailey

Seconded: Cr J Hall

THAT the Works & Services monthly report for March 2025 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; Cr D Meacheam and Cr Y Miller.

REPORT BY Jason Branch, Works & Services Manager

BACKGROUND

The following activities were performed during **March 2025** by Works & Services –

Grading & Sheeting	Fourteen Mile Road
Maintenance Grading	
Potholing / shouldering	Gowen Brea Road Pine Teir Road
Spraying	
Culverts / Drainage	Clean drains Ellendale Road Replace culvert Interlaken Road Extend culverts Interlaken Road
Occupational Health and safety	Monthly Toolbox Meetings Day to day JSA and daily prestart check lists completed. Monthly workplace inspections completed. Playground inspections
Bridges	
Refuse / recycling sites	Cover Hamilton Tip twice weekly
Other:	Maintenance Hamilton quarry, tidy up gravel stockpiles Maintenance Hamilton landfill site Carting gravel to Thousand Acre Lane upgrade

	Trim trees Market Place Bothwell Cold mix holes Arthurs Lake Road Repair toilets Bethune and Dunrobin Replace stolen taps and shower head Hamilton toilets Replace stickers on guideposts Municipal roads Scrubbing light vegetation Todds Corner Road Shoulder grading Hollow Tree Road Remove debris and vegetation Mt Adelaide Reserve Install pitch cover Bothwell recreation ground Tidy up and remove unsafe equipment Wayatinah Park Repair broken seat Bothwell Clean up of Osterley Church grounds Clean cattle grids Interlaken Road Remove dangerous low limb Meadsfield Road 3 x drum musters Replace signage Morass Bay Roads Repair damaged give way sign Great Lake Unblock Ouse toilets Shouldering Ellendale Road and Victoria Valley Road Repair damage to Ouse BBQ Remove dangerous trees Dawson Road Repair sinks holes Strickland Road Trims trees Hamilton and Ouse township Remove fallen tree Strickland Road
Slashing:	Dillions Road Marriots Road Raynors Hill Road Coopers Hill Road Wiggs Road Hannlons Road The Avenue Ransleys Road Dry Poles Road Rockmount Road McCullums Road Halls Road Richardsons Road Belchers Road
Municipal Town Maintenance:	Collection of town rubbish twice weekly Maintenance of parks, cemetery, recreation ground and Caravan Park. Cleaning of public toilets, gutters, drains and footpaths. Collection of rubbish twice weekly Cleaning of toilets and public facilities General maintenance Mowing of towns and parks Town Drainage
Buildings:	Replace lights Ouse Hall
Plant:	PM753 Bomag Compactor, repairs PM726 repairs to John Deer tractor and slasher PM709 Cat loader repairs PM818 Toyota Hilux service PM733 Komatsu grader service PM821 Komatsu grader 4 x new rear tyres
Private Works	

Casuals	Toilets, rubbish and Hobart Hamilton general duties
Program for next 4 weeks	Stage 4 thousand Acre Lane Reconstruction Slashing Municipal Roads

17. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – FINANCIAL SUSTAINABILITY)

Manage Council's finances and assets to ensure long term viability and sustainability of Council

- 3.1 Manage finances and assets in a transparent way to allow the maximisation of resources to provide efficient and consistent delivery of services
- 3.2 Review annually, Council's Long Term Financial Management Plan and Council's Long Term Asset Management Plan
- 3.3 Where efficiency gains can be identified, resource share services with other local government councils
- 3.4 Endeavour to, and continue to lobby for, an increase in the level of grant income
- 3.5 Encourage development to expand Council's rate base
- 3.6 Identify revenue streams that could complement/substitute for existing resources
- 3.7 Develop and maintain sound risk management processes

17.1 MONTHLY FINANCE REPORT TO 31 MARCH 2025

RESOLUTION 23/04.2025/C

Moved: Deputy Mayor J Allwright

Seconded: Cr Y Miller

THAT the Monthly Finance Report to 31 March 2025 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; Cr D Meacheam and Cr Y Miller.

IMPLICATIONS AND FINANCIALS

Strategic Plan	3.1 Manage finances and assets in a transparent way to allow the maximisation of resources to provide efficient and consistent delivery of services
Council Policy	Not applicable
Legislative Context	The council's decision-making is under the provisions of the Local Government Act 1993, and the report details the basis for the recommendation
Consultation	The financial statements form part of the public record within the Council minutes
Impact on Budget/Resources	As attached

Risk	The council must ensure that it meets its financial obligations. This report captures the ongoing financial performance
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REPORT BY Zeeshan Tauqeer, Accountant

BACKGROUND

The following Finance reports are tabled for period ending **31 March 2025**.

Rates Reconciliation as at 31 March 2025

	<u>2024</u>	<u>2025</u>
<i>Rates in Debit 30th June</i>	\$135,606.82	\$196,877.36
<i>Rates in Credit 30th June</i>	-\$171,244.88	-\$145,341.00
<i>Balance 30th June</i>	-\$35,638.06	\$51,536.36
Rates Raised	\$4,486,365.49	\$4,729,920.23
Penalties Raised	\$42,213.36	\$48,976.76
Supplementaries/Debit Adjustments	\$20,617.21	\$26,839.42
Total Raised	\$4,549,196.06	\$4,805,736.41
<i>Less:</i>		
Receipts to Date	\$3,607,638.52	\$3,896,348.56
Credit Journals	\$0.00	\$19,728.23
Pensioner Rate Remissions	\$119,626.72	\$130,435.03
Remissions/Supplementary Credits	\$18,651.14	\$10,566.41
<i>Balance</i>	\$767,641.62	\$800,194.54

Bank Reconciliation as at 31 March 2025

	2024	2025
Balance Brought Forward	\$6,764,320.24	\$5,164,030.04
Receipts for month	\$583,218.19	\$1,339,703.23
Expenditure for month	\$796,612.24	\$1,478,838.17
Balance	\$6,550,926.19	\$5,024,895.10
Represented By:		
Balance Commonwealth Bank	\$1,433,345.25	\$1,565,462.62
Balance Westpac Bank	\$167,900.99	\$287,038.70
Investments	\$4,949,129.95	\$3,171,843.98
Petty Cash & Floats	\$550.00	\$550.00
	\$6,550,926.19	\$5,024,895.30
Plus Unbanked Money		
	\$6,550,926.19	\$5,024,895.30
Less Unpresented Cheques	\$0.00	\$0.00
Unreceipted amounts on bank statements	\$0.00	
	\$6,550,926.19	\$5,024,895.30

BANK ACCOUNT BALANCES AS AT 31 March 2025

No.	Bank Accounts	Investment Period	Current Interest Rate %	Due Date	BALANCE	
					2024	2025
11100 Cash at Bank and on Hand						
	11105 Bank 01 - Commonwealth - General Trading Account				1,433,345.25	1,565,462.42
	11106 Bank 02 - Westpac - Direct Deposit Account				167,900.99	287,038.70
	11110 Petty Cash				350.00	350.00
	11115 Floats				200.00	200.00
11199 TOTAL CASH AT BANK AND ON HAND					1,601,796.24	1,853,051.12
11200 Investments						
	11207 Bank 6	0	0.00		0.00	0.00
	11207 Bank 5	0	0.00		3,101,930.88	0.00
	11115 Bank 04	30	4.25%	2/04/2025	-	1,003,389.88
	11110 Tascorp	90	4.49%	29/04/2025	82,259.93	86,625.35
	11115 Bank 16	33	4.28%	23/04/2025	2,227,431.27	2,081,828.75
11299 TOTAL INVESTMENTS					5,411,622.08	3,171,843.98
TOTAL BANK ACCOUNTS AND CASH ON HAND					7,013,418.32	5,024,895.10

Comprehensive Income Statement

31/03/2025

Recurrent Income	Budget 2023-2024	Actual to date prior year	Actual to Date	Budget 2024-2025
Rates Charges	\$4,469,863	\$4,477,140	\$4,717,569	\$4,682,233
User Fees	\$355,450	\$211,519	\$328,068	\$494,250
Grants - Operating	\$124,860	\$274,432	\$340,402	\$30,000
Other Revenue	\$453,200	\$616,696	\$490,220	\$704,366
Grants received in Advance	\$2,998,566	\$3,031,386	\$2,782,241	\$3,206,515
Total Revenues	\$8,401,939	\$8,611,173	\$8,658,500	\$9,117,364
Expenditure				
Employee Benefits	\$2,553,663	\$1,997,782	\$2,092,941	\$2,584,261
Materials and Services	\$2,012,016	\$1,965,818	\$2,047,597	\$2,447,768
Other Expenses	\$1,715,852	\$1,364,650	\$1,321,623	\$1,892,738
Depreciation and Amortisation	\$2,260,000	\$1,606,545	\$1,894,306	\$2,327,800
Total Expenditure	\$8,541,531	6,934,795	7,356,468	9,252,567
Operating Surplus(Deficit)	(139,592)	1,676,378	1,302,032	(135,203)
Capital Grants & Other	\$2,407,078	\$554,876	\$1,525,149	\$2,424,996
Surplus(Deficit)	2,267,486	2,231,254	2,827,181	2,289,793
Capital Expenditure	\$8,107,503	\$2,868,410	\$2,130,000	\$5,117,085

	BUDGET	ACTUAL TO	% OF BUDGET	BALANCE OF
	2024/2025	31-Mar-25	SPENT	BUDGET
CORPORATE AND FINANCIAL SERVICES				
ADMIN HAMILTON	\$1,870,264	\$1,484,935	79.40%	\$385,329
ELECTED MEMBERS EXPENDITURE(AMEH)	\$256,040	\$204,432	79.84%	\$51,608
MEDICAL CENTRES(MED)	\$127,141	\$95,413	75.05%	\$31,728
STREET LIGHTING(STLIGHT)	\$34,357	\$24,516	71.36%	\$9,841
ONCOSTS	(\$498,049)	(\$536,004)	107.62%	\$37,955
COMMUNITY & ECONOMIC DEVELOPMENT & RELATIONS(CDR+EDEV)	\$460,441	\$461,477	100.23%	(\$1,036)
TOTAL CORPORATE & FINANCIAL SERVICES	\$2,250,194	\$1,734,767	77.09%	\$515,427
DEVELOPMENT AND ENVIRONMENTAL SERVICES				
ADMIN BOTHWELL	\$321,446	\$259,949	80.87%	\$61,497
ENVIRON HEALTH SERVICES (EHS)	\$33,455	\$22,997	68.74%	\$10,458
ANIMAL CONTROL(AC)	\$11,375	\$11,828	103.98%	(\$453)
PLUMBING/BUILDING CONTROL (BPC)	\$182,083	\$120,142	65.98%	\$61,941
SWIMMING POOLS (POOL)	\$30,241	\$39,873	131.85%	(\$9,632)
DEVELOPMENT CONTROL (DEV)	\$351,850	\$204,670	58.17%	\$147,180
WASTE SERVICES	\$928,956	\$733,657	78.98%	\$195,299
ENVIRONMENT PROTECTION (EP)	\$41,357	\$2,349	5.68%	\$39,008
TOTAL DEVELOPMENT & ENVIRONMENTAL SERVICES	\$1,900,763	\$1,395,465	73.42%	\$505,298
WORKS AND SERVICES				
PUBLIC CONVENIENCES (PC)	\$287,145	\$126,035	43.89%	\$161,110
CEMETERY (CEM)	\$16,732	\$11,611	69.39%	\$5,121
HALLS (HALL)	\$80,732	\$88,085	109.11%	(\$7,353)
PARKS AND GARDENS(PG)	\$97,057	\$111,713	115.10%	(\$14,656)
REC. & RESERVES(Rec+Tennis)	\$119,900	\$91,867	76.62%	\$28,033
TOWN MOWING/TREES/STREETSCAPES(MOW)	\$193,285	\$154,777	80.08%	\$38,508
HOUSING (HOU)	\$116,424	\$110,266	94.71%	\$6,158
CAMPING GROUNDS (CPARK)	\$18,884	\$14,753	78.12%	\$4,131
LIBRARY (LIB)	\$2,346	\$1,687	71.90%	\$659
ROAD MAINTENANCE (ROAD)	\$1,056,382	\$794,961	75.25%	\$261,421
FOOTPATHS/KERBS/GUTTERS (FKG)	\$13,813	\$16,382	118.60%	(\$2,569)
BRIDGE MAINTENANCE (BRI)	\$23,026	\$5,853	25.42%	\$17,173
PRIVATE WORKS (PW)	\$50,743	\$14,174	27.93%	\$36,569
SUPER. & ID OVERHEADS (SUPER)	\$812,468	\$891,178	109.69%	(\$78,710)
QUARRY/GRAVEL (QUARRY)	(\$181,998)	\$7,981	-4.38%	(\$189,979)
NATURAL RESOURCE MANAGEMENT(NRM)	\$128,847	\$84,485	65.57%	\$44,362
SES (SES)	\$2,000	\$305	15.23%	\$1,696
PLANT MITCE & OPERATING COSTS (PLANT)	\$640,571	\$436,587	68.16%	\$203,984
PLANT INCOME	(\$756,571)	(\$705,225)	93.21%	(\$51,346)
DRAINAGE (DRAIN)	\$42,124	\$39,644	94.11%	\$2,481
OTHER COMMUNITY AMENITIES (OCA)	\$40,559	\$25,075	61.82%	\$15,484
WASTE COLLECTION & ASSOC SERVICES (WAS)	\$0	\$4,648		(\$4,648)
FLOOD REPAIRS		\$0		
TOTAL WORKS & SERVICES	\$2,804,469	\$2,326,838	82.97%	\$477,631
DEPARTMENT TOTALS OPERATING EXPENSES				
Corporate Services	\$2,250,194	\$1,734,767	77.09%	\$515,427
Dev. & Environmental Services	\$1,900,763	\$1,395,465	73.42%	\$505,298
Works & Services	\$2,804,469	\$2,326,838	82.97%	\$477,631
Total All Operating	\$6,955,426	\$5,457,070	78.46%	\$1,498,356

	BUDGET 2024/2025	ACTUAL TO 31-Mar-25	% OF BUDGET SPENT	BALANCE OF BUDGET
CAPITAL EXPENDITURE				
CORPORATE AND FINANCIAL SERVICES				
Computer Purchases	\$41,500	\$35,955	86.64%	\$5,545
Equipment	\$5,000	\$0	0.00%	\$5,000
Miscellaneous	\$5,000	\$0	0.00%	\$5,000
	\$51,500	\$35,955	69.82%	\$15,545
DEVELOPMENT & ENVIRONMENTAL SERVICES				
Swimming Pool	\$5,000	\$1,870	37.40%	\$3,130
	\$5,000	\$1,870	37.40%	(\$4,182)
WORKS & SERVICES				
Plant Purchases	\$760,000	\$467,215	61.48%	\$292,785
Camping Grounds	\$0	\$0		\$0
Public Conveniences	\$150,000	\$0	0.00%	\$150,000
Bridges	\$0	\$18,065	0.00%	(\$18,065)
Road Construction & Reseals	\$2,918,000	\$1,040,385	35.65%	\$1,877,615
Drainage	\$20,000	\$4,898	0.00%	\$15,102
Parks & Gardens Capital	\$11,440	\$239	2.09%	\$11,201
Infrastructure	\$82,145	\$28,235	34.37%	\$53,910
Footpaths, Kerbs & Gutters	\$40,000	\$28,185	70.46%	\$11,815
Rec Grounds	\$570,000	\$302,419	53.06%	\$267,581
Halls	\$60,000	\$11,755	19.59%	\$48,245
Buildings	\$449,000	\$190,779	42.49%	\$258,221
	\$5,060,585	\$2,092,175	41.34%	\$2,968,410
TOTAL CAPITAL WORKS				
Corporate Services	\$51,500	\$35,955	69.82%	\$15,545
Dev. & Environmental Services	\$5,000	\$1,870	37.40%	\$3,130
Works & Services	\$5,060,585	\$2,092,175	41.34%	\$2,968,410
	\$5,117,085	\$2,130,000	41.63%	\$2,987,085

Grants and Community Support 2024-25 Budget Performance Review

Overview

The Grants and Community Support program for 2024-2025 has a total annual budget allocation of \$157,100, against which \$46,523.09 has been expended year-to-date (YTD). This represents approximately 30% of the yearly budget utilized so far, leaving roughly \$110,577 (about 70% of funds) remaining for the rest of the financial year. All financial figures below compare the allocated budget to actual expenditures as of the end of March 2025.

