

# MINUTES

## **BRUNY ISLAND ADVISORY COMMITTEE**

**Meeting No. 3**

**Thursday 8 June 2017**

## **ATTENDANCE**

<b>Committee Members:</b>		<b>PRESENT</b>	<b>APOLOGY</b>
Chairperson	Cr Mike Percey		<b>X</b>
Members (Acting Chair)	Mr Trevor Adams	<b>X</b>	
	Mr Alex Matysek		<b>X</b>
	Mr John Kobylec	<b>X</b>	
	Mr Brendon Schmidt	<b>X</b>	
	Mr Bill Hughes		<b>X</b>
	Ms Siobhan Gaskell		<b>X</b>
	Mr Gerald McAfee	<b>X</b>	
	Mr Richard Clarke	<b>X</b>	

<b>Council Officers:</b>	
Mayor	Mr Steve Wass
General Manager	Mr Gary Arnold
Property & Emergency Management Coordinator	Mrs Belinda Loxley

<b>Non-Members:</b>	

## **APOLOGIES**

Cr Mike Percey  
Ms Siobhan Gaskell  
Mr Alex Matysek  
Mr Bill Hughes  
Ms Michelle Allen

## **LEAVE OF ABSENCE**

Nil

## **DECLARATIONS OF INTEREST**

Nil

## **CONFIRMATION OF PREVIOUS MINUTES**

Moved Trevor Adams  
Seconded John Kobylec

## **PRESENTATIONS & GUEST SPEAKERS:**

- Bruny Island District School gave a presentation on the bus shelter and the football clinic held at the school.

## **CORRESPONDENCE**

The Mayor sent a reply email to Senator Lambie regarding the new Rural Primary Health Services Program and has included the information he received from Fran Davis.

## **QUESTIONS ON NOTICE FROM COMMITTEE**

There were no questions on notice from the Committee.

## **QUESTIONS ON NOTICE FROM THE PUBLIC**

There were no questions on notice from the public.

## **QUESTIONS ON NOTICE FROM COMMITTEE MEMBERS**

At the meeting held on 30 March 2017, the following questions without notice to the Chairman were asked, with a response that the questions would be taken on notice:

Question: Trevor Adams asked the following questions:

What is Council's Policy relating to the removal of Ragwort on private properties. Letters are sent out to property owners regarding the removal of this and some property owners do nothing and it spreads.

The committee requested that Council have the ability to enter a property and remove the Ragwort after so many days after receiving the notification and then the owner be invoiced for the work Council completes.

Answer: Council's Ragwort program provides the community with information about identifying ragwort and effective ways to control the weed. Council offers a free ragwort disposal service to landholders through the provision of the skip bin and bags at Alonnah. Council maps ragwort and issues weed notifications to landowners with significant ragwort infestations. Weed notifications are an educational tool developed by Council that outline the legal obligation a landowner has to control ragwort as per the statutory management plan for the weed.

Ragwort is a Zone B declared weed in Kingborough which means that containment, not eradication of the weed is the principal management objective. Council is able to issue Requirement Notices under the *Tasmanian Weed Management Act (1999)* to landowners requiring them to control ragwort plants. This may occur in situations where they have failed to comply with a weed notification. A Requirement Notice on Bruny Island can require a landowner to control ragwort plants within 50 metres of property boundaries to prevent spread to neighbouring properties. Requirement Notices can be issued where the adjacent property is free of ragwort, or the adjacent landowner is implementing a local/property management plan to control the weed. Failure to comply with a Requirement Notice can result in an infringement or Council's Authorised weed officers can organise for works to be done in default. Works in default are a last resort as it is resource intensive for Council and is unlikely to translate into the long term control which is required to eradicate the weed. Council is managing weeds across a large area and must prioritise efforts based on the threat the weed poses and the likelihood of an effective outcome. It is important to consider the context Council is operating within, including that there are 28 Zone A declared weeds and 19 Zone B declared weeds, including ragwort in Kingborough..

Question: Alex Matysek asked the following question:

Will the Strategic Plan for Bruny Island be staged?. The first stage being the consultation and the second stage the strategic outputs and actions to follow.

Answer: That the involvement of BIAC members in any governance and oversight arrangements for the Bruny Island Community Planning project be deferred until a report is received in relation to this matter

Question: Can a footbridge be added to the shorter side of the bridge. This is dangerous part of road.

Answer: BIAC be advised that Council does not consider the traffic or pedestrian volumes through Alonnah to be sufficiently high to justify the cost of constructing a footpath and bridge along this section of State highway.