Total Budget vs Year-to-Date Expenditure

- Total Program Budget (2024-25): \$157,100
- Total Expenditure YTD: \$46,523.09
- Overall Variance: \$110,576.91 under budget (i.e. ~70% of the budget not yet spent).

Budget vs Expenditure by Category

Category	Annual Budget (\$)	YTD Expenditure (\$)	Variance (\$)
Australia Day, ANZAC Day, Hamilton Show	13,500.00	21,041.28	+7,541.28
Children's Services	10,500.00	5,000.00	-5,500.00
Community Grants & Donations	10,000.00	18,093.81	+8,093.81
Event Development & Sponsorship	21,000.00	725.90	-20,274.10
Further Education Bursaries & School Support	4,800.00	1,000.00	-3,800.00
General Items	84,300.00	662.10	-83,637.90
Church Grants	5,000.00	0.00	-5,000.00
Tourism	8,000.00	0.00	-8,000.00

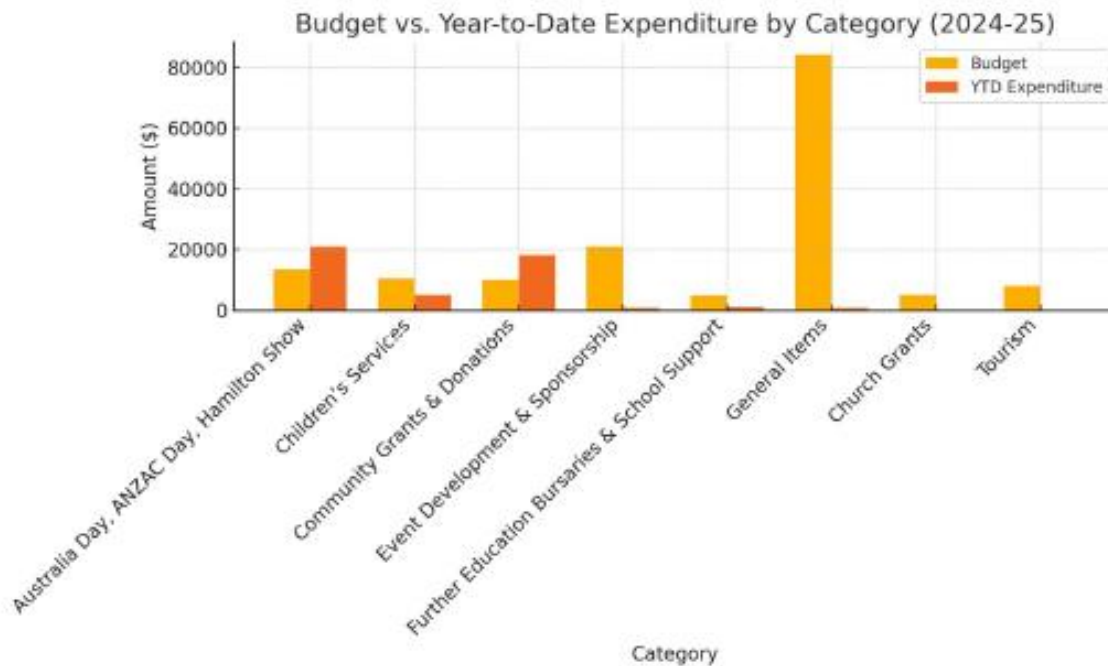


Figure 1: Budget vs. Year-to-Date Expenditure by Category (2024-25).

Detailed Expenditure Items

Item	Budget (\$)	Actual Expenditure (\$)
Australia Day	2,500.00	3,503.28
Hamilton Show	5,000.00	17,538.00
Children's Services (Brighton Family Day Care)	5,000.00	5,000.00
Community Grant – Miena Seisun	1,500.00	1,500.00
Great Lake Community Centre – Heating System	2,000.00	2,000.00
Lions Club of Bothwell	500.00	500.00
Westway Community Hall Association	1,500.00	1,500.00
Event Development and Sponsorship – Rotary Club Magic Show	0.00	254.55
Further Education Bursaries	1,800.00	1,000.00
School Support – Central Highlands	3,000.00	400.00
General Items – Youth Activities	5,000.00	500.00
Highlands Digest Support	15,800.00	10,859.26

18. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – NATURAL ENVIRONMENT)

Encourage responsible management of the natural resources and assets in the Central Highlands.

- 4.1 Continue to fund and support the Derwent Catchment Project
- 4.2 Continue with existing waste minimisation and recycling opportunities
- 4.3 Promote the reduce, reuse, recycle, recover message
- 4.4 Continue the program of weed reduction in the Central Highlands
- 4.5 Ensure the Central Highlands Emergency Management Plan is reviewed regularly to enable preparedness for natural events and emergencies
- 4.6 Strive to provide a clean and healthy environment
- 4.7 Support and assist practical programs that address existing environmental problems and improve the environment

18.1 DERWENT CATCHMENT PROJECT

RESOLUTION 24/04.2025/C

Moved: Cr J Honner

Seconded: Cr R Cassidy

THAT the Derwent Catchment Project Report for March 2025 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; Cr D Meacheam and Cr Y Miller.



Derwent Catchment Project Council Report March-April 2025

General business

As the season transitions, we're wrapping up our on-ground weed management programs, which should pave the way for planting season once the soil moisture reaches optimal levels. We're pleased to share that we successfully secured grant funding for the Miena Cider Gum conservation program through the State Government's Threatened Species Partnership Grant Program for 2024-2025. More details on this initiative can be found in the conservation section of this report.

We also explored applying for the Disaster Ready Fund Round 3 which is open currently for an Ouse River project. However, a challenge with this grant round is the requirement for a 50% in-kind contribution. Previous rounds allowed historical contributions to be considered over a longer period, which was crucial to our success with the Clyde River grant. Unfortunately, the updated guidelines now only accept historical contributions from 2023 onwards, making it difficult to generate sufficient in-kind support for a robust project proposal. We will continue to seek funding to support a broader Ouse River restoration program.

Agri-best practice programs

Strategic Actions 4.7 Support and assist practical programs that address existing environmental problems and improve the environment.

The Carbon Outreach Program

The Derwent Catchment Project is developing and organising a series of workshops in June across three locations: the Derwent, East Coast, and Mid-South Midlands. These workshops are part of the national Carbon Outreach Program, an Australian Government initiative aimed at supporting farmers and land managers in reducing greenhouse gas emissions and enhancing carbon sequestration. Southern Farming Systems are running workshops in the North of the State as part of the Carbon Outreach Program.

Our goal is to develop clear, accessible presentations that help producers fully understand the importance of greenhouse gas (GHG) emissions reporting. We will cover what will be expected from farm businesses, the types of information required for GHG assessments, and the

available calculators. Additionally, we'll discuss the current landscape of carbon projects, the various methods in use, and emerging opportunities in biodiversity and natural capital markets.

Derwent Pasture Network

The Derwent Catchment Project's Pasture Network hosted an Integrated Pest Management (IPM) workshop at the Hamilton Resource Centre on March 13. IPM experts Paul Horne and Rebecca Addison delivered an engaging and informative introduction to IPM principles, using locally relevant examples of pasture and forage pests to bring the concepts to life.

A group of 16 producers attended the session and were encouraged to consider the unintended consequences of conventional pest control methods—particularly how they can sometimes worsen pest issues or contribute to resistance and tolerance in pest populations. The workshop explored a range of IPM strategies, highlighting how cultural, biological, and chemical controls can be integrated to manage pests more sustainably. Special attention was given to leveraging the benefits of predatory insects that are already present within local farming systems.

Peter Ball from the Derwent Catchment Project shared observations from local demonstration sites, including a species comparison trial that revealed notable differences in resistance and tolerance to Corbie grub grazing between Phalaris and Cocksfoot cultivars.

The workshop concluded with a BBQ, giving attendees a relaxed setting to continue conversations, share insights, and ask further questions.

This event marked the launch of the Derwent Catchment Project's new initiative, supported by the Australian Government through the Natural Heritage Trust under the Climate-Smart Agriculture Program. The project, titled *Climate Smart Farming Systems – Integrating Agricultural and Environmental Practices for Sustainable Farming Systems in Southern Tasmania*, aims to build knowledge and capacity among producers to trial tools, technologies, and practices that support sustainable production and climate resilience. The project will run over four years.

Weed Management Programs

Central Highlands Weed Management Plan

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 Derwent Catchment Project ground crew have completed the final component of the Gorse treatment along Rotherwood Road for the council. They have also completed weed control on a section of the Lyell Highway near Ouse for the Department of State Growth. The outcome has been an alignment in weed control effort with local landholders along the highway so that there's a more consistent approach across the area. We have also begun discussing the new season plan starting in Spring 2025 with lead stakeholders. The work will focus on extending the effort and progress made this season.



Weed control on a section of the Lyell Highway near Ouse.

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.

Hamilton Native Plant Nursery

The New Norfolk markets have been reasonably successfully with an average of 150 plants sold each market for the past five weekends. The markets have provided Karen the opportunity to interact with community members, provide advice for autumn plantings, and spread the word about the Derwent Catchment Project. The last of the six markets is this weekend.

The nursery continues to make improvements even as things start to slow down heading into autumn. The perimeter of the nursery has a new shade cloth and the bank out front is scheduled to be planted this autumn. Regular assistance from a long-term volunteer is helping to maintain general nursery operations 1 day a week.

Rivers

Tyenna River Recovery

A Willow Warrior working bee is being organised for this week on the 12th of April. The goal will be to remove a large log jam that is becoming infested with willow and treat willows along the river right downstream of Mount Field National Park.

Clyde River – Flood Resilience Project

We are currently awaiting the grant deed to sign for this project, which we expect to receive shortly. In the meantime, we have been conducting preliminary GIS assessments to inform the river plan, which will be developed once the project is officially initiated.

Conservation

Miena Cider Gum conservation program

We're pleased to announce that we have received funding from the State Government's Threatened Species Partnership Grant Program to support the conservation of the Miena cider gum at key sites. As part of this project, we will fence another important stand of ancient cider gums at St Patricks Plains using a 6-foot exclusion fence with a floppy top. In addition, two other significant trees at the site will be enclosed with the same fencing method.

This fencing approach has proven highly effective, with noticeable improvements in canopy health and overall tree condition. We will also repair and replace wombat gates that have deteriorated over time. Within the large 700-metre fenced area, we'll carry out targeted vegetation management to reduce woody shrub growth and support the health of the cider gum habitat.

Yours Sincerely,
The Derwent Catchment Team

Key Contacts:

Josie Kelman (CEO) 0427044700

Eve Lazarus (Program Manager) 0429170048

Morgan McPherson (Operations Manager) 0418 667 426

Karen Phillips (Nursery Manager) 0400 039 303

19. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – ECONOMIC DEVELOPMENT)

Encourage economic viability within the municipality

- 5.1 Encourage expansion in the business sector and opening of new market opportunities
- 5.2 Support the implementation of the Southern Highlands Irrigation Scheme
- 5.3 Continue with the Highlands Tasmania and Bushfest branding
- 5.4 Encourage the establishment of alternative industries to support job creation and increase permanent residents
- 5.5 Promote our area's tourism opportunities, destinations and events
- 5.6 Support existing businesses to continue to grow and prosper
- 5.7 Develop partnerships with State Government, industry and regional bodies to promote economic and employment opportunities
- 5.8 Work with the community to further develop tourism in the area

19.1 DEVELOPMENT & ENVIRONMENTAL SERVICES

RESOLUTION 25/04.2025/C

Moved: Cr A Archer

Seconded: Cr R Cassidy

THAT the Development & Environmental Services Report 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; Cr D Meacheam and Cr Y Miller.

REPORT BY Graham Rogers, Manager DES

PLANNING PERMITS ISSUED UNDER DELEGATION

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

DISCRETIONARY

DA NO.	APPLICANT	LOCATION	PROPOSAL
2025/00009	M Donnelly, M Damant	485 Upper Mill Road, Hamilton	Outbuildings (2)
2025/00008	Matthew Pettit	60 The Avenue, Ellendale	Dwelling

ANIMAL CONTROL

Total Number of Dogs Registered in 2023/2024 Financial Year – 998

Total Number of Kennel Licences Issued for 2023/2024 Financial Year – 29

2024/2025 Dog Registration Renewal have been issued and were due by 31 July 2024.

Infringement Notices have now been issued for 10 unregistered dogs.

Statistics as of 04 April 2025	
Number of Dogs Impounded during last month	1
Number of Dogs Currently Registered	934
Number of Dogs Pending Re-Registration	10
Number of Kennel Licence Renewals	33

19.2 PROPOSED DEVELOPMENT ASSESSMENT PANEL (DAP) PROCESS.**RESOLUTION 26/04.2025/C**

Moved: Deputy Mayor J Allwright

Seconded: Cr R Cassidy

THAT the information be received and that Council determine that opposes the *Land Use Planning & Approvals (Development Assessment) Bill 2025*, because:

- A. Council maintains its general objection to the removal of certain development applications from the local Planning Authority's jurisdiction as the assessing and determining authority, and
- B. Council objects to the proposed change that would enable the Minister to direct a Planning Authority to amend its Local Provisions Schedule, as this local component of the planning scheme should remain under of the control of the local 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; Cr D Meacheam and Cr Y Miller.

REPORT BY Damian Mackey, Special Projects Officer

Attachments

1. Revised Land Use Planning & Approvals (Development Assessment) Bill 2025 - Background report for Consultation, February 2025.
2. Revised Land Use Planning & Approvals (Development Assessment) Bill 2025.
3. Report of Consultation, Development Assessment Panel (DAP) Framework Position Paper, Oct. 2024.

BACKGROUND

In July 2023, the Premier announced the development of new legislation to allow certain development applications to be determined by independent 'Development Assessment Panels', (DAPs), appointed by the Tasmanian Planning Commission. The Premier advised that the introduction of the DAP framework is intended to provide an alternate approval pathway outside of Councils' decision-making functions and help 'take the politics out of planning' for more complex or contentious development applications. A discussion paper was released at the time for local government, stakeholder and community feedback.

In 2024 a draft *Land Use Planning & Approvals (Development Assessment) Bill* was released for consultation, attracting 542 submissions. These are assessed in the enclosed *Report of Consultation, Development Assessment Panel (DAP) Framework Position Paper, Oct. 2024*. This has resulted in a number of significant amendments and a revised *Land Use Planning & Approvals (Development Assessment) Bill 2025* has now been released for further consultation.

Central Highlands Council formed the view that it opposes the entire Development Assessment Panel concept on the principle that such decisions should always be the responsibility of the local Planning Authority. Furthermore, mechanisms already exist for very large and complex proposals which have ramifications beyond municipal boundaries to be considered at a higher level, including 'Projects of State Significance' and 'Major Projects'.

RATIONALE BEHIND DEVELOPMENT ASSESSMENT PANELS

In Tasmania, Councils make decisions under two separate pieces of legislation.

Under the *Local Government Act 1993*, councillors act as the elected representatives of the community and make decisions on various matters, bringing the will of the people into those decisions. Such decisions do not include determining development applications.

Under the *Land Use Planning & Approvals Act 1993*, councillors act as a 'Planning Authority' with strict responsibilities to determine development applications in accordance with the Planning Scheme. Section 48 of the LUPAA requires that: *'where a planning scheme is in force, the Planning Authority must, within the ambit of its power, observe, and enforce the observance of, that planning scheme in respect of all use and development undertaken within the areas to which the planning scheme relates.'*

Therefore, Council must act as a Planning Authority when it is determining development applications, irrespective of the personal or political views of individual Councillors and the constituents they represent, and irrespective of how many objections may have been lodged against a particular proposal. The only thing that matters are the provisions in the planning scheme.

The State Government's discussion paper notes that *'This presents a degree of conflict for those elected to represent their constituents under the Local Government Act 1993 and perform the Planning Authority function.'*

The contested role of Councillors in planning has been identified as an issue in the Stage 2 Interim report (released May 2023) of *the Future of Local Government Review*.

There have been instances in Tasmania where a Council has been accused of making a 'political decision' in refusing or approving a development application. On the other hand, it is sometimes difficult for councillors to explain a decision rightfully based on the planning scheme provisions to constituents who expected the opposite decision based on widespread community sentiment against (or for) a particular proposal.

The Government intends that the introduction of the DAP process for particular development applications will address this situation, along with some other situations where it may be more appropriate for the decision to be taken out of the local Planning Authority's hands.

The concept of the DAP process is not new and is in existence in most other State jurisdictions.

However, as mentioned above, Tasmania already has other processes where development applications are not considered by the local Council acting as the Planning Authority. These include 'Projects of State Significance' (such as the proposed Macquarie Point Stadium) and 'Major Projects' (such as the new Bridgewater Bridge).

AMENDMENTS IN THE REVISED BILL

The following table (from the Government's report) indicates the key issues and changes arising from the last consultation exercise:

Modification	Reason
Removal of the option for an applicant or planning authority to request the Minister to transfer an application to a DAP for determination partway through a council assessment process.	<p>This pathway was removed because it was overly complex and provided uncertainty to both the applicant and planning authority in the assessment process.</p> <p>It also causes the assessment process to take longer and potentially duplicating assessment tasks performed by the DAP and planning authority.</p>
Modifying the criteria for when the Minister can refer a new application to a DAP for determination by removing certain statements, such as where an application is likely to be 'controversial'.	<p>The removal of ambiguous or subjective criteria helps provide certainty regarding the eligibility of applications to enter the DAP assessment process.</p> <p>This matter is also helped by the requirement of the Commission to prepare guidelines for the Minister to use when making a determination to refer an application (see below for further details).</p>
Increasing the value thresholds for an application to be referred to a DAP from \$5 million to \$10 million in a city, and from \$2 million to \$5 million in other areas.	In response to concerns that the threshold values are too low and that it would allow too many applications to enter the DAP process.
Allowing the Commission to issue guidelines to assist the Minister in determining whether to refer an application to a DAP and a requirement for the Minister to take these guidelines into account when making that determination.	To provide greater certainty and accountability regarding what applications are eligible for referral to a DAP for determination.
Clarifying that the DAP can use alternate dispute resolution techniques when making a determination and trying to resolve issues between parties.	Although dispute resolution and mediation processes are implicit in the Commission's proceeding, the proposed inclusion of explicit provisions gives greater certainty to aggrieved parties.

Modification	Reason
Clarifying that the DAP can modify hearing dates and times subject to giving notice and that hearings can occur during an agreed extension of time.	Modification made to provide greater flexibility for conducting hearings to account for availability of the parties to attend hearings, or the need to add additional hearings days to consider the issues raised in the submissions.
Including provisions that allow the Commission to appoint a substitute panel member should a previously appointed member become unavailable.	Modification made to allow flexibility in the Panel membership in case a member becomes unavailable so that it does not hold up the assessment process.
Clarifying that the Heritage Council, in providing its advice to the DAP, are to have regard to the relevant matters that it would normally for an application under s.39(2) of the <i>Historic Cultural Heritage Act 1995</i> .	Modification made to clarify the extent of advice provided by the Heritage Council to the DAP.
Clarifying that the Heritage Council retains its normal enforcement functions following the issuing of a permit approved by the DAP.	Modification to clarify that the Heritage Council retains its enforcement function regarding any heritage conditions it may have recommended be imposed on the permit consistent with post approval functions under other assessment pathways.

REVISED ELIGIBILITY CRITERIA.

A key issue previously raised by local government is the eligibility criteria. These criteria are to be used by the Minister to determine whether to agree to refer a development application to the Tasmanian Planning Commission to be determined through the DAP process.

As indicated in the above table, the eligibility criteria have been modified, and narrowed. These changes have been made largely to take into account the concerns raised by local government.

It is noted that it is the Government's stated intention that the use of the DAP process will be unusual, and not the norm. The great majority of applications will still run through the local Council (Planning Authority) process.

The revised eligibility criteria are provided in the enclosed documents, but are repeated here for convenience:

A development application may be eligible for DAP determination if it is for a discretionary permit and is not subject to the Environmental Management and Pollution Control Act 1994.

An applicant, or the relevant planning authority with the consent of the applicant, can apply to the Commission for a development application to be determined by a DAP subject to satisfying one or more of the following:

- 1. The application relates to development that includes social or affordable housing or a subdivision to facilitate social and affordable housing, made by, or on behalf of, Homes Tasmania or a registered community housing provider.*
- 2. The application relates to development that exceeds the following value thresholds:*
 - a) over \$10 Million or such other amount prescribed, if all, or any part of the development, is located in a city;*
 - b) over \$5 Million or such other amount prescribed, where the development is located elsewhere ;*
 - c) over \$1 Million if council is the applicant and the planning authority, or such other amount prescribed in Regulations; or*
 - d) a class of application prescribed in Regulations.*

The applicant or the relevant planning authority may request the Minister to refer an application to the Commission to be determined by a DAP subject to the Minister being satisfied that one or more of the following criteria are met. In making this decision, the Minister must have regard to the guidelines prepared by the Commission:

- 1. The application relates to development that includes social or affordable housing, or a subdivision to facilitate social and affordable housing, for persons who may otherwise be unable to access suitable accommodation in the private rental or property market;*
- 2. The application is for development that is considered to be of significance to the local area or State;*
- 3. The applicant or planning authority is of the view that the planning authority does not have the technical expertise to assess the application;*
- 4. The planning authority has, or is likely to have a conflict of interest, or there is perceived bias on the part of the planning authority; or*
- 5. A class of application prescribed in Regulations.*

OTHER ASPECTS OF THE PROPOSED DAP PROCESS:

Other key issues of note are:

- DAP-determined applications are assessed against the current planning scheme rules. In this respect there is theoretically no difference than if assessed by Council acting as the Planning Authority.
- It is the Minister that refers a development application to the Tasmanian Planning Commission (TPC) to be determined under the DAP process, but it is the TPC that independently appoints the members of the Development Assessment Panel.
- Councils have certain 'Planning Authority' functions within the DAP process, but during the public notification period Councils are free to act as the elected representatives of the people

under the *Local Government Act 1993* and could, for example, lodge a representation in that capacity.

- In the early part of the DAP process, the local Planning Authority (Council) is to provide certain advice and information to the DAP.
 - The local Planning Authority (Council) is defined as a 'reviewing entity' in the proposed legislation, with certain inputs, opportunities of comment and responsibilities.
- There is a public notification period within the DAP process, being the exhibition of the development application.
- It is notable that development applications that are Level 2 Activities under EMPCA are not eligible for the DAP process.
- The Development Assessment Panel is to hold hearings in regard to proposals, to which 'reviewing entities' (including the local Planning Authority) are to be invited, along with members of the public and other entities who lodged representations.
- If a development application gains approval through the DAP process, the local Planning Authority (Council) will be directed to issue a planning permit. This direction will include the list of conditions.
- Enforcement of the planning permit conditions will be the responsibility of the local Planning Authority.
- A fee structure is to be established that the State Planning Office advises is to be 'cost-neutral'. This includes the fees a Planning Authority or 'reviewing entity' (i.e. the local Council) may charge.

OTHER ASPECTS OF THE BILL

The Bill contains two other components, separate to the DAP concept. These are:

1. Introducing the ability for a person to ask the Minister to review a decision by a Planning Authority to refused to initiate that person's proposal for a planning scheme amendment.

Currently, if a Planning Authority does not initiate a proposed planning scheme amendment, it stops dead and there is no ability for an applicant to appeal that decision. The proposed change would allow applicants to, in effect, appeal such refusals to the Minister. (Refer Section 7 of the Bill).

Other decisions made by various authorities within the planning system are appealable. It has been unusual that a decision by a Planning Authority to refuse to initiate a planning scheme amendment has not been appealable. In this light, this new provision is considered reasonable, and in the interests of natural justice.

2. Introducing the ability for the Minister to direct a Planning Authority to amend its Local Provisions Schedule. (Refer Section 8 of the Bill).

Councillors will be aware that the Tasmanian Planning Scheme is made up of the State Planning Provisions (+95% of the written provisions) and the 'Local Provisions Schedule' which, in theory, is provided by the local Planning Authority. In reality, the Local Provisions Schedule is mostly directed by the State Government / Tasmanian Planning Commission.

Nevertheless, the Local Provisions Schedule is, at least, intended to be the domain of the local Planning Authority, and it is recommended that Council not support this aspect of the Bill.

CONCLUSION

The revised DAP Bill has been significantly amended to allay most of the practical concerns previously expressed by many local Councils.

However, the overall concept remains the same: the Bill would establish a pathway for certain development applications to bypass the local Planning Authority assessment and determination process.

Very large proposals will likely be declared Projects of State Significance or Major Projects under existing legislation. However the DAP process will be potentially available to much smaller developments that meet the eligibility criteria, such as being valued at more than \$5 million in rural areas.

Therefore, Council's previously expressed fundamental concerns with the entire concept remain.

The proposal to allow the Minister to direct a Planning Authority (Council) to amend its Local Provisions Schedule is also of concern.

It is recommended that Council determine that it maintains its objections to the revised Bill.

20. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – GOVERNANCE AND LEADERSHIP)

Provide governance and leadership in an open, transparent, accountable and responsible manner in the best interests of our community

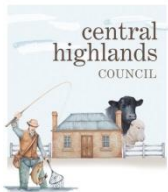
- 6.1 Ensure Council fulfils its legislative and governance responsibilities and its decision making is supported by sustainable policies and procedures
- 6.2 Ensure that Council members have the resources and skills development opportunities to effectively fulfil their responsibilities
- 6.3 Ensure appropriate management of risk associated with Council's operations and activities
- 6.4 Provide a supportive culture that promotes the well-being of staff and encourages staff development and continuous learning
- 6.5 Provide advocacy on behalf of the community and actively engage government and other organisations in the pursuit of community priorities
- 6.6 Consider Council's strategic direction in relation to resource sharing with neighbouring councils and opportunities for mutual benefit
- 6.7 Support and encourage community participation and engagement
- 6.8 Ensure that customers receive quality responses that are prompt, accurate and fair
- 6.9 Council decision making will be always made in open council except where legislative or legal requirements determine otherwise.

21. CONSIDERATION OF SUPPLEMENTARY AGENDA ITEMS TO THE AGENDA

Nil.

22. CLOSURE

Mayor Triffitt thanked everyone for their contribution and declared the meeting closed at 12.02 p.m.



Central Highlands Council

MINUTES AUDIT PANEL MEETING – 14 APRIL 2025

Minutes of the Central Highlands Council Audit Panel Meeting was held at the Hamilton Council Chambers, Hamilton on Monday 14 April 2025 commencing 10.00am.

1.0 OPENING

2.0 PRESENT

Ian McMichael (Chair), Deputy Mayor J Allwright; Cr A Bailey and Cr D Meacheam (proxy).

3.0 PRESENT

In Attendance: Stephen Mackey (Acting General Manager), Katrina Brazendale (Acting Deputy General Manager) and Zeeshan Tauqeer (Accountant).

Via Zoom: Nil

4.0 APOLOGIES

Mark Farrington and Han Mai from the Tasmanian Audit Office

5.0 CONFIRMATION OF MINUTES

RESOLUTION

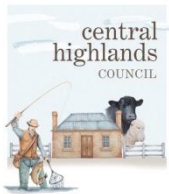
Moved: Deputy Mayor J Allwright

Seconded: Cr A Bailey

Minutes of the previous Audit Panel Meeting held on Monday 17 February 2025 to be confirmed.

CARRIED

For the Motion: Mr I McMichael (Chair); Deputy Mayor J Allwright and Cr A Bailey



6.0 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

6.0 BUSINESS ARISING

6.1 Related Party Declarations – any amendments.

7.0 STANDING ITEMS

- Statutory Financial Requirements Report - **NOTED**
- Financial Reports – Monthly Report to 28 February 2025 – **NOTED** (current finance reports to be included in agenda's going forward)
- Risk Management Register – (updated with Audit Findings – Financial Reporting Risks) - **NOTED**
- Policy Review

8.0 POLICIES

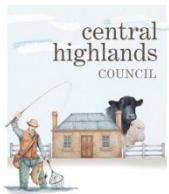
2022 - 63 Climate Change Adaptation and Mitigation

2014 – 20 Media Policy

2015 – 37 Records Management

These policies are still being drafted and will be tabled at the next Audit Panel meeting.

NOTED



9.0 NEW BUSINESS

9.1 Audit Panel – Annual Work Plan November 2024 – November 2025 - **NOTED**

9.2 Report of the Auditor General (Dated 12th March 2025) - **NOTED**

9.3 LGAT – Summary of Legal Advice – Councils paying legal costs (Dated April 2025) - **NOTED**

10.0 OTHER BUSINESS

Audit Panel Meetings to commence at 9.00 am. at the Hamilton Office
Finance reporting to include the previous months documentations

NOTED

11.0 NEXT MEETING

10th June 2025 (Tuesday) - 9.00 a.m. Hamilton

12.0 CLOSURE – 9.24 a.m.



Delivering for Tasmania: A Bold Nature Repair Election Commitment

The Derwent Catchment Nature Repair Pilot provides a critical opportunity to advance Australia's commitments to biodiversity and climate resilience. Aligned with the National Biodiversity Strategy and the global 30x30 biodiversity target, this initiative presents a robust, science-based framework to restore degraded ecosystems, enhance climate adaptation, and protect Tasmania's unique environmental assets.

This pilot proposes the creation and implementation of a comprehensive nature repair plan, prioritising targeted restoration and land management activities throughout the Derwent Catchment. Key focus areas include river restoration, invasive species control, working with farmers on agri-best practice and nature repair market opportunities, and the recovery of threatened species and vegetation communities. With an initial \$20 million investment over four years, the pilot will deliver measurable outcomes such as the restoration of 50 kilometres of degraded rivers, support for the Derwent Biosecurity Network, and a suite of nature-based climate adaptation farm-based projects.

Why This Matters

1. Environmental Restoration for Long-Term Impact

- Target priority degraded areas, with a focus on terrestrial and freshwater ecosystems, to improve flood resilience.
- Protect biodiversity by addressing invasive species, preserving genetic diversity, and safeguarding threatened species and vegetation communities.

2. Climate Action Through Nature-Based Solutions

- Integrate climate adaptation, mitigation, and disaster risk reduction into local and regional decision-making.
- Utilise nature-based solutions to strengthen resilience, ensuring Tasmania is prepared for future climate impacts.

3. Supporting Communities and Economies

- Enhance water quality, flood resilience, and recreational access for local communities.
- Reduce biosecurity risks to protect Tasmania's agricultural and tourism sectors, vital to the state's economy.

Why the Derwent Catchment Project?

The Derwent Catchment Project is a strategic, community-driven organisation aimed at building the long-term sustainability and resilience of the entire Derwent River catchment in Tasmania. Spanning a vast area of diverse landscapes—from the headwaters to the mouth of the River Derwent—our activities address key environmental, social, and economic challenges across the region.

The Derwent Catchment Project's focus is on improving water quality, increasing flood resilience, enhancing agricultural sustainability, and supporting local communities, to successfully deliver tangible benefits to Tasmania's people, industries, and ecosystems.

The Derwent Catchment Project provides:

- **Coverage and Scale:** Spanning one-fifth of Tasmania, the pilot targets high-priority landscapes and assets most in need of restoration.
- **Proven Success:** Built on existing on-ground actions and partnerships with councils, farmers, industries, and community organisations.
- **Regional Leadership:** Focused on the Derwent Valley, Central Highlands, and Brighton, covering over one-third of the Lyons electorate.
- **Replicable Framework:** Establishes a scalable model to be expanded across other states and territories, delivering consistent national outcomes.

The Benefits

1. For Communities

- Improved flood resilience and healthier waterways, fostering recreation and cultural connection.
- Better climate preparedness, reducing risks to homes, infrastructure, and livelihoods.

2. For Farmers

- Access to the Nature Repair Market, unlocking private and public funding for sustainable land management.

- Enhanced protection from invasive species, boosting land productivity and resilience.

3. For Industry

- Increased cross-industry biosecurity to secure agricultural production and export markets.
- Support for tourism through well-preserved natural attractions and pristine landscapes.

4. For the Environment

- Restored ecosystems that can endure climate change pressures.
- Enhanced habitats for native wildlife, fostering biodiversity recovery and reducing extinction risks.

Why Now?

Tasmania is uniquely positioned to lead the nation in biodiversity and climate solutions. The Derwent Catchment Nature Repair Pilot demonstrates what is achievable through collaboration between communities, governments, and industries. This initiative will create a legacy of ecological restoration, climate resilience, and economic sustainability.