### **QUESTIONS ON NOTICE FROM THE PUBLIC**

At the meeting held on 30 March 2017, the following questions without notice to the Chairman were asked, with a response that the questions would be taken on notice:

**Mark Brinkman** asked the following questions:

1. Does Council plan on sealing Harvey Road? Concern was expressed at the amount of dust on Harvey and Ritchie Roads. The Chair was provided with a water sample taken from a household tank on Harvey Road.

The committee discussed the amount of dust on numerous roads that link onto Harvey Road, the high levels of traffic and how people have to keep their windows closed.

**Response:** The sealing of Harvey Road has been listed for inclusion in Council's five-year Capital Works program and will be included in the dust suppressant trial

2. Who is responsible for Fire Abatement Notices. People are contacting Council and being advised this is not Council's responsibility and they need to contact Tasmanian Fire Service (TFS).

**Response:** Council's Fire Abatement Policy is being considered for review. Belinda advised that Council is working with TFS on this issue.

### **NOTICES OF MOTION**

MOVED: BRENDAN SCHMIDT  
SECONDED: GERALD MCAFFE

That BIAC seek DAP support for a Bruny Island Strategic Plan to develop an overall plan in which tourism can develop on a long term sustainable path. The sustainable path is dependent on maintaining the cultural, environmental and social values embedded in the Bruny Island community.

CARRIED

MOVED: BRENDAN SCHMIDT  
SECONDED: GERALD MCAFFE

THAT BIAC seek DAP support for a request to government departments to assist in the development of such a Strategic Plan as a matter of priority

CARRIED

MOVED: BRENDAN SCHMIDT  
SECONDED: GERALD MCAFFE

THAT BIAC request the Premier to continue his support for a Bruny Island Strategic Plan and request all government departments to assist in the development of such a plan as a matter of priority

CARRIED

### **NEXT MEETING**

The next meeting will be held at Bruny Island Community Health Centre on Thursday 10 August at 10am.

### **CLOSURE**

There being no further business the meeting closed at 11:15am

**PLANNING, STRATEGIES AND FUTURE DEVELOPMENT**

No.	Date	Item	Description	Comments / Update	Responsible Officer
1	June 2016	New Kingborough Planning Scheme	<p>The Planning Commission are currently conducting hearings into the State Planning Provisions. Council will be reviewing its zoning maps when we know what the new Zone provisions will be (as defined in the State Provisions).</p>	<p>The Minister has released the final State Planning Provisions. Guidelines will be produced to assist councils prepare the Local Provisions Schedule which will include the zoning maps. The preparation of the new zoning maps will be done during 2017.</p> <p>The Local Provisions Schedule guidelines have been released and Council is now beginning to prepare the new zoning maps and other components (eg Code overlays, qualifications and reviewing Specific Area Plans). This work is expected to be completed by early 2018. For Bruny, it is expected to be a conversion of existing zones in accordance with the new requirements with minimal additional development opportunities.</p>	Tony Ferrier
2	June 2016	Strategic Community Planning for Bruny Island	<p>In relation to the Committee's recommendation to Council at the August 2016 meeting Council resolved the following at its meeting of 12 September 2016:</p> <p><i>That Council support in principle the proposal from the Bruny Island Advisory Committee for the development of a Strategic Plan for the island, subject to further consideration by the committee on how this can be practically achieved in a manner that builds on recent planning activities:</i></p> <p>The Committee would like the project timed so the consultation happens in spring/summer and that the consultant take into account the Friends of North Bruny Plan (30/3/17)</p>	<p>This was workshopped with BIAC in February and consultancy brief was subsequently prepared for BIAC's endorsement.</p> <p>A meeting was held with the Premier's tourism advisor on 23 May 2017 in order to gauge how the Premier's previous indication of support could be made good. Council was advised that such a Community Plan will affect the functions of a number of government portfolios and that the other Ministers/departments will need to be consulted. Further government support would not be available until after this consultation had occurred.</p> <p>This may take some time and maybe BIAC could consider another community survey to update and expand upon the previous ones that were conducted in 2006 and 2013. It is important to build on previous work (eg the Bruny Island Tourism Strategy) as part of any future public consultation.</p>	Tony Ferrier