By prioritising this election commitment, you can:

- Deliver tangible benefits to local communities and key industries.
- Position Tasmania's leadership in biodiversity and climate action.
- Establish a nationally scalable framework aligned with Australia's biodiversity and climate goals.

Investing in a Climate-Resilient Derwent Catchment

We estimate achieving climate resilience in the Derwent Catchment will require \$400 million over 10 years. However, an initial Australian Government investment of \$20 million over four years will catalyse this effort, establishing a strong foundation for long-term restoration, adaptation, and investment.

This pilot will deliver immediate ecological and socio-economic benefits while attracting further investment in nature repair across Tasmania. It offers:

1. **Shovel-Ready Projects:** Immediate actions in biodiversity recovery, ecosystem restoration, and climate adaptation.
2. **Strategic Landscape Transformation:** A coordinated vision to create sustainable, resilient ecosystems and communities.

Key funding items:

Actions	Costings	Total cost per item	Outcomes
Nature Repair plan - including community consultation and prioritisation of regional assets and on-ground action	Labour and on costs \$90k	\$90,000	Placed based plan to guide nature repair pilot implementation, ensuring community support.
1 - River restoration including removal of willows/weeds, erosion control, plantings and weed control for 5 years, project coordination and facilitation	50 km of willows and river restoration works (200k per km)	\$ 10,000,000	50 km of restored river, reduced flood risk, improved water quality, improved biodiversity, access to rivers and improved amenity.
2 - Nature-based solutions for climate adaptation - including ranger program (restoration of native vegetation) and protection of threatened species.			
Ranger program (restoration and weeds); machine and material costs	Labour and on costs \$100k/person/year x 5 people	\$ 2,000,000	Regional employment (green jobs); skills and knowledge development i.e. re-training/skilling; reduced impact from weeds on biodiversity and improved biosecurity.
	Materials for program delivery (i.e. fencing and or machine cost etc \$250k/year	\$1,000,000	

Actions	Costings	Total cost per item	Outcomes
Threatened species/vegetation community specific actions	Labour and oncosts etc = \$150k*4 years =\$600k; plus vehicle and travel \$250k for the 4 years. Project materials such as fencing and/or specialist contracting \$450k; Targeted landholder support funding \$510,000	\$1,810,000	Threatened species recovery and/or prevention of extinction, improved biodiversity outcomes.
3 - Sustainable farming and stronger biosecurity. Supporting the Derwent Catchment Biosecurity Network and plan implementation (Farm plans, Washdown facilities)	Sustainable farming program: labour and on costs etc = \$150k*4 years =\$600k plus vehicle and travel \$250k for the 4 years	\$850,000	Agri-best practice extension/improved resilience and climate adaptation.
	Washdown facilities est. average costs = \$1.5 million for truck facility x 2 and maintenance (100 k per year)	\$3,400,000	Reduced risk from biosecurity, resilient regional communities.
	Biosecurity officer including on costs for coordination of cross tenure high priority weeds	\$850,000	Reduced weed burden, improved outcomes for biodiversity and biosecurity.
	Total	\$20,000,000	

A Commitment to the Future

This initiative represents a strategic investment in Tasmania's ecological, social, and economic future. It offers a scientifically sound, scalable model to address critical environmental challenges while delivering enduring benefits for communities and industries.

By supporting the Derwent Catchment Nature Repair Pilot, Tasmania can demonstrate national leadership in biodiversity conservation, climate adaptation, and sustainable development, setting a benchmark for the rest of Australia.

Our ask: A \$20 million commitment over four years to lead this critical work.

Contacts:

Dr. Josie Kelman – 0427 044 700 – josie@derwentcatchment.org

Eve Lazarus – 0429 170 048 – eve@derwentcatchment.org

Residents Guide Central Highlands Tasmania



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Mayors Welcome

Welcome to Central Highland Council's Residents Guide.

With over 15 years' experience in Local Government, 22 years experience in State and Commonwealth Government, I have the knowledge, expertise and stakeholder relationships to fulfil duties as your Mayor. As a community, we must strive towards high standards of health, education and infrastructure, creating tourism and employment opportunities. As a large rural community, the Central Highlands remains a vibrant community. However, to further improve our community, some of my priorities include:

- Access to health and emergency services including maintaining and securing local Doctors and visiting Specialists presence and availability;
- Developing community programs addressing social isolation through opportunities for community participation and engagement;
- Providing services to our elderly residents; Welcome by Mayor
- Employing locals;
- Addressing road infrastructure and safety;
- Keeping our schools open and supporting our children to attend school as well as supporting adult education opportunities;
- Providing support to local business, organisations, committees and clubs; and
- Introducing flood mapping and zoning policy and procedures. I continue make myself available in all areas of the Central Highlands for people to come and address any issues/concerns they may have regarding Council business.

As Mayor of the Central Highlands, I will continue to listen and provide transparency of Council functions and decisions.

Kind regards Mayor Loueen (Lou) Triffitt





The Central Highlands Municipality

Welcome

Welcome to the Central Highlands, a stunning and sparsely populated area covering 7982 Km², making it the second largest municipality in Tasmania. With a close-knit community of around 2595 permanent residents (as of 2023), our district thrives on a predominantly rural economy.

This is your guide to living in the beautiful Central Highlands in the heart of Tasmania. This guide is for both longtime residents, and those new residents making the Central Highlands home.

The Central Highlands is rich in history and culture, being the traditional homeland of the Big River Aboriginal Tribe. You'll also notice a delightful blend of Scottish and Irish heritage throughout our beautiful landscapes. Our small rural townships are vibrant with history, culture, tourism, and agriculture, making them essential to our community's identity. The Central Highlands is also home to some of the state's finest wild landscapes, national parks, and trout fishing lakes which are perfect for outdoor enthusiasts!

Our charming townships and villages include Bothwell, Hamilton, Gretna, Ellendale, Fentonbury, Westerway, Ouse, Tarraleah, Wayatinah, Bronte Park, Derwent Bridge, Arthurs Lake, and the yingina /Great Lake area. For any tourist information, feel free to visit the excellent Central Highlands Visitors Centre located in Market Place, Bothwell.

Explore this guide to discover all you need to know about living in the Central Highlands.

Towns and villages of the Central Highlands

Hamilton

Welcome to the charming village of Hamilton, a delightful community with a population of 240, nestled along the picturesque River Clyde. This lovely town boasts unique mid-1800s sandstone architecture and offers a variety of beautiful outdoor spaces, including the Hamilton Park and playground and the scenic Platypus Walk that winds along by the river. River Street is home to the Council-run Hamilton campground, a favourite spot for travellers, alongside a newly renovated picnic area and accessible public facilities.

The Hamilton Inn, which houses a café, post office, and hotel, serves as the vibrant heart of the community, with the Council's Hamilton office and works depot, and Community Hall conveniently located next door. Don't miss the annual Hamilton Agricultural Show, a beloved event that has been celebrated on the first Saturday of March for over a century!

The Hamilton school has been revitalised and now hosts the Hamilton Firebrigade, the community tennis courts; the Derwent Catchment Project community nursery; and the Central Highlands Community Men's Shed which meets every second Friday and Sunday between 10am - 2pm.

Gretna

Gretna in the south of the municipality is a picturesque village of 254 residents (ABS 2021). Gretna features the famous Gretna Green Hotel, including a post office and restaurant, which was established in 1849. Every April, Gretna hosts one of the most atmospheric ANZAC day services in Tasmania at the Gretna Cenotaph, overlooking the winding Derwent River below.

The Gretna War Memorial Oval on the northern edge of the village is home to several community groups and public conveniences.

The Gretna Cricket Club, based at the Oval, are a vibrant community club with 6 competing teams, including 4 juniors. Also located at the Oval, is the Gretna Volunteer Fire brigade, which feature a busy junior brigade. Close to the road can be found public accessible toilets, playground, and a BBQ area.

Ouse

Located in the Clyde River Valley, with a population of 325 (ABS 2021) is surrounded by Lake Meadowbank, and fertile grazing and dairy land.

Businesses in the heart of Ouse include the Ouse X-press IGA supermarket, The Lachlan Hotel and café, the Ouse Post Office, and the Ouse Roadhouse. The beautiful and historic St John the Baptist church can be found in the laneway behind the hotel.

Also located in the centre of town is the Ouse Community On-line access centre, which provides computer access, and printing service, in addition to tourist and community information, a library and a history room. It is also home to the Central Highlands Digest which is produced monthly and is a great source of news and information in the Central Highlands.

Grace Nichols Park next to the Ouse River bridge features a rose garden, playground, BBQ area and public toilets. A tennis court and facilities can also be found at the Ouse Recreation Ground, at the end of Tickell Street.

On the eastern side of the bridge is Ash Cottage run by Health Action Team Central Highlands, which features a range of community activities and programs, a food hub, and an op shop. Across the road can be found the Central Highlands Community Health Centre, Ambulance Station and a community garden. On the eastern edge of town is the Ouse Country Club – a community run golf course and lawn bowls, and with delicious meals available at the clubhouse.

To the west of the township is the Ouse Community Hall, next to which is accessible public toilets, and an EV charging station. Across the road is found the much-valued Ouse Volunteer Fire Brigade.

The Ouse School (not currently open for enrolments) is home to long day care for local children

Ellendale-Fentonbury - Westerway

Ellendale Road, which crosses over the Derwent River via the historical Dunrobin Bridge leads to the picturesque villages of Ellendale, Fentonbury and Westerway, with views to Mount Field National Park.

Ellendale with 285 residents (ABS 2021) features the volunteer-run Community Hall and the combined Ellendale Post Office, café and general store. At the Old School House Park, accessible public toilets, BBQ area, playground and tennis courts can be found. The park is also home to the Ellendale Volunteer Fire brigade. Historic churches within the town include St Andrews Anglican Church and St Colmans Catholic Church.

To the south, the attractive Hamlet of Fentonbury, population 88 (ABS 2021) is home to the Fentonbury War Memorial.

Westerway is a village of 200 people (ABS 2021) which straddles the border of Derwent Valley and Central Highlands local government areas. Home to the famous Westerway Raspberry Farm, the town includes the Westerway Primary School, Westerway Roadhouse and Post Office, a Community Hall and the Possum shed Café. The Westerway Fire brigade on the northern edge of the town is run by a team of dedicated volunteers.

Accessible public toilets can be found alongside the Westerway Community Hall.

Central Plateau and the Lakes

The Central Plateau and Lakes sit in the geographical heart of Tasmania. This area includes remote settlements, fishing shacks, hydroelectricity settlements and famous tourism features.

Great Lake and its surrounding communities of Miena, Tods Corner, Breona, Doctors Point, Brandum, Reynolds Neck, Liawenee; and nearby Arthurs Lake and Little Pine Lagoon have a population of around 180 permanent residents, with many more ratepayers having fishing shacks in the area.

In the far west of the municipality, Derwent Bridge, Lake St Clair, Bronte Park, Tarraleah, Wayatinah, Bradys Lake, have a population of 160 residents.

In Miena, meals and accommodation can be found at the Great Lake Hotel and the Central Highlands Lodge. Adjacent to the Great Lake Hotel can be found the Great Lake General Store including fuel and a campground. A public toilet is located next to the store. The Central highlands Lodge includes the Miena Post Office.

Nearby to the Central Highlands lodge is the Great Lake Community Centre which features a makers shed which meets weekly, a range of programs and community events, and a geothermal greenhouse. The Miena Ambulance service, and volunteer fire brigade is located next to the Community Centre.

Shackowners can discuss issues relevant to their needs and interests at the Central Highlands Shackowners Association which meets regularly in Miena.

Arthurs Lake Roadhouse services the needs of the local community for fuel, food, general store and post office. An accessible toilet is located next to the roadhouse.

At Derwent Bridge, the Hungry Wombat Café includes a post office, café, retail items, and fuel. Restaurant meals can be had at the Derwent Bridge Hotel and Lake St Clair visitor's centre. Public toilets are located opposite the Derwent Bridge Hotel and at Lake St Claire.

The Bronte Park General Store services the needs of the local community for fuel, food, general store and post office. An accessible toilet is located next to the Store.

Wayatinah, Tarraleah, and Waddamana sit to the south of the Central Plateau. All are based around settlement associated with Tasmanians Hydroelectric scheme and are a testament to the importance of those industry in the history of the Central Highlands.

Tarraleah Golf Club, located beside Tarraleah Estate has a nine-hole course with 16 tees. At Waddamana, visitors can take a tour of the impressive Heritage Power station, while on the weekend, a food van services up tasty treats. Wayatinah features a caravan park, popular for boating and family holidays. Wayatinah Sports and Social Club. The Wayatinah Sports and Social Club who organise many social events in the area and who welcome new members, care for the scenic public six hole course. The Wayatinah Tavern & Store are located within Wayatinah village precinct.

Bothwell

Historic Bothwell is the largest town in the Central Highlands municipality, with 499 residents (ABS 2021). It is known for its heritage-listed buildings, many made of local sandstone. As a testament to its Scottish history, the town's wide street feature tartan-tartan themed signs. St Luke's Uniting Church – built in 1830, it's one of Australia's oldest churches.

Council chambers and depot re located on Alexander Street. The Bothwell Hall and Library can be found next door to the Council offices.

Visitor and historical information can be found at the Australasian Golf Museum and Central Highlands Visitors Centre, inside the old schoolhouse. Public toilets are located next to the Visitors Center, while at the rear is the Council-run campground.

The town features the Bothwell Garage and Bothwell Superstore; the Lachlan Hotel, an Elders Rural supply store, Sealey's Café, a Craft Shop, and the Post Office – which also serves as a café.

Bothwell District School caters for Kider- Year 12 and includes a Launch into Learning program. Bothwell Playgroup which meets once a week, caters for young children up to school age. The Bothwell Pool, open during the summer months, is located next to the school.

Health Care needs are serviced by the Central Highlands Pharmacy, and the Bothwell Doctors. The ambulance service in Bothwell is serviced by a team of dedicate volunteers.

Queens Park in the centre of town features a playground and BBQ area. Mt Adelaide t the edge of the town features a lovely lookout, which can be reached by vehicle, or a pleasant walk via Croakers Alley or Lovers Lane.

The community of Bothwell is enriched through its many community organisations – including the Bothwell Lions Club, CWA of Bothwell and Historical Society. On the southern side of the town is the Bothwell Recreation Ground – which is home to the Community Centre, the Bothwell Rabbits Football Club and the Bothwell Cricket Club. The town featured Anglican, Uniting and Roman Catholic churches.

The Bothwell Police Station and Fire Station are found in Barrack Street on the western edge of the township.

Ratho Farm, considered to be the oldest golf course outside of Scotland features an excellent public course, accommodation and function centre.

Annual events in Bothwell include Bushfest in December, and the fundraising golf event The Sheepstation Cup.

Your Council

The Central Highlands Council was created in 1993 through the merging of the former Municipalities of Bothwell and Hamilton. There are two Council offices and works depots, located in Bothwell and Hamilton.

- The area of the municipality is 8010km² – the second largest in the state
- There are 2,520 permanent residents - the lowest population of any mainland Tasmanian municipality.
- The density is 0.3 persons km² – the least dense in the state

What services does Council provide:

We provide a range of infrastructure and service to the Central Highlands community. This is funded through property rates, external grants, revenue raising (e.g, campground fees), and investment. These essential services include:

- Road construction and maintenance
- Footpaths
- Street lighting
- Rubbish and recycling collection and management
- Stormwater drainage
- Reticulated potable water
- Planning and building services
- Public health services - e.g. inspecting cafes premises to check for hygienic conditions
- Sporting ovals, parks and public reserves
- Public swimming pool
- Public toilets
- Community halls
- Community festivals and events including the annual Bushfest
- tourism centers, signage, scenic lookouts
- Economic development and tourism information.
- Partnering with many community organisations, services, and events including sporting clubs, Community Hall Associations, and local schools.
- youth and aged services and facilities
- supporting medical and health services
- Supporting our community through provision of a community grants and school support programs.

What is Local Government?

There are three areas of government in Australia: the federal government, state or territory government and local government. Local government, also called local councils, make decisions about many things that affect residents' everyday lives. Find out more about all the ways your Tasmanian councils help your community at [Better Councils, Better Communities](#).