				<p>A meeting was held with the Premier's tourism advisor on 23 May 2017 in order to gauge how the Premier's previous indication of support could be made good. Council was advised that such a Community Plan will affect the functions of a number of government portfolios and that the other Ministers/Departments will need to be consulted. Further government support would not be available until after this consultation had occurred.</p> <p>After extensive discussion at the BIAC meeting three motions were passed.</p> <p>Motion 1 was "That BIAC seek DAP support for a Bruny Island Strategic Plan to develop an overall plan in which tourism can develop on a long term sustainable path. The sustainable path is dependent on maintaining the cultural, environmental and social values embedded in the Bruny Island community."</p> <p>Motion 2 was "That BIAC seek DAP support for a request to government departments to assist in the development of such a Strategic Plan as a matter of priority."</p> <p>Motion 3 was "That BIAC request the Premier to continue his support for a Bruny Island Strategic Plan and request all government departments to assist in the development of such a plan as a matter of priority."</p> <p>It was also agreed that this matter should be brought up with Opposition members as well. (8/6/17)</p>	
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3	June 2016	Waste Management Strategy	<p>MRA Consultants have been employed to assist Council with developing a Waste Management Strategy. A preliminary workshop will be held with Council on 17 October 2016 in regards to this matter.</p> <p>John Kobylec advised BICA will be making a representation (30/3/17)</p>	<p>Information is being gathered at the moment and Council will be workshopping this the focus will be on reducing waste to landfill, kerbside collection and operations of KWS</p> <p>A key findings workshop was presented to Council on 30 January 2017 and draft strategy is due for completion end of February and will be open for community comment.</p> <p>The draft strategy will be workshopped with Council on the 15 May 2017 with a view to consult more widely after this.</p>	David Reeve
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**PUBLIC INFRASTRUCTURE**

<b>No.</b>	<b>Date</b>	<b>Item</b>	<b>Description</b>	<b>Comments / Update</b>	<b>Responsible Officer</b>
4	June 2016	Public toilets at Alonnah	On 2 September 2016 Council's Engineering Manager emailed the Committee with the preferred location for the new toilet block that has been chosen. Council is now working through the relevant processes and hope to have the toilets completed early in 2017.	<p>The contract has been awarded and work will start on the new toilet block shortly.</p> <p>Construction will be starting in March.(9/2/17).</p> <p>Construction has not yet commenced (30/3/17)</p> <p>Building application and special plumbing application are currently sitting with Council to approve. Approval is imminent.</p> <p>Power supply extension to site is scheduled for 23rd May</p> <p>Commencement of the toilet block construction is also planned for thereabouts.</p>	Craig Reid
5	June 2016	Alonnah pontoon	<p>At the time of preparation of the Minutes no update had been provided</p> <p>A fence has been put across the end of the pontoon and kids are jumping from it and posts have been installed which makes it very difficult to get vehicles onto the pontoon. This could be a hazard if the ambulance needs to get onto the pontoon to get to the Police boat. (30/3/17).</p> <p>The committee requested no further work be done on the pontoon and that vehicle access be allowed as this was necessary to accommodate emergency vehicles that needed to meet the police boat to transfer patients (30/3/17).</p>	<p>A number of small repairs works have been organised.</p> <p>The recent remedial works carried out have been done in accordance with Engineering Advice received, refer attached Engineering Inspection Report.</p> <p>Included in the report was to the recommendation to prevent public vehicle access to the pontoon, helping preserve the asset service life. Two bollards have been erected specifically to restrict vehicles from accessing the pontoon, allowing only access to boat owner's moorings and for emergency vehicle (Ambulance).</p> <p>Heritage Tasmania are in control of the Pontoon and have approved all necessary maintenance works recommended by the Engineer.</p> <p>The Boat Club are overseeing the use of the pontoon as per their lease agreement.</p>	Andrew Coombe

6	June 2016	Adventure Bay foreshore path	<p>A crown lease over the area the path will traverse is currently being organised. On-ground works are scheduled to occur shortly after this.</p> <p>It was noted that two benches have been installed, more plantings are to be done and 4WDs are driving over the track. Can something be done to deter the track being used by vehicles (30/3/17)</p>	<p>Work has now started (9/2/17)</p> <p>The budget is \$90k</p> <p>Further planting and fencing works to be undertaken shortly.</p> <p>It was noted that 4WD and other vehicles are driving up along the path, particularly to stop adjacent to benches and picnic tables. There was a request that the fencing that is located at Quiet Corner be extended for the full length of the path on the roadside (8/6/17).</p>	David Reeve
7	June 2016	Pedestrian Bridge Bruny Main Road	<p>There has been no correspondence regarding the outcome of the grant application to the Vulnerable Road User Program.</p> <p>The pedestrian bridge at Main Road, Alonnah. The estimations that were put forward for the Vulnerable Road Grant estimated that a 60m wide crossing is required at a cost of \$360,000. There are concerns that this estimation is wrong. The bridge could be constructed on the water side with a crossing of about 15m, therefore could the figures be reconsidered.</p>	<p>This is a footpath linkage on a DSG road and would be expensive to construct and with competing priorities for the limited capital funding available would have a lower priority than other projects.</p> <p>The application will not be considered unless the proposal also includes a connecting footpath. If the proposal was to include a connecting footpath how far would it need to extend along the State highway, where would it terminate? Under Section 11 of the Roads &amp; Jetties Act 1935 Council would become responsible to maintain the entire road verge, including drainage and shoulders of the State highway if a footpath was constructed. I don't believe traffic or pedestrian volumes are so high to justify the cost of constructing a footpath and bridge along this section of State highway. I've asked DSG to provide me with their most recent traffic data. (30/3/17)</p> <p>Council does not consider the traffic or pedestrian volumes through Alonnah to be sufficiently high to justify the cost of constructing a footpath and bridge along this section of State highway. (8/6/17)</p>	David Reeve/Renai Clarke

8	June 2016	Adventure Bay Road – Bligh Creek to East Cove	<p>Providing a footpath in this area would be cost prohibitive at this stage, but this will continue to be monitored in terms of numbers and types of vehicle traffic versus number of pedestrians</p> <p>Is there an earlier log or will this be the benchmark.(30/3/2017)</p>	<p>It was noted there are traffic counters installed on the blind corner monitoring the usage</p> <p>Council's Engineering Manager is unsure what is being referred to here, we have put a counter in Lockleys Road</p> <p>At the time of the Agenda there was no response</p>	David Reeve
9		Lunawanna Hall Upgrade of toilets and construction of carpark	<p>1) An upgrade of the toilets will be considered in Council's future capital works program.</p> <p>2) When will the construction of the Lunawanna Hall carpark be completed</p>	<p>1) Will be considered in future capital works programs.</p> <p>BIAC was informed that Public Toilet Strategy being developed and will be available for public consultation soon (9/2/17).</p> <p>2) Council's Engineering Department will look into this further as it is not listed on the capital works budget list.</p> <p>Michelle advised Bill to email her with his requests for the hall (30/3/17).</p> <p>At the time of the Agenda there was no response</p>	David Reeve
10	June 2016	Nebraska Road	Council has repaired their section of the damage to Nebraska Road can Council find out when State Growth will be completing their section	<p>The design will be completed this financial year with construction flagged for next financial year. Currently providing information as part of a DA process.</p> <p>At the time of the Agenda there was no response</p>	David Reeve
11	March 2016	Sealing of Harvey Road		The sealing of Harvey Road has been listed for inclusion in Council's five-year Capital Works program and is included in the dust suppressant trial. (8/6/17)	David Reeve
12	June 2017	Dust Suppressant on Harvey Road	The committee questioned the effectiveness of the dust suppressant as it was applied to Harvey Road in such wet conditions. They also queried whether the effectiveness of the work was being monitored at all as they had noticed no improvement		Peter Caccioppola

## ENVIRONMENTAL MANAGEMENT

No.	Date	Item	Description	Comments / Update	Responsible Officer
13	June 2016	Ragwort program	<p>It is yet to be determined if the Ragwort Program will continue into the future.</p> <p>What is Council's Policy relating to the removal of Ragwort on private properties? Letters are sent out to property owners regarding the removal of this and some property owners do nothing and it spreads (30/3/17)</p> <p>The committee requested that Council have the ability to enter a property and remove the Ragwort after so many days after receiving the notification and then the owner be invoiced for the work Council completes (30/3/17)</p>	<p>Council's Ragwort program provides the community with information about identifying ragwort and effective ways to control the weed. Council offers a free ragwort disposal service to landholders through the provision of the skip bin and bags at Alonnah. Council maps ragwort and issues weed notifications to landowners with significant ragwort infestations. Weed notifications are an educational tool developed by Council that outline the legal obligation a landowner has to control ragwort as per the statutory management plan for the weed.</p> <p>Ragwort is a Zone B declared weed in Kingborough which means that containment, not eradication of the weed is the principal management objective. Council is able to issue Requirement Notices under the <i>Tasmanian Weed Management Act (1999)</i> to landowners requiring them to control ragwort plants. This may occur in situations where they have failed to comply with a weed notification. A Requirement Notice on Bruny Island can require a landowner to control ragwort plants within 50 metres of property boundaries to prevent spread to neighbouring properties. Requirement Notices can be issued where the adjacent property is free of ragwort, or the adjacent landowner is implementing a local/property management plan to control the weed. Failure to comply with a Requirement Notice can result in an infringement or Council's Authorised weed officers can organise for works to be done in default. Works in default are a last resort as it is resource intensive for Council and is unlikely to translate into the long term control which is required to eradicate the weed. Council is managing weeds across a large area and must prioritise efforts based on the threat the weed poses and the likelihood of an effective outcome. It is important to consider the context Council is operating within, including that there are 28 Zone A declared weeds and 19 Zone B declared weeds, including ragwort in Kingborough..</p>	Liz Quinn