Tasmania has 29 councils. The principal legislation establishing the powers and functions of Tasmania's councils is the [Local Government Act 1993](#) (the Act). Section 20 describes the role of councils:

- To provide for the health, safety and welfare of the community
- To represent the interests of the community
- To provide for the municipal area's peace, order and good government.

A council is a corporate body. The council, not individual elected members, constitute the legal entity. Council meetings must be held per the provisions of the Act.

Each council must develop a ten-year strategic and annual plan for the municipal area. Councils also prepare annual reports and hold annual general meetings. The implementation of council decisions and the day-to-day running of each council is the responsibility of its general manager or CEO. The responsibilities of the general manager are set out in the *Local Government Act*.

Council Meetings

Members of the public are welcome to attend all Council and Council Committee meetings.

Council meets on the third Tuesday of each month starting at 9.00am and opening to the public at 10.00am alternating between the Bothwell and Hamilton Chambers

The General Manager prepares meeting agendas and papers for councillors. Agendas are available from both the Hamilton and Bothwell offices four days prior to the meeting.

Any items to be included on the agenda for Council meetings should be submitted, in writing, to the General Manager. All submissions need to be received to Council by the second Monday of each month.

Council meetings are open to the public unless the topic for discussion is about a matter that may need to be kept confidential. Examples of confidential matters include staff, commercial, security or legal matters. During a closed meeting, the Council decides whether discussions, reports or documents and outcomes relating to the closed meeting need to be kept confidential or can be made public.

Each Councillor, including the Mayor and Deputy Mayor, has one vote on decisions made at a council meeting or committee meeting. Council decisions are decided by simple majority (that is, more than half of those present), unless an absolute majority is required by law. Tied votes are treated as a negative vote.

After a Council Meeting, the General Manager prepares meeting minutes which form the official record of the decisions made by the council. Agendas and confirmed minutes can be viewed on Council's website www.centralhighlands.tas.gov.au

Your Councillors

Central Highlands Council has 9 elected representatives, including the Mayor, and Deputy Mayor. Councillors can be contacted via the details below.



Mayor Loueen Triffitt

6286 3275 / 0409 269 702
triffitt@centralhighlands.tas.gov.au



Deputy Mayor Jim Allwright

0448297689
jallwright@centralhighlands.tas.gov.au



Cr Anthony Archer

0427 2155 58
aarcher@centralhighlands.tas.gov.au



Cr Tony Bailey

6286 3284 / 0418 863 284
tbailey@centralhighlands.tas.gov.au



Cr Robert Cassidy

6259 5769
rcassidy@centralhighlands.tas.gov.au



Cr John Hall

0448 595 620
jhall@centralhighlands.tas.gov.au



Cr Julie Honner

6259 8270 / 0417 168 339
jhonner@centralhighlands.tas.gov.au



Cr David Meacheam

0421 073 513
dmeacheam@centralhighlands.tas.gov.au



Cr Yvonne Miller

0417 578 699
ymiller@centralhighlands.tas.gov.au

Local government elections

Local government elections are held by full postal ballot. This means that voters do not attend a polling place to vote, like they do for State and Federal elections. Instead, information required to vote is sent directly to each voter's address. You must be [enrolled to vote](#) in a municipal area to participate in a local government election. Voting in council elections is compulsory.

If you are currently on the State Electoral roll for an address in the municipal area, or on the Council General Manager's roll, you are enrolled for local government elections. You may apply to enrol on the General Manager's Roll if:

- (a) You own or occupy land in the municipal area (but are not eligible to be on the State roll for the area);
- (b) or you are the nominated representative of a corporate body which owns or occupies land in the municipal area.

To enrol on the General Manager's Roll, forms are available at both Council offices. If you have changed your name or address, since the last election please advise the State Electoral Commission for the State Electoral Roll or the Council for the General Manager's Roll.

The term of office for councillors, including Mayors and Deputy Mayors, is 4 years. This means that councillors who were elected in 2022 will remain in office until the next statewide local government elections in 2026.

Getting in touch with Council staff

Administration, Works and Services

Office Hours 8.00am - 5.00pm

6 Tarleton Street, HAMILTON

Phone: 6286 3202

Development and Environmental Services

Office Hours 8.00am - 5.00 pm

19 Alexander Street, BOTHWELL

Phone: 6259 5503

After Hours Number - 0428 770 194

Website - www.centralhighlands.tas.gov.au

www.facebook.com/centralhighlandscouncil

Email - council@centralhighlands.tas.gov.au

For all Water and Sewerage issues please call TasWater emergencies on 136 992.

For all road issues relating to the Lyell Highway, Highland Lakes Road and Marlborough Highway, please phone Dept of State Growth on 1300 139 933.

How Council communicates:

Council provides an annual update to residents along with their rates notices which is sent by mail in July. Council regularly posts information on its social media account at www.facebook.com/centralhighlandscouncil/ and at Council's website www.centralhighlands.tas.gov.au.

Council advertises in The Highland Digest, the New Norfolk and Derwent Valley News and The Mercury. Notice Boards Notice boards containing both Council and community information can be found at the Hamilton Council Chambers, 6 Tarleton Street, and or the Bothwell Council Chambers, 19 Alexander Street.

Community Information Boards can be found at Queens Park, Bothwell; Ellendale near store; Ouse Online access centre, Hamilton Post Office and Campground area. Information may also distribute via private noticeboards at business throughout the municipality.

Rates and charges

Rates are a land tax charged by Council, on people who own property in the Central Highlands council area. Rates help fund services and infrastructure provided by council. Rates and Charges are set annually, with the annual rates notices being sent out in early July. Rates can be paid in full or paid quarterly with instalments due in August, November, February and April. Please note that a penalty of 10% applies to each instalment not paid by the due instalment date.

Property values are not calculated by Council; they are determined by the Office of the Valuer-General. The rates charged on your property are calculated by Council, based on the assessed property value.

Residents can opt-in to receive their rates notices electronically, please head to <https://centralhighlands.tas.gov.au/council/rates-and-charges/> to find out more. Electronic delivery will be timelier, convenient, and will help Council reduce its carbon footprint

Pensioners and Health Care Card Holders can apply for a remission on their rates for their principal place of residence. New holders of concession and health care cards, or those who have recently moved to the Central Highlands, can complete a Rebate Form at Council Offices. To apply, you will need to provide your Concession Card or Health Care Card and apply before the end of March for the upcoming financial year.

Change of Address

If you have moved into the Central Highlands Council area, or within the Municipality, have you advised the following organisations of your change of residential address and/or mailing address?

- State Electoral Office
- Australia Post
- Central Highlands Council
- Telstra
- Aurora
- State Titles Office

Please advise direct to relevant Offices listed

Strategies, plans, policies

Council is required by law to develop a ten-year strategic and annual plan for the municipal area. Council is required to prepare annual reports and hold annual general meetings. Council is currently reviewing their Annual Plan, which will be guided by public consultation which has been had in the local community.

Structure Plans, which guide future development and planning related matters in Bothwell, Hamilton and Ouse are currently in development.

Strategies, plans and reports can be found on Council's website at:

<https://centralhighlands.tas.gov.au/council/>

Independent Living

Council currently operates six independent living units at Archer Drive, Bothwell and four units behind the Community Health Centre at Ouse

The Independent Living Units are designed to provide low-cost housing Central Highlands residents who are either an aged pensioner, a person with a disability; or be in receipt of a full Centrelink or DVA pension. For full criteria about the Independent Living Unit, and to find out how to apply, please get in touch with Council, or head to: <https://centralhighlands.tas.gov.au/council/housing-applications/>

The Department of Health also operate three units located at Ouse and three located at Bothwell.

Rubbish and recycling collection service

Central Highlands Council have a Roadside Household Garbage and Recycling service. Domestic waste bins (red lid) are collected weekly and recycling bins (yellow lid) fortnightly. One Wheelie Bin and Recycling Bin have been issued to each property; rubbish must be placed in the bin provided. Council's Contractor will only be emptying recycling bins each fortnight as scheduled.

MONDAY from Gretna, Fentonbury, Ellendale, Wayatinah, and Westerway (North).

TUESDAY from Bothwell, Hamilton, Ouse, and Osterley.

Please note that:

- Residents are asked to have their bins placed roadside by 6.00am on the day of collection
- Garbage pick-up is limited to one Council issued wheelie bin per household.
- The recycling bin should only contain clean tins, aluminium cans, recyclable plastic, bottles and glass.
- Rubbish is the responsibility of the owner until collected. Please secure loose rubbish.

A calendar highlighting garbage and recycling collection dates is included separately with your Annual Rates Notice. A copy of the calendar can also be obtained by contacting Council on 62595503 or downloaded from <https://centralhighlands.tas.gov.au/environment/waste-management/>

As part of Council's Waste Management Program two bulky waste collections are held throughout the year, the dates will be provided in your rates notice, and on the above website.

Waste Management Centres

Waste Management Centres are located at Hamilton, Bothwell, Miena and Bronte Park. Entrance to all sites is free for Residents/Ratepayers on the production of a tip pass (issued with rates), excluding trucks and disposal of tyres. The current waste disposal fees are below, please contact Council for latest figures.

The current waste disposal fees	Ratepayer / Resident	Non-Ratepayer / Resident
Car	nil	\$17
Trailer Single & Mult- Axle / Ute / Van	nil	\$24
Truck Single Axle	\$34	\$171
Truck Multi Axle	\$80	\$252
Truck Semi-Trailer	\$115	\$400
Compactor Truck	\$171	\$171
Compactor Truck 20m ² skip	\$115	\$115
Compactor Truck 35m ² skip	\$138	\$138
Clean Fill	No Charge	No Charge
Disposal of Asbestos	Quote	Quote
Tyre disposal		
Tyres	Without rim	With rim
Car / Motorcycle	\$13.00	\$20.00
4WD / Light Truck	\$18.00	\$26.00
Truck	\$32.00	\$39.00
Tractor	\$49.00	\$58.00

Animals

Council recognises the importance of dogs within the community, especially the role they play within the family environment as companions, and as working dogs on farming properties.

Council encourages owners to comply with the *Dog Control Act 2000* and ask that owners take responsibility of their dogs to ensure all rights of members of the community are recognised and respected. To help minimise the potential of problems caused by dogs, it is important that all dog owners ensure that their dogs are:-

- (a) Registered;
 - (b) Not allowed to cause a noise nuisance;
 - (c) Kept under effective control at all times;
 - (d) Not to attack a person or animal;
 - and (e) Not allowed to roam free during the day or night
- The Animal Control Officer regularly patrols all areas of the municipality and an after-hours service is available in case of an emergency.

The *Dog Control Act 2000* states it is a legal requirement for all dogs in Tasmania over the age of six (6) months to be registered by their owner with the local council. It is the owner's responsibility to provide proof of the dog's age. Registration is designed to assist owners, dogs and the community.

Building and Development

Development within Council area is governed by the Building Code of Australia and *the Tasmanian Planning Scheme – Central Highlands 2023*. Contact the Bothwell Office for application forms and further information.

Building permits are required for demolitions, alterations, additions, changes of use and all new buildings. Before commencing any building project, it is advisable to contact Council's Development and Services Department to find out just what is required for your project.

It is important to note that planning approval will need to be obtained before most building plans can proceed. Planning permits are required for new and changed "use and development" under the Central Highlands Planning Scheme 1998. The Scheme can be accessed on Council's website.

Plumbing permits must be obtained before work commences on any project. To obtain a permit, plans should be submitted to the Council showing the relevant details of the proposed works.

Council's Community Grants and financial support

Community Grant Program – this program provides financial support for initiatives that benefit our local community.

Who can apply? Any local community groups (both incorporated and non-incorporated). Preference will be given to organisations with a bank account and capacity to administer funds.

What types of things can be funded? The program provides in-kind and financial support for initiatives including events, equipment, and on-going projects. Recently funded projects include; Sporting Club Equipment, Fire Brigade machinery and uniforms, Community Festival costs and Christmas events,

What are the assessment criteria? It must direct benefit, or be needed, by the Central Highlands community. It must have a clear purpose and be financially feasible. Not duplicate something that already exists, or which has already been paid for. Groups are only eligible to apply for one grant per project, per financial year.

How much can I apply for? Up to \$1,000 may be applied for —higher amounts may be approved by Council for exceptional projects. Up to 50% of the total project costs can be applied for.

How to apply Information about community grants can be found at [centralhighlands.tas.gov.au/community/ community-grants/](http://centralhighlands.tas.gov.au/community/community-grants/) The application will be assessed at the next Council meeting.

Community Support program – Council provides grants for travel costs of residents who either:

- need to travel out of our area to attend a medical specialist appointment
- or those who have been selected to attend representative sport events.

Visit [centralhighlands.tas.gov.au/community/ community-grants/](http://centralhighlands.tas.gov.au/community/community-grants/) or contact Council to find how to apply.

Church grants Council supports local Church projects through the Church Grant program. Please head to [centralhighlands.tas.gov.au/community/ community-grants/](http://centralhighlands.tas.gov.au/community/community-grants/) or get in touch with Council to find out more.

School bursaries Council provides bursaries to students attending Bothwell High School, Glenora District School, and Westerway Primary School. The students receiving the bursaries are nominated by the school and are to support students who are continuing onto higher secondary education.

In-kind requests – To make a request for in-kind support including fee waivers for Community Hall use, please put this request to Council in writing. This will then go to either the General Manager, or General Council Meeting for approval, depending on the nature of the request.

Community Directory – in development		
The Highland Digest	Monthly newsletter produced by the Ouse Community Online Access Centre. Closing date – last Wed of each month. The Digest can be purchased from most local businesses, or a subscription service is available. 50¢ per issue.	Ouse Community Online Centre Phone: 6287 1441.
Post Offices	Westerway, Ellendale, Ouse, Wayatinah, Bronte Park, Miens, Arthurs Lake, Bothwell, Hamilton, Gretna	Contact details
Schools	Westerway, Bothwell, Glenora, Bothwell Playgroup, Ouse Daycare, LILs – Westerway and Bothwell School Associations	
Health and Wellbeing assistance		
Service	Description of service	Email / phone /
Bothwell Doctors		
Central Highlands Pharmacy		
Blooms New Norfolk		
Central Highlands Community Health Centre		
Corumbene		
RAW		
Lifeline		
Relationships Australia Rural support worker		
Parents Helpline		
Mission Australia		
Salvation Army		

Grandparents Raising Grandchildren		
Hamilton Community Church		
Centrelink Bridgewater		
Kids Helpline Freecall		
Child & Family Services		
Commonwealth Legal Service		
Commonwealth Respite and Carelink Centres		
Gambling Helpline Tasmania 24 hours		
Alcohol & Drug Services		
Lifeline 24 hour service		
Victims of Crime		
Disability Services		
Community Directory		
HATCH	Ouse Table Tennis	Online Access Centre Ouse
Ouse County Club	Ouse Social Club	Ouse Churches
Hamilton Show Society	Hamilton Makers Shed	Upper Derwent Community Church
Bushwatch	Ellendale Landcare	Ellendale Hall Committee
Ellendale Churches	Fishing Clubs?	Wayatinah Social Club
Tarraleah Golf Course	Great Lake Shack Owners Association	Great Lake Community Centre