14	June 2016	Weed control (Management Strategy)	The draft Weed Control Management Strategy will go before Council in the next month. Priority actions from the strategy are being progressed.	Nothing new to report	Liz Quinn
15	June 2016	Cat control	<p>Kingborough Council in conjunction with the Bruny Island community and a range of partner organisations is implementing a cat management program for Bruny Island. The program aims to minimise the adverse impacts of domestic, stray and feral cats</p> <p>Key components of the program include:</p> <ul style="list-style-type: none"> <li>• Community engagement and education.</li> <li>• By-laws to foster responsible pet cat ownership.</li> <li>• Research to build knowledge of stray and feral cat ecology and impacts</li> <li>• Management of stray and feral cats in identified priority locations.</li> </ul> <p>Re By-laws:</p> <p>The By-laws will bring the requirements for cat ownership in line with those for dog ownership</p> <p>By-laws will be phased-in to provide cat owners time to comply and subsidised de-sexing, micro-chipping and rehoming will be offered</p>	<p>Wildlife monitoring undertaken by students &amp; PWS on the BI District School property (Nov/Dec 2016); follow-up classroom sessions with Nick Mooney Wildlife Biologist (Feb 2017). A forum will be held in April with PWS (Interpretation Section) &amp; community groups to explore the possibility of Bruny School becoming a 'Wild School'.</p> <p>The first stage of the community wildlife monitoring project is near completion with over 5000 images from 20 properties across Bruny. A field day on 23rd April on Bruny will share findings and plan future work. This project is a partnership with Tasmanian Land Conservancy and BIEN.</p> <p>Bruny Island cat owner survey is being distributed (Survey Monkey / email / hard copy) as part of developing By-laws for cat. It has been promoted by word of mouth, meetings with community groups, notices in Bruny News, Council Facebook &amp; website, and distributed to 28 cat owners.</p> <p>A mail-out to Bruny rate payers in April is hoping to reach more cat owners. Any ideas on how best to reach and engage cat owners are welcome.</p> <p>Cats have been micro-chipped and de-sexed and where appropriate, rehomed (by Hobart Cat Centre) as a part of the community consultation.</p> <p>A site has been selected, preliminary assessments undertaken and a Development Application will be lodged in April for the cat holding facility at Alonnah depot.</p> <p>Monitoring of priority at-risk seabirds and shorebirds started Dec 2016 (at and adjacent to the Neck).</p> <p>Field Officer (Brett Woodruff) commenced work in March and is working with UTAS (School of Biological Sciences) to undertake monitoring of feral cats, at risk species and other predators to develop baseline data and inform future control work (focussing at and adjacent to the Neck and North Bruny).</p> <p>Noted (30/3/17)</p> <p>The first stage of the community wildlife (&amp; feral cats) monitoring project (partnership with TLC &amp; BIEN) is complete with engagement of 33 Landowners across 25 properties. The field day on 6th May was attended by 25 landowners. Support for landowners will continue via partner groups</p>	Kaylene Allan

				<p>and ongoing camera monitoring co-ordinated by BIEN.</p> <p>Partnerships, ethics, permits and operating procedures complete / underway to commence stage 2 of baseline monitoring and feral cat control for federally funded cat management project.</p> <p>Development Application lodged for the cat assessment and holding facility at Alonnah depot.</p> <p>By-law development – preliminary community consultations complete (2016/17); first draft prepared; Council allocated time to address legal issues &amp; develop enforcement framework.</p> <p>Successful cat containment stories (incl from Bruny) recorded for promotion/education and use via social media (May 2017).</p> <p>Regular feature article in Bruny News continues, with current focus on domestic cat containment.</p>	
16		Fire Abatement Notices		<p>Council's Fire Abatement Policy is being considered for review. Council is working with Tasmanian Fire Service on this issue.</p>	

## COMMUNITY SERVICES

No.	Date	Item	Description	Comments / Update	Responsible Officer
17	June 2016	Bruny Island Community Aged Living	<p>No more recent information available other than I know they have had some discussions with some UTAS researchers into a possible survey.</p> <p>John advised of the name change and that this Group are now a subcommittee of BICA and have enough funds to engage a consultant (30/3/17)</p>	The Bruny community group that is investigating this need is to broaden their scope and to look at other options rather than limiting itself to the Abbeyfield model. Council has had no further update from this Group for a number of months.	Tony Ferrier
18	May 2017	Simpsons Bay bus shelter	Council installed a bus shelter at Simpsons Bay.	<p>Council recently installed a bus shelter at Simpsons Bay and the young people who were instrumental in the decision to bring it over have been working with stencil artist, Rory Dick, to design a mural for it.</p> <p>Last Friday 4 Bruny youngsters who are Woodbridge School students worked with Rory at yspace designing and cutting stencils.</p> <p>This group will join another small group of youngsters from Bruny school in actually painting the mural at the site. This should happen within the next few weeks.</p>	Carol Swards

## STATE GOVERNMENT AGENCIES

## STATE GROWTH

No.	Date	Item	Description	Comments / Update	Responsible Officer
19	June 2016	Management of State Forests	<p>Invitations have been sent to the Premier and Mr Guy Barnett MP to attend a meeting regarding this matter</p> <p>Alex requested clarification in relation to the timeframes around the flowering cycle (30/3/17)</p>	<p>Minister Barnett will be attending the meeting to discuss this.</p> <p>See notes (9/2/17)</p> <p>Awaiting a response from Minister Barnett's office</p>	Sarah Boyle
20	June 2016	Bruny Island Ferry issues           Ferry Spaces	<p>There are multiple issues regarding the ferry such as:</p> <ol style="list-style-type: none"> <li>1) Line spaces</li> <li>2) Meeting of Ferry contract</li> </ol> <p>Letter sent to DSG regarding line spaces but no response has been received. Gary Phillips has will remind the crew that there needs to be room for doors to be open (30/3/17)</p> <p>It was noted that there was a lot of people at the meeting regarding the Ferry contract and there will be 2 ferries and they will be 2 different sizes (30/3/17)</p> <p>Ferry spaces between cars should be 3 lanes and the ferry contractor has gone back to 4 lanes</p>	<p>Expressions of Interest for the provision of the Bruny Island Ferry Service were opened on 19<sup>th</sup> November. Advertised nationally, and available on the government electronic tender website.</p> <p>This Expressions of Interest phase is the first stage of a two stage tendering process.</p> <p>The expressions of Interest will close on 25<sup>th</sup> January 2017. The successful tenderer identified through the second stage tendering, will enter final contract negotiations mid-2017, with contract award during the latter half of the 2017.</p> <p>The contract period is 10 +5 + 5 years. An agreed ferry replacement strategy to be implemented throughout the contract period will form part of the new ferry contract business model.</p> <p>Letters sent to all ratepayers advising of the process. A meeting with Bruny Island Residents and community stakeholders will be held in March 2017, to identify community priorities for the new contract.</p> <p>Further clarification has been requested. This question was going to be raised at the upcoming public forum (9/2/17)</p> <p>Bruny Island Ferry Service Contract, 2018 – Evaluation of</p>	Sarah Boyle



				<p>the shortlisting of the Expressions of Interest submissions continues. All EOI proposals are subject to the same rigorous evaluation process overseen by an independent probity author. DSG is confident that the EOI evaluation process will ensure the best proposals will be shortlisted for progression to the Request for Tender phase.</p> <p>Mirambeena – car lanes – can you please confirm with BIAC members when, and for which decks, and which sections of the decks have been changed from 3 to 4 lanes.</p>	
21	June 2016	Coolangatta Road		<p><i>Coolangatta Road</i> Parks and Wildlife Service have ownership and management responsibilities for Coolangatta Road.</p> <p>No further update on this situation.</p>	Sarah Boyle
22	June 2016	Roadside Slashing – State Roads	<ol style="list-style-type: none"> <li>1. Why are the roads being sprayed after they have been slashed. This is a waste of money (30/3/17)</li> <li>2. Council will be commencing a second round of slashing shortly (30/3/17)</li> </ol>	<p>Is the State and Council using the same contractor. Appear to be different levels of quality. Adventure Bay Road was very good (9/2/17)</p> <ol style="list-style-type: none"> <li>1. Weather conditions last year delayed the start of the roadside spraying thus the grass in the spray zone became too long. The decision was made to have it slashed first, then sprayed.</li> <li>2. There will not be a second roadside slashing this year on Bruny Island. The next roadside slashing on Bruny Island will be at the end of this year/early next year (pending favourable weather conditions)</li> </ol> <p>Again the Committee queried the effectiveness of the slashing / spraying programme last year suggesting that long grass was sprayed and then slashed which simply allowed for the grass to then grow again and negating the effect of the previous slashing and spraying. Would like to know whether the effectiveness of the regime was being monitored / reviewed at all (8/6/17).</p>	Sarah Boyle/Peter C