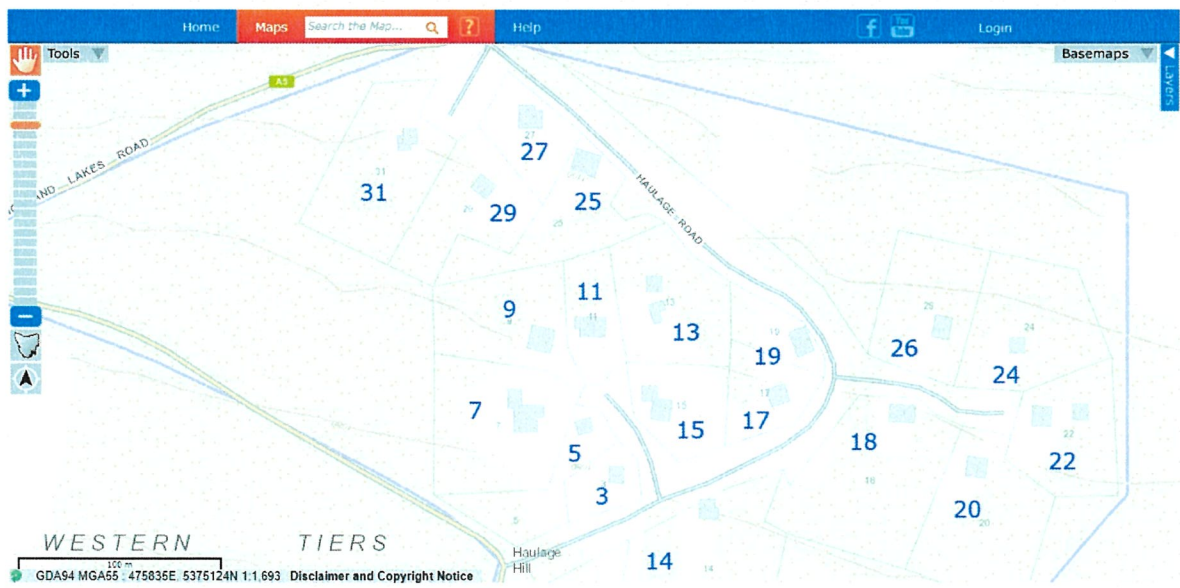
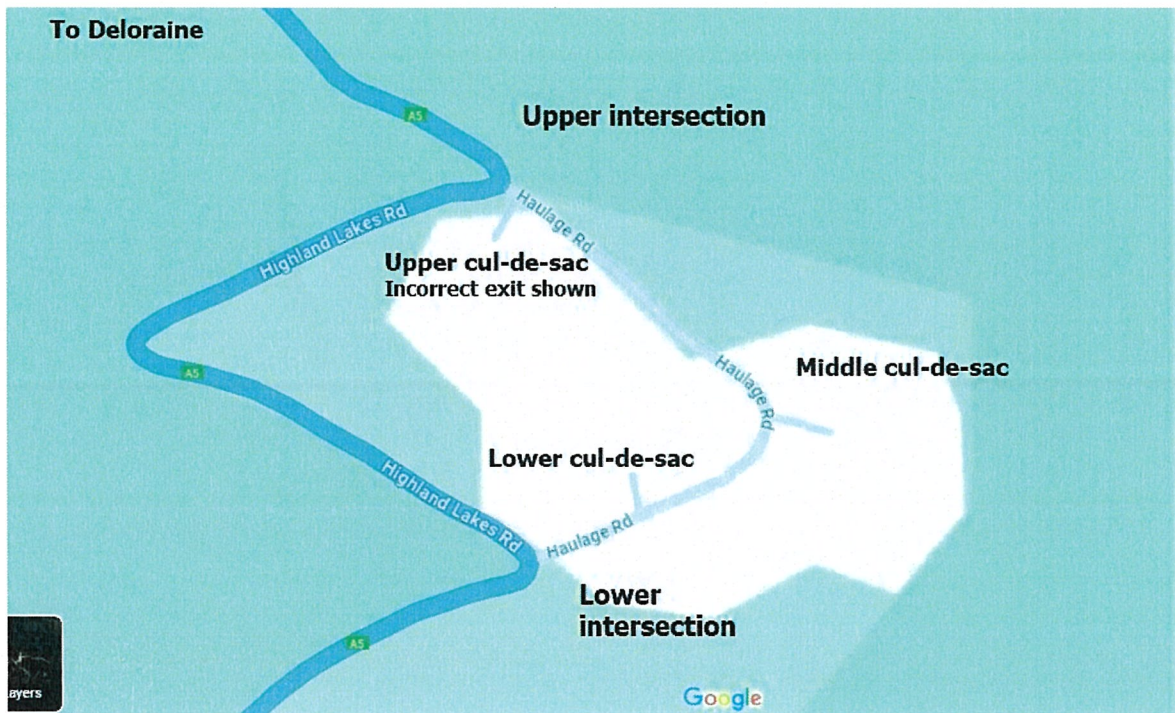
Rural Youth	Friends of Great Lake	Bothwell Cricket
Campdraft	Bothwell Historical Society	Bothwell CWA and makers
Bothwell Football	Bothwell Lions	Red Cross
Visitors Centre	Bothwell Churches	Gretna Cricket
Bothwell Golf	Sheepstation Cup	Derwent Catchment project
Derwent Valley and Central Highlands Tourism	Relay for Life	
Emergency information		
Police		
Ambulance		
SES		
Fire		
Basic emergency information		

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 19th 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 -24°C . 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 2nd last on the council's list, grouped with 17 gazetted council roads and 24klms 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 shackie 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.

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]

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 1st 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:

7/12/2022

[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]
20th 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]

18.12.2023

Att. Central Highlands Council, Tasmania

Dear Councillors,

RE: Haulage Road Residents Petition to Councillors

We bought [REDACTED] Haulage Rd in June 2022 as a holiday shack for our family for peaceful and quiet enjoyment. The shack is situated [REDACTED]

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,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] Haulage Rd. Breona, 7304

Haulage Road

[REDACTED] and I purchased [REDACTED] 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

[REDACTED]

15th 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.

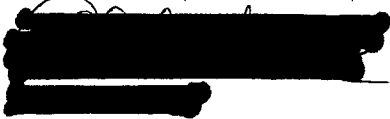
Every winter there is an increase of traffic of people who get bogged in the snow.

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

A large black rectangular redaction box covering the signature and name of the sender.

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 shackmen collectively put in a road for "Their" use. The second package was the Firewater 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 shackmen have moved away or passed away and forget they paid to put the road in. If the Shackmen 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

Document:	Start Date: 20 Mar 2018	Page Reference:
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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

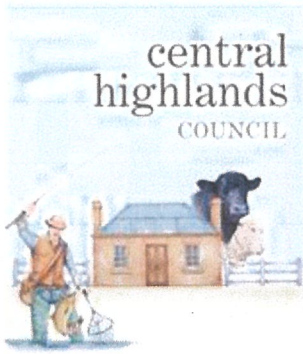
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- For upgrading of unsealed roads to sealed the long term implications on depreciation annually; and the whole of life cost impact of sealing.

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.

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 4 of 4



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

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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.



PARLIAMENT OF TASMANIA

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

Highland Lakes Road Upgrade

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

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.”¹ 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

¹ 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.²

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

² 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 Lodge³

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

³ 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**

This Agreement is made on June, 2025

BETWEEN

Electric Highway Tasmania Pty Ltd (ACN 618 286 490) of Level 1, 142 Elizabeth St. Hobart 7000 in Tasmania (EHT)

AND

Central Highlands Council of, Bothwell 7030 in Tasmania (CHC)

RECITALS

- (a) CHC holds a lease from the Parks and Wildlife Service (PWS) for the land described in Schedule A (Land).
- (b) EHT provides electric vehicle charging stations in various locations in Tasmania.
- (c) CHC and EHT have agreed that EHT will provide one or more electric vehicle charging stations on the Land.
- (d) The parties have entered into this Agreement to set out the roles and responsibilities of each of the parties with respect to the installation and maintenance of the electric vehicle charging stations.

OPERATIVE PART

1 Licensed Area to be provided

- 1.1 CHC agrees to provide and EHT agrees to take a license over that portion of the Land as identified in Schedule A (Licensed Area), to allow EHT to supply and install equipment for the operation of Electric Vehicle Charging facilities on the Licensed Area.
- 1.2 This Agreement does not grant exclusive use to EHT EV owners to use the Licensed Area and the Licensed Area may be used by the general public.
- 1.3 The parties agree that the Licensed Area can be added to in accordance with clause 4.

2 Signage

- 2.1 The Licensed Area will have signage installed to designate that the Licensed Area is an EV charging station.
- 2.2 CHC will permit appropriate signage to be erected by EHT to identify that the Licensed Area is a parking bay allocated for EV charging.
- 2.3 Signage messages are to be agreed by both parties.
- 2.4 CHC will be responsible for enforcement of these controls, as required.

3 Infrastructure plans

- 3.1 An infrastructure plan will be developed by EHT in consultation with CHC and PWS to show:
 - (a) location of the chargers and designated parking spaces to accommodate EVs while charging;

- (b) location of all fittings and ancillary services (protective kerbs and bollards, power feeds, control boards, signs, lighting, etc.);
 - (c) circulation of vehicles to the chargers and to the other parts of the site;
 - (d) circulation of pedestrians, both those using chargers and not, and assessment of accessibility, trip hazards and general safety;
 - (e) any impacts on sight lines for entry and exit from the site, and lighting impacts on adjacent areas;
 - (f) expansion spaces that will be developed if there is strong enough demand to warrant it, including all the factors listed above for the expanded site.
- 3.2 EHT will amend the plan as required to reflect modifications and changes to the site.
- 3.3 EHT will ensure that current plans are maintained and provided to CHC and PWS outlining the location of all of the infrastructure for the Electric Vehicle Charging Facilities.

4 Provision of additional area

- 4.1 Access to additional parking bays will be based on utilisation of the Electric Vehicle Charging Facilities in the initial Licensed Area.
- 4.2 The operation of the Electric Vehicle Charging Facilities will be regularly monitored by EHT for the use and frequency of use.
- 4.3 Should EHT wish to add to the Licensed Area, evidence to support the need for additional area will be provided to CHC and PWS.
- 4.4 Provision of additional area for the Licensed Area will be at the discretion of CHC and PWS. CHC and PWS will consider established usage patterns for the charging station in assessing a request for additional area.
- 4.5 CHC and PWS acknowledge that if additional area is to be provided for the Licensed Area then there will be the need for additional infrastructure to be provided by EHT. Accordingly any additional area will need to include space for the additional chargers, expanded switchboards, power supplies and batteries. Additional amenities may be provided if mutually agreed.

5 Duration of the Agreement

- 5.1 The Term will be five years. EHT will be provided access to the Licensed Area from the Commencement Date (being the date as specified in Schedule A).

6 Renewal

Offer of renewal

- 6.1 CHC offers a renewal of this Agreement to EHT on the terms specified in this clause, which EHT may only accept strictly in accordance with the provisions contained in this clause, otherwise this offer will lapse.

Binding CHC's successors and assigns

- 6.2 This offer binds CHC and CHC's successors and assigns being the lessors for the time being of the Licensed Area.

Parties who may renew

6.3 This offer may be accepted by EHT.

Conditions for acceptance

6.4 EHT may only accept this offer if:

- (a) there is no subsisting breach of any covenants by EHT at the date of serving notice of acceptance and also at the date of expiry of this Agreement; and
- (b) EHT serves on CHC notice of acceptance within the period as is specified in Schedule A.

Conditions of renewal

6.5 The renewal which EHT may accept under this clause is for the renewal of this Agreement for a further term of 5 years from the day after Expiry Date (being the date as specified in Schedule A), containing identical covenants to the covenants of this Agreement except this clause.

Execution of agreement for further term

6.6 After EHT has effectively accepted the offer, CHC must submit for execution an agreement or a variation or extension of this Agreement incorporating the conditions for the further term, which must be executed promptly by CHC and EHT.

7 Holding over after expiry of Agreement

7.1 After the expiry of the Term and when EHT remains in occupation of the Licensed Area with the consent of the CHC, this Agreement continues as a monthly agreement:

- (a) commencing on the day immediately following the last day of the Term;
- (b) the Annual Fee being payable by monthly instalments on the first day of each month;
- (c) on the terms contained in this Agreement, except those terms which are inapplicable to a monthly agreement;
- (d) terminable by either party on one month's written notice expiring at any time.

8 Fee and charges

8.1 EHT will pay to CHC an Annual Fee as set out in attachment A.

8.2 Additional fees will be payable when EHT requests permission to add additional parking bays and chargers in the Licensed area and adjusted over time as set out in this clause.

8.3 Payments are to be made annually as directed by the CHC on its invoice with each payment being paid in advance at the commencement of each year of the Term.

8.4 If the Licensed Area is added to once fees apply the Annual Fee will be increased per parking bay added.

8.5 The parties agree that users of the Electric Vehicle Charging Facilities will be deemed to have paid any parking fees due as long as they are connected and actively charging.

8.6 The Annual Fee must be reviewed on each anniversary of the Commencement Date (Review Date) and must be calculated in accordance with the following formula:

$$R = \frac{A \times C}{B}$$

Where:

R is the Annual Fee for the year immediately subsequent to the Review Date;

A is the Australian Statistician's Consumer Price Index All Groups Index Number for Hobart (CPI) for the published quarter immediately preceding the Review Date;

B is the CPI for the published quarter immediately preceding the date which is 12 months prior to the Review Date; and

C is the Annual Fee payable during the year immediately preceding the Review Date.

9 Goods and services tax (GST)

Interpretation

- 9.1 In this clause GST refers to goods and services tax under *A New Tax System (Goods and Services) Act 1999 (GST Act)* and the terms used have the same meanings as defined in the *GST Act*.

Annual Fee and other amounts inclusive of GST

- 9.2 It is agreed that the Annual Fee and all other amounts agreed to be paid by the EHT to CHC, being the consideration for the supply expressed in this Agreement, are inclusive of GST.

EHT's obligation to reimburse CHC

- 9.3 EHT agrees to pay to CHC, at the same time as any payment is made involving CHC in GST liability, the additional amount of GST, together with the payment to which it relates.

Tax invoice

- 9.4 In respect of each payment by EHT, CHC agrees to deliver to EHT, as required under the *GST Act*, tax invoices in a form which complies with the *GST Act* and the regulations, to enable EHT to claim input tax credits in respect of the taxable supply.

10 Services

EHT's liability for services and utilities

- 10.1 EHT will pay throughout the Term for any electricity, power, fuel, gas, oil, water, telephone and other services or utilities provided by public local or other authorities or suppliers to the Licensed Area and charged separately in respect of the Licensed Area, to the supplier of the service or utility.

Installation of meters

- 10.2 EHT will, if required by CHC or by an authority supplying any such service or utility, permit the installation of meters required to measure the quantity of the service supplied to the Licensed Area.

11 EHT obligations and responsibilities

- 11.1 EHT will itself provide or contract providers to provide equipment, maintenance, billing and customer support for the provision of the Electric Vehicle Charging Facilities.
- 11.2 The Electric Vehicle Charging Facilities will be provided to EV users for a fee payable to EHT to cover the cost of electricity, fixed overheads, amortisation of equipment costs and a modest return to capital and parking charges during applicable hours.
- 11.3 EHT will notify CHC and PWS of any contractors and agents for the installation, operation and maintenance of the Electric Vehicle Charging Facilities and associated equipment in accordance with this Agreement.
- 11.4 EHT will ensure that the Electric Vehicle Charging Facilities will be maintained and updated in a reasonable timeframe based on EHT's specialist knowledge of the market.
- 11.5 All operating costs of the Electric Vehicle Charging Facilities will be met by EHT.
- 11.6 Maintenance, equipment insurance, 24-hour customer support and flexible billing arrangements for customers will be provided by EHT.
- 11.7 EHT will pay all direct operating costs for equipment installed by EHT.
- 11.8 EHT will be responsible for customer support and maintenance call-outs required to ensure dependable access by users.
- 11.9 EHT will provide a summary of the use of the Electric Vehicle Charging Facilities every three months to CHC and upon request to PWS.
- 11.10 EHT will be responsible for obtaining the necessary approvals for the development and operation of the Electric Vehicle Charging Facilities including any relevant CHC or PWS permits.
- 11.11 EHT will ensure that all cabling and infrastructure for the Electric Charging Facilities are located in the Licensed Area.

12 Central Highlands Council Responsibilities

- 12.1 CHC will not be required to make a financial contribution to the installation of the Electric Vehicle Charging Facilities. CHC may make in kind contributions to the preparation and upgrading of the existing site that benefits CHC parking areas and amenities at their discretion.
- 12.2 CHC will facilitate the connection of electricity to the Electric Vehicle Charging Facilities through supporting discussions with TasNetworks and EHT.
- 12.3 CHC may be responsible for general site maintenance (clearing litter, maintaining landscaping, car park surface) of the site.
- 12.4 In the course of normal site maintenance, CHC will visually inspect the Electric Vehicle Charging Facilities and will advise EHT of any visible defects or damage.
- 12.5 CHC will ensure access for EVs wishing to charge by not blocking the parking bay with stored materials or vehicles.

- 12.6 CHC will notify EHT of any roadworks, disruptions, events or other activities that may affect access to the Electric Vehicle Charging Facilities, so that EHT may advise users and seek to make alternative arrangements to provide service to users.