23	June 2016	Swapping of Roads	Can an update be provided regarding the swapping of various roads between Council and State Growth	<p>High level discussions continue in relation to the long term ownership and maintenance responsibilities. Road ownership anomalies have been noted around the western end of Coolangatta Road, and these will be addressed as the details are fleshed out.</p> <p>Waiting on an update from other colleagues</p>	Sarah Boyle
24	June 2016	Sealing of State roads	<p>At the time of preparation of the Minutes no update had been provided</p> <p>The Neck is going to be sealed in the future (30/3/17)</p> <p>Dennes Point will be resheeted as well (30/3/17)</p>	<p>Resealing and Linemarking has been programmed by the Contractor for February, 2017. Further discussions will held with the contractor in relation to the possibility of undertaking this work earlier.</p> <p>The following sections of road will be resealed (and linemarking reinstated)</p> <ul style="list-style-type: none"> <li>• From 90m before Adventure Bay Road up to Harvey Road)</li> <li>• At Murphy's creek bridge and Bird's Creek Bridge. This has been completed remove from Agenda (30/3/17)</li> </ul> <p>Intention to commence construction of this project in July 2017, with Parks and Wildlife approvals received ensuring that key construction elements ( excavation and pile driving) of the project are completed by mid-September. Laying of gravel pavement materials, sealing and other traffic management aspects will be completed during Spring. The new Parks and Wildlife Service carpark will be constructed at the same time, and within the same road construction contract</p>	Sarah Boyle
25	June 2016	Alonnah/ Lunawanna Road	<p>This road is in disrepair and needs some attention.</p> <p>It was noted that this road needs resealing (30/3/17)</p>	<p>Will speak to Sarah Boyle about this issue.</p> <p>Waiting on an update from other colleagues</p>	Sarah Boyle

26		The Neck	<p>The road is being regraded (30/3/17)</p> <p>It was noted that the steps will be 300m from the car park (30/3/17)</p>	<p>Carpark upgrades and road sealing will be completed during the winter of 2017 with the following milestones targeted for delivery. Public information in first week of February 2017</p> <p>All approvals for construction to be completed by April 2017 RFT for construction advertised in May 2017</p> <p>Construction period is July 2017 to August 2017</p> <p>The penguin culvert trial will not proceed prior to the completion of roadworks during 2017. The penguin crossing culverts and associated fencing will be installed as part of the full project.</p> <p>Plans are currently on display at Council (9/2/17)</p> <p>Parks and Wildlife Service will be constructing a new walkway up to the lookout point this winter. On completion of this new walkway, the steps will be closed and dismantled</p>	Sarah Boyle
27		Road Safety Pamphlet		<p>Department of State Growth has funded and will be developing a Bruny Island specific "travel safely on Bruny Island Roads" pamphlet over the coming months. The project is in the initial start-up phase. Further briefing will be provided to BIAC, and through DAP Implementation Committee as the project proceeds.</p> <p>No further information provided (30/3/17)</p> <p>DSG seeking to find the most feasible distribution method of the Safe driving pamphlets. Once distribution methodology is resolved, then the layout and printing will be undertaken. Funded by DSG.</p>	Sarah Boyle

28		Road Safety Audit		<p>Department of State Growth in conjunction with Kingborough Council has been proceeding with the ongoing implementation of the recommendation from the road safety audit with the completion of the installation of the Curve Advisory Markers (CAM) along the road towards Dennes Point, and between Alonnah and Lunawanna.</p> <p>Lighthouse Road – Kingborough Council has a program of works, and will provide status update.</p> <p>Department of State Growth in conjunction with Kingborough Council has been proceeding with the ongoing implementation of the recommendation from the road safety audit with the completion of the installation of the Curve Advisory Markers (CAM) along the road towards Dennes Point, and between Alonnah and Lunawanna</p>	Sarah Boyle
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## TOURISM & ECONOMIC DEVELOPMENT