13 Insurance

- 13.1 Both parties will maintain appropriate insurance coverage associated with their respective roles and responsibilities.
- 13.2 CHC will maintain public liability insurance of \$20,000,000.00 and provide evidence of same annually to EHT on the handover date.
- 13.3 EHT must effect and maintain throughout the Term the following insurances:

Public risk

- (a) A public risk insurance policy:
- (A) in the form of a standard public risk policy or in the form commonly used by EHT's insurer and by some other reputable insurers;
 - (B) in the sum of \$20,000,000.00 in respect of any single event or accident or for such higher amount as CHC, acting reasonably and prudently, may require, during any year of the Term after the first year of the Term;
 - (C) relating to EHT's liability for death, personal injuries and property damage arising from EHT's occupancy of the Licensed Area and operation of the Electric Vehicle Charging Facilities, in circumstances in which EHT may incur liability for the injury, loss or damage; and
 - (D) extended to include claims, risks and events covered under indemnities provided by EHT to CHC.

EHT's property

- (b) A comprehensive insurance policy for the full insurable and replacement value of the Electric Vehicle Charging Facilities and any associated infrastructure.

Workers' compensation

- (c) A workers' compensation insurance policy, providing unlimited cover in respect of EHT's employees for workers' compensation, as required by law.

Insurer and conditions

- 13.4 These insurances must be effected with one or more insurance companies that are respectable, reputable and financially sound.

Joint insurances

- 13.5 EHT's insurances must note CHC's interest in the Licensed Area.

Evidence of insurance

- 13.6 EHT must forward to CHC when requested evidence of renewal of the insurance and payment by EHT of the insurance premium.

14 EHT's indemnities to CHC

Indemnities

- 14.1 Except to the extent contributed to or caused by CHC, its agents or employees, EHT agrees to indemnify CHC from and against any liability, loss, damage, expense or claim, which CHC may incur, including to a third party, during or after the Term, in respect of or arising from:

Breach of Agreement obligations

- (a) loss, damage or injury to property or persons occurring within the Licensed Area, caused or contributed to by EHT's failure (including through EHT's agents or employees) to comply with the obligations imposed under this Agreement;

Misuse of services or facilities

- (b) the negligent use or misuse by EHT (and by EHT's agents or employees) of any services or facilities in the Licensed Area;

Escape of substances

- (c) the overflow, leakage or escape of water, gas, electricity, fire, or other materials or substances in or from the Licensed Area, caused or contributed to by EHT's and its agents' or employees' negligence;

Use of Licensed Area

- (d) loss, damage or injury to property or persons, caused or contributed to by EHT's negligence, arising out of use of the Licensed Area;

Faulty installations

- (e) loss, damage or injury to property or persons, caused or contributed to by the defective installation of plant, fixtures and equipment in the Licensed Area by or on behalf of EHT;

Failure to notify

- (f) EHT's failure to notify CHC regarding any defect in the facilities or services in the Licensed Area.

Conditions and limitations

- 14.2 The indemnities under this clause include penalties, fines, legal and other costs incurred by CHC.

15 Exemption of CHC from liability

Licensed Area occupied at EHT's risk

- 15.1 EHT agrees to use and occupy the Licensed Area throughout the Term at EHT's risk as regards loss or damage to EHT (except personal injury) and EHT's property.

Exclusion of CHC's liability to EHT

- 15.2 Except as provided for in clause 15.3, CHC is not liable to EHT and is excluded from liability for damage to EHT's plant, equipment and other property and for loss of profits whilst EHT is using and occupying the Licensed Area, including through:
- (a) any defect in the construction or condition of the Licensed Area;
 - (b) any defect in the construction or operation of facilities or services to the Licensed Area;
 - (c) fire, water or any other cause.
- 15.3 CHC will be liable to EHT for damage to EHT's plant, equipment and other property and for loss of profits whilst EHT is using and occupying the Licensed Area, in the event of damage caused by:
- (a) impact to EHT's property by CHC and be directly related to the negligent acts, errors or omission of CHC;
 - (b) damage from release of water, explosion or fire damage from release of flammable or explosive liquids from CHC assets, fixed or mobile, in the vicinity of the Licensed Area.

16 Removal of Infrastructure

- 16.1 At the end of the Term EHT will be responsible for all costs associated with:
- (a) the removal of Electric Vehicle Charging Facilities;
 - (b) returning the surface of the disturbed areas of the Licensed Area to its pre-existing condition, unless the parties mutually agree on another standard of restoration.

ASSIGNMENT AND SUBLETTING

17 Prohibition against assignment, subletting and mortgaging

Prohibition of dealings

- 17.1 During the Term, in respect of the whole or part of this Agreement or the Licensed Area, EHT must not without the prior written consent of CHC, such consent not to be unreasonably withheld:
- (a) assign, transfer, sublet, deal with, hold on trust, or grant any interest in, this Agreement;
 - (b) mortgage, charge or encumber this Agreement;
 - (c) part with possession of the whole or any part of the Licensed Area;
 - (d) grant any licence, or share the right of occupation or possession, in respect of the whole or part of the Licensed Area;

- (e) grant any franchise or concession over EHT's business conducted at the Licensed Area which would entitle any other person to use, occupy or trade from the whole or part of the Licensed Area.

18 CHC's reservations and rights exercisable by successors and by others

- 18.1 The reservations and rights exercisable by CHC over the Licensed Area may be exercised by successors and assigns of CHC.
- 18.2 Persons other than CHC, when exercising reservations or rights in accordance with clause 18.1, must comply with any conditions or qualifications imposed under this Agreement on the exercise of such entitlements.

19 EHT's obligation to yield up Licensed Area

- 19.1 EHT agrees to cease operations immediately on the expiry or legally effective termination of this Agreement and within 14 days to yield up possession and control over the Licensed Area to CHC, in the condition and state of repair as required under this Agreement unless the parties agree otherwise.

20 Essential terms of Agreement

- 20.1 It is agreed that the following obligations by EHT are essential terms of this Agreement:
 - (a) the covenant to pay the Annual Fee throughout the Term at a date not later than 14 days after the due date for its payment;
 - (b) the covenant dealing with the use of the Licensed Area;
 - (c) the covenant dealing with assignment and subletting.

21 CHC's entitlements after EHT vacates during Term

CHC's entitlements

- 21.1 If EHT vacates or abandons the Licensed Area during the Term in breach of EHT's obligations under this Agreement, CHC may:
 - (a) renovate, restore and clean the Licensed Area
 - (b) take any action in paragraph (a) without CHC's conduct constituting:
 - (A) a re-entry or termination of this Agreement;
 - (B) the acceptance of a surrender of this Agreement.

EHT's obligations continue

- 21.2 EHT's obligation to pay the Annual Fee, to comply with other financial obligations under this Agreement and to comply with other obligations continues, notwithstanding that EHT vacates or abandons the Licensed Area, until the Licensed Area has been renovated, restored and cleaned to the extent necessary for the Licensed Area to be again used by CHC as a parking bay, unless the parties agree otherwise.

22 CHC may remedy EHT's default

Entitlement to remedy default

- 22.1 CHC may remedy defaults by EHT under this Agreement without being required to do so:
- (a) when EHT fails to pay any money due to someone other than CHC or to perform some obligation under this Agreement, but only
 - (b) after CHC has given to EHT notice in writing requiring EHT to pay the money or to perform the obligation within 14 days and EHT fails to comply with that notice.

EHT's liability to reimburse CHC

- 22.2 EHT is liable to reimburse CHC on demand the money paid by CHC and the reasonable costs and expenses incurred by CHC in remedying any default under this Agreement.

23 Waiver

Demand and acceptance of Annual Fee and other financial obligations

- 23.1 After EHT is in default or breach under this Agreement, including in breach of an essential term of this Agreement, the demand or acceptance from EHT by CHC of arrears or of any late payment of any financial obligations does not:
- (a) preclude CHC from exercising any rights or remedies under this Agreement, including enforcing or terminating this Agreement;
 - (b) constitute a waiver of the essentiality of EHT's obligation to make those payments;
 - (c) waive EHT's continuing obligation to make those payments during the Term.

Failure to enforce obligation

- 23.2 CHC's failure to enforce any of EHT's obligations under this Agreement, and to terminate this Agreement, does not waive CHC's entitlement to require EHT to observe all obligations under this Agreement, to enforce EHT's obligations and to terminate this Agreement.

Waiver of individual obligations

- 23.3 The waiver by CHC of performance of any of EHT's obligation under this Agreement, temporarily or permanently, is not a waiver of any other or subsequent breach or default by EHT.

Breaches before termination

- 23.4 The termination of this Agreement on any basis does not affect CHC's rights and remedies for earlier breaches by EHT of the obligations under this Agreement, unless the parties agree otherwise.

24 Mediation

Dispute

- 24.1 If a dispute arises out of or relates to this Agreement (including any dispute as to the meaning, performance, validity, subject matter, breach or termination of this Agreement or

as to any claim in tort, in equity or pursuant to any statute) (Dispute), any court or arbitration proceedings must not be commenced by or against CHC, EHT, their successors or assigns, any guarantor, mortgagee, or other party bound by this Agreement, relating to the Dispute unless the parties to the Dispute (Parties) have complied with this clause, except where a party seeks urgent interlocutory relief.

Notice of dispute

- 24.2 A party claiming that a Dispute has arisen under or in relation to this Agreement must give written notice to the other Parties to the Dispute, specifying the nature of the Dispute.

Mediation

- 24.3 The Parties agree to mediate the Dispute and to take action to have the Dispute mediated within 7 days of the receipt of written notice of the Dispute.
- 24.4 The Parties agree that the President of the Law Society of Tasmania will select the mediator and determine the mediator's remuneration.
- 24.5 The Parties to the mediation will be jointly responsible for the fees of the mediation and each party must bear its own costs.
- 24.6 The Parties may, but are not required to, enter into a written agreement before mediating a Dispute.
- 24.7 The Parties agree to conduct the mediation in accordance with the requirements of the mediator whose decision regarding those requirements is final and binding on the Parties.
- 24.8 A legal representative acting for either of the Parties may participate in the mediation.

25 Damaged Licensed Area

Abatement of payments

The following provisions apply if the Licensed Area is damaged:

- 25.1 EHT is not liable to pay that portion of the Annual Fee that is attributable to any period during which the Licensed Area cannot be used under this Agreement or is inaccessible due to that damage.
- 25.2 However clause 25.1 does not apply and CHC may recover damages from EHT if EHT:
- (a) is responsible for the damage;
 - (b) contributed substantially to the damage other than in a nominal way;
 - (c) by an act or omission brought about a termination of CHC's insurance policy relating to the damage.

Termination of Agreement

- 25.3 If CHC fails to repair the damage for which it is responsible within a reasonable time after EHT requests CHC in writing to do so, EHT may terminate this Agreement by giving not less than 90 days' notice in writing of termination to CHC.

26 Termination of Agreement for default

Default

26.1 Each of the following constitutes a default by EHT under this Agreement:

- (a) the failure to pay to CHC the Annual Fee or comply with any other financial obligation under this Agreement, for a period in excess of 14 days after the due date for payment, whether or not a formal demand for payment has been made;
- (b) the failure to comply with an essential term of this Agreement;
- (c) any serious, persistent and continuing breach by EHT of its covenants and obligations under this Agreement.
- (d) the Electric Vehicle Charging Facilities being unable to be used due to an act or omission of EHT for more than three months in a twelve month period; or
- (e) the Electric Vehicle Charging Facilities, as assessed by a competent authority, being in an unsafe or dangerous condition and unprotected for more than 24 hours; or
- (f) in the event of bankruptcy or insolvency of EHT.

Termination after default

26.2 CHC may terminate this Agreement, after a default by EHT in accordance with clause 26.1 and continuance of the default, after CHC must have served a legally effective notice of breach of covenant (if required) by:

- (a) serving on EHT written notice terminating this Agreement;
- (b) instituting proceedings for possession against EHT;
- (c) taking the actions in (a) or in (a) and (b).

27 CHC's entitlement to damages

Damages for breach or for repudiation

27.1 If EHT's conduct (whether by an acts or omission) constitutes:

- (a) a repudiation of this Agreement (or of EHT's obligations under this Agreement);
- (b) a breach of any covenant;
- (c) a breach of an essential term of this Agreement;

EHT agrees to compensate CHC for the loss or damage suffered by CHC as a consequence of the repudiation or breach, whether or not this agreement is terminated for the repudiation, breach or on any other ground.

27.2 CHC's entitlement to damages is in addition to any other remedy or entitlement, including termination of this Agreement.

27.3 CHC is entitled to seek to recover damages against EHT in respect of the repudiation or breach of covenant or essential term for the loss suffered by CHC during the Term, including the periods before and after termination of this Agreement.

27.4 CHC's entitlement to recover damages is not affected or limited by any of the following:

- (a) if EHT abandons or vacates the Licensed Area;
- (b) if CHC elects to re-enter or to terminate this Agreement;
- (c) if CHC accepts EHT's repudiation;
- (d) if the parties' conduct constitutes a surrender by operation of law.

Instituting proceedings

- 27.5 CHC is entitled to institute legal proceedings claiming damages against EHT in respect of the entire Term, including the periods before and after EHT vacates the Licensed Area, and before and after the abandonment, termination, repudiation, acceptance of repudiation or surrender by operation of law referred to in clause 27.4 whether the proceedings are instituted before or after such conduct.

Additional entitlements of CHC

- 27.6 CHC's entitlement to damages is in addition to:
- (a) the entitlement to recover the Annual Fee, and operating expenses until the date of expiry or termination of this Agreement;
 - (b) interest on late payments in accordance with this Agreement;
 - (c) costs of any breach or default, including the costs of termination.

28 Removal of EHT's property

EHT obligation to remove property

- 28.1 EHT must remove all its property, including all components of the Electric Vehicle Charging Facilities, from the Licensed Area, before the expiry or termination of this agreement or, if it is terminated by CHC, within 14 days after this Agreement is terminated, unless otherwise agreed by the parties.
- 28.2 After CHC terminates this agreement, EHT and its employees and agents may have access to the Licensed Area, whilst CHC has possession and control over the Licensed Area, for the next 14 days (excluding Sundays and public holidays), between 8am and 5pm, for the purposes of removing EHT's property and cleaning, repairing or restoring the Licensed Area.
- 28.3 EHT must not cause any damage to the Licensed Area whilst removing its property, must leave the Licensed Area clean and tidy after the removal and must be liable for the cost of repair of the damage caused by or during the removal.
- 28.4 If CHC terminates this agreement, EHT will make the Licensed Area safe.
- 28.5 If this does not occur within 14 days, CHC may remove the Electric Vehicle Charging Facilities and make the Licensed Area safe, return the Electric Vehicle Charging Facilities to EHT and recover the cost of any activities under this clause from EHT.

EHT's failure to remove property

- 28.6 If EHT fails to remove any of its property from the Licensed Area, CHC may:
- (a) have that property removed from the Licensed Area and stored, using reasonable care in removing and storing the property, but being exempted from any liability to EHT for loss or damage to any of its property through the negligence of CHC, its employees or agents;
 - (b) sell or otherwise dispose of all or any of EHT's property, with or without removing them from the Licensed Area, in the name of and as agent for EHT.
- 28.7
- (a) In respect of all or any of EHT's property that EHT has failed to remove from the Licensed Area in accordance with clause 28.1, EHT is deemed to have abandoned that property and CHC at its option acquires ownership of that property through abandonment.

- (b) CHC is not obliged to account to EHT for the value of any property whose ownership vests in CHC by abandonment.

EHT's responsibility for damages and costs

28.8 EHT is responsible for and indemnifies CHC in respect of:

- (a) any loss or damage caused by EHT, its employees or agents during the removal of EHT's property from the Licensed Area;
- (b) the costs of removal, storage and sale of any of EHT's property.

EHT entitlement to terminate

28.9 EHT can terminate this Agreement provided it provides Council with 90 days' notice in writing and EHT removes all its equipment and infrastructure that form the Electric Vehicle Charging Facilities.

29 Legal costs

29.1 Each party will pay its own costs associated with its roles and responsibilities outlined in this Agreement, except where expressly provided otherwise.

MISCELLANEOUS

30 Service of notices

Notice

30.1 Any notice, document or demand (called Notice) under this Agreement must be served in accordance with this clause.

Signature of notice

30.2 The Notice must be in writing, signed by the party giving it, or by the party's duly authorised officer (if a corporation), agent or solicitor.

Service of notice

30.3 A Notice may be served on a party to this Agreement, including its successors, assigns, and guarantors:

- (a) By personal delivery to that party, or if more persons than one are the party to any one of them;
- (b) by delivering the Notice to the party's address in this Agreement and leaving it with an employee of that party;
- (c) by sending it, addressed to the party at that party's address shown in this Agreement, by prepaid security post or certified post;
- (d) sent by email to the intended recipient's email address.

Additional or altered address

- 30.4 Either party may advise the other party of an additional or an altered address for the service of Notices, which is within Tasmania and is not a post office box or poste restante.

Time of service

- 30.5 A Notice is considered to have been served
- (a) at the time of delivery;
 - (b) on the fifth Business Day after the day on which it is posted, the first Business Day being the day of posting.

31 Interpretation

Terms

- 31.1 Words expressed in the singular include the plural and vice versa.
- 31.2 Words expressed in one gender include the other genders, as is appropriate in the context.
- 31.3 The reference to "person" includes a corporation.

Headings

- 31.4 Any headings or subheadings in this Agreement are inserted for guidance only and do not govern the meaning or construction of this Agreement or of any provision contained in this Agreement.

Statutes

- 31.5 References to statutes, regulations, ordinances and by-laws when contained in this Agreement include amendments, re-enactments or consolidations of any of them.

Covenants implied by statute

- 31.6 Covenants and powers implied by statute are excluded from this Agreement, unless any such covenant or power cannot be excluded by force of statute or is expressly incorporated in this Agreement.

CHC's Consent

- 31.7 When any provision contained in this Agreement requires CHC's consent or approval, then unless the provision expressly provides otherwise, CHC's consent
- (a) shall not be unreasonably delayed;
 - (b) is only effective when given in writing and signed by or on behalf of CHC; and
 - (c) will be at the sole discretion of CHC.

Covenant prohibiting conduct

- 31.8 When a covenant contained in this Agreement prohibits a party from doing anything, it also prohibits that party from authorising or allowing it to be done by any other person.

Compliance with notices on Business Day

- 31.9 If under the provisions of this Agreement or under any notice or demand anything is required to be done on a day which is not a Business Day, the day or the last day for compliance is deemed to be the immediately following Business Day.

Joint and several liability

- 31.10 If two or more persons are a party to this Agreement (including whilst the Agreement or the reversion is held by legal personal representatives, successors or assigns) each of the persons is jointly and severally liable to perform covenants and obligations of the party under this Agreement.
- 31.11 When two or more persons are a party to this Agreement, any conduct under or in respect of this Agreement, including the exercise of any entitlement or taking any action under this Agreement or a provision of this Agreement, shall be undertaken by all of the persons jointly, unless this Agreement expressly provides otherwise.

Severance

- 31.12 If any provision in this Agreement is or becomes legally ineffective, under the general law or by force of legislation, the ineffective provision shall be severed from this Agreement which otherwise continues to be valid and operative.

Governing law

- 31.13 This Agreement is governed and construed in accordance with the law of the State of Tasmania.

Agreement comprises entire agreement

- 31.14 It is agreed that this Agreement contains the whole of the agreement between CHC and EHT relating to the Licensed Area and the operation of the Electric Vehicle Charging Facilities.
- 31.15 This Agreement does not include any other, collateral or implied, agreement or terms, which are not expressly included or incorporated in this Agreement, whether arising through representations preceding this Agreement or during negotiations relating to this Agreement.

32 Definitions

- 32.1 Land means the area described in Schedule A.
- 32.2 Licensed Area means the area described in Schedule A.
- 32.3 EV means electric vehicle designed to accept charging.
- 32.4 Electric Vehicle Charging Facilities means the facilities provided by EHT for charging of EVs.
- 32.5 CHC includes its successors and assigns.
- 32.6 EHT includes its successors and assigns.
- 32.7 Term means the duration of this Agreement as set out in clause 5.
- 32.8 Annual Fee means the fee payable by EHT under this Agreement as set out in clause 8.
- 32.9 Schedule A means the schedule to this Agreement.
- 32.10 Business Day means a day which is not a Saturday, Sunday or public holiday in Southern Tasmania.

Executed as an agreement

Executed by Electric Highway Tasmania Pty Ltd)
pursuant to Section 127(1) of the Corporations Act)
by the Directors)

.....
Director

.....
Director/Company Secretary

.....
Name (please print)

.....
Name (please print)

The Common Seal of the Central Highlands)
Council was affixed this day)
of 2025 for and on)
behalf of the Central Highlands Council)

General Manager _____

SCHEDULE A

Land: 20974/1 11570 Lyell Highway, Derwent Bridge, Tasmania 7140

Licensed Area: as shown on site plan page 17 (shown in blue)

Number of parking bays (initial): 1 bay

Period

Commencement Date: 1 July 2025

Expiry Date: 30 June 2030

Acceptance period for renewal of Agreement: on or before 30 April 2030

Annual Fee: EHT to cover all electricity charges for the site including fixed charges and power used by BBQs, toilets and sewage pump. The account will remain in the name of Central Highlands Council and be reimbursed to Council by EHT by the due date for each billing.

Parking controls:

Parking will be controlled
by the signs as shown:



Central Highlands Council	Electric Highway Tasmania
Communication contacts: Contract issues: General Manager 6286 3202 Operational issues: Manager, Works and Services 6286 3202	Customer support: 1300 518 038 Equipment faults, maintenance: Rob Manson, I Want Energy, 0409 255 124 Contractual, routine operational: Clive Attwater, 0439 941 934
Address for service of notices: Central Highlands Council 6 Tarleton Street, Hamilton 7140 TAS council@centralhighland.tas.gov.au	Electric Highway Tasmania P/L Level 1, 142 Elizabeth Street, Hobart 7000 TAS clive.attwater@gmail.com

PROPOSED EV CHARGING STATION

NEW EV CHARGING BAY

NEW STREET LIGHT & CARD READER, EV PARKING SIGN ALSO ATTACHED, REFER NOTE 7

AC CHARGER

NEW SWITCHBOARD AND NEW METERING POINT, REFER NOTE 1

CONCRETE SLAB, REFER NOTE 4

50 KVA DC CHARGER, REFER NOTE 4

BOLLARD POLES 140mm Dia x 2, REFER NOTE 4

EXISTING 16mm² OVERHEAD SERVICE CONDUCTORS TO BE RECOVERED

EXISTING UNDERGROUND POWER TO 880 AREA

EXISTING UNDERGROUND CABLE BETWEEN NEW MSB & DB TO BE REPLACED AND UPGRADED USING EXISTING CONDUIT, REFER NOTE 5.

EXISTING TOILET FACILITIES AND COVERED IN SEATING AREA

EXISTING TOURIST INFORMATION SIGN

EXISTING OVERHEAD HIGH VOLTAGE

ENTRANCE ACCESS ROAD

EXISTING DISABILITY PARKING BAY TO REMAIN

WHEEL STOP

FUTURE EV PARKING BAY

PARKING BAY MARKING DISKS

GRAVEL WALKWAY

LARGE LANDSCAPE ROCKS

EXISTING STEEL PRIVATE POWER POLE AND SMALL MAIN SWITCHBOARD TO BE RETAINED, EXISTING METER TO BE RECOVERED.

DB

FUTURE INVERTER

1200

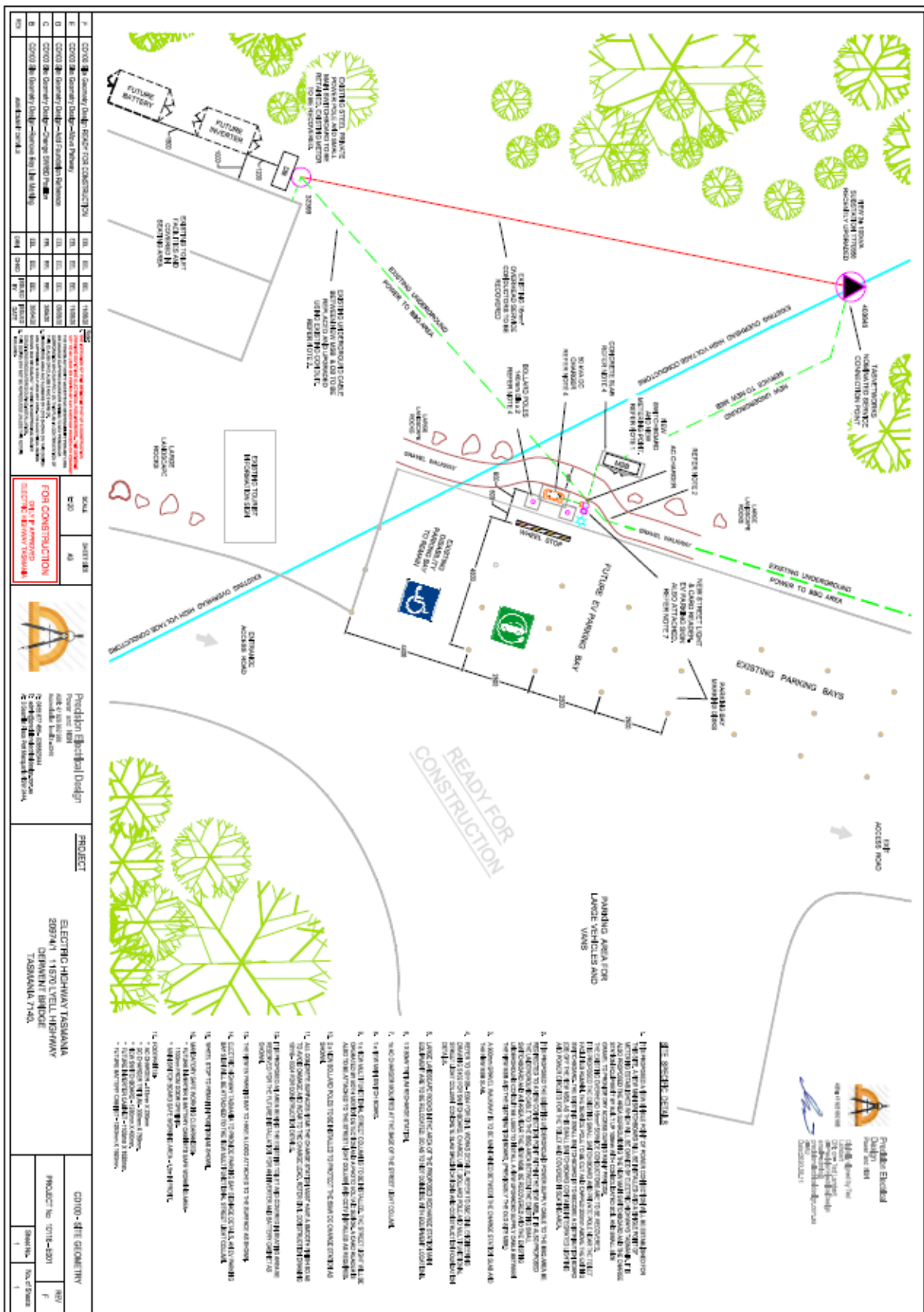
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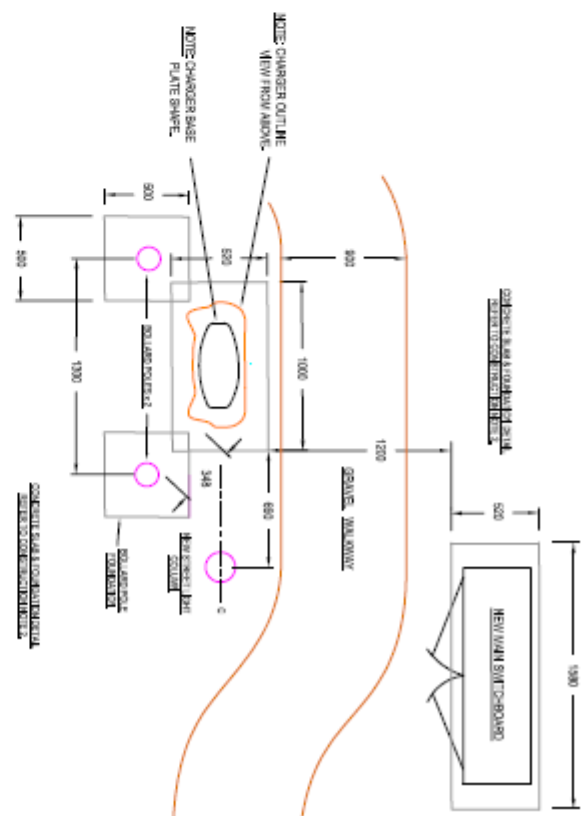
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READY FOR CONSTRUCTION





CHARGE STATION A 874 TCHILDAAD CONCRETE FOUN DATA 5

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CENTRAL HIGHLANDS COUNCIL COMMUNITY GRANTS PROGRAM APPLICATION FORM

Please ensure you have read and understand the Program Guidelines prior to completing this form. Please enclose your group/club's current financial statement.

1. APPLICATION & ORGANISATION DETAILS

Name of Project: Replace carpet in Ouse Country Club

Amount of Grant Requested: \$700--

Estimated Total Project Cost: \$20,460 -

Applicant Organisation: Ouse Country Club

Contact Person's Name: Rebecca Triffett

Contact Details
Address:

Ouse

7140.

Email:

Signature

Name Rebecca Triffett

Position in Organisation Secretary

Date 5-05-2025

What is the overall aim/purpose of the applying organisation?

Ongoing maintenance & improvement of community owned golf club grounds and buildings.

What is the membership of the organisation?

President Christine Ferguson

Secretary Rebecca Triffett

Treasurer Brian Burgess

Public Officer/s Brian Burgess

2. ELIGIBILITY (see Community Grant Program Guidelines)

Is the organisation:

- ☒ Representative of the interests of the Central Highlands Community
- ☒ Incorporated
- ☒ Not for Profit
- ☐ Unincorporated
- ☐ A Hall Committee

OR

- ☐ An individual community member

Have you previously received funding from the Central Highlands Council? (Please attached additional pages if required)

If yes;

Name of Project: RIVER FLOOD REPAIR OF DAMAGE

Date Grant received: 2023

Amount of Grant: RATES RELIEF 25%

3. PROJECT DETAILS

Project Start Date: 15th May 2025

Project Completion Date: 16th May 2025

Project Objectives: Remove 35 year old worn carpet from the golf club building and replace with new hard-wearing carpet to improve the function and appeal of the building.

4. COMMUNITY SUPPORT

What level of community support is there for this project?

Community volunteer assistance for removal and disposal of the ~~at~~ current worn carpet.

Does the project involve the community in the delivery of the project?

- Only to assist with removal and disposal of current worn carpet to reduce labour costs for the project.

How will the project benefit the community or provide a community resource?

New carpet will elevate the golf club building considerably to provide a pleasing and quality facility to be enjoyed by members, non-members and tourists as well as being available for community functions and events.

5. COUNCIL SUPPORT

Are you requesting other Council support? E.g. parks, halls, telephones, fax, photocopying, computers, office accommodation, cleaning facilities, street closure.

If yes, please give details.

No

Are you requesting participation by Councillors or Council Staff?

If yes, please give details.

No

If your application is successful, how do you plan to acknowledge Council's contribution?

Committee will ensure that members of the club and community are advised that Council has assisted to complete the project.

6. FUTURE APPLICATIONS AND THE SUCCESS THIS PROJECT

Do you anticipate the organisation will apply for funding in future years?

No Plans at Present

- Possible in the future for good cause.

How will you monitor/evaluate the success of this project?

we will be seeking club member,
community and visitor comment
on the project once complete to
ensure it has been well received.

7. PROJECT BUDGET

Note: Amount from Council must not exceed half the project cost

Please provide a breakdown of the project expenditure and income:

Expenditure	Amount \$	Income	Amount \$
Capital		Guarantee	
Refurbishment		Government Grants	
Equipment		Trust/Foundations	
Premises		Donations from Business	
Vehicles		Special Funding	
Other:		Gifts in Kind	
Other:		Other:	
Subtotal		Other	
		Subtotal	
Revenue		Anticipated	
Salaries (including super)		Government Grants	
Short-term contract fees		Central Highlands Grant	
Running costs		Trust/Foundations	
Production of information PR materials		Donations from Businesses	
Training staff/volunteers		Special Fundraising	
Travel		Gifts in kind (details)	
Rent		Cash Reserves	
Reference materials		Other:	
Other:			
Subtotal		Subtotal	
TOTAL		TOTAL	