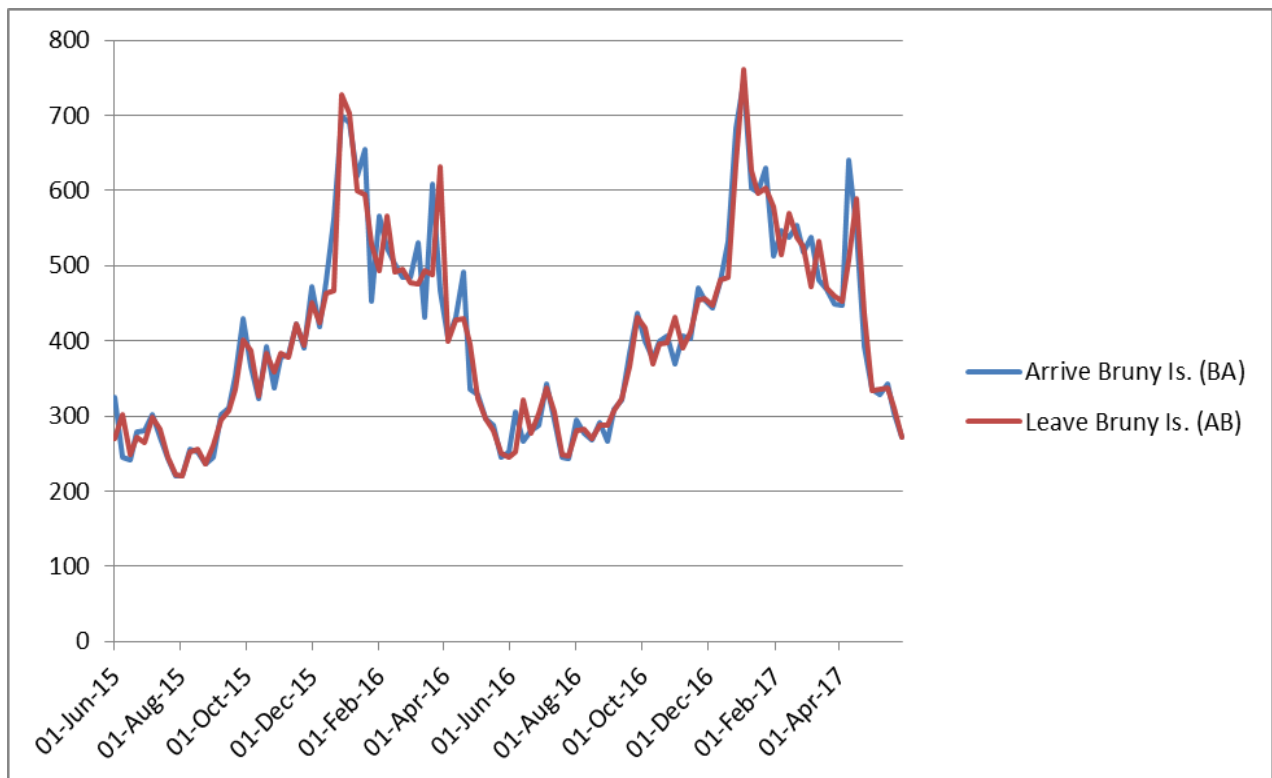
No.	Date	Item	Description	Comments / Update	Responsible Officer
29	June 2016	Proliferation of signs at the Adventure Bay turn-off	At the time of preparation of the Minutes no update had been provided	<p><i>Signage Audit</i> The Department of State Growth has completed the audit report of all signs along Bruny Island Roads. Many recommendations have been identified in the report in relation to improving the road side signage situation. The report has been forwarded to Kingborough Council for review, and both jurisdictions will be meeting to discuss implementation. The Destination Action Plan Implementation Committee will be involved in the endorsement and implementation processes.</p> <p><i>Adventure Bay Turnoff – Signs</i> The roadside signage audit identified 26 signs at the Adventure Bay Turn off comprising</p> <ul style="list-style-type: none"> <li>• 4 approved direction signs</li> <li>• 2 approved tourism information signs</li> <li>• 3 illegal tourism signs</li> <li>• 1 approved community facility sign</li> <li>• 12 unauthorised private advertising signs</li> <li>• 4 blade signs - status of approval uncertain.</li> </ul> <p>Recommendations from the Bruny Island Destination Action Plan include the development of island specific branding, signage policy and strategy, including the development of eligibility criteria for tourism businesses seeking tourism signs. Given the complex array of signs at Adventure Bay turn off, an agreed strategy on the way to move forward on removal, reorganisation and replacement of signs at this junction will be required. This work will proceed once the island specific branding, signage policy and strategy has been developed and endorsed for implementation through the DAP Implementation Committee.</p> <p>DSG has completed a revised direction and tourism information sign layout for the junction. The draft layout was presented to the Bruny Island Destination Action Plan</p>	Sarah Boyle

				Implementation Committee for review and discussion in February. Relevant feedback has been incorporated, and the design is now ready for moving through to the implementation phase. The development of an agreed staged process for making contact with the owners of the existing tourist information signs, removal of existing tourism information signs, and replacement with the new configuration of signs, is underway between Kingborough Council and Department to State Growth.	
30	June 2016	Recreational Vehicles on Island	A report on an RV strategy for Kingborough will be considered by Council at an upcoming meeting in October or November.	Council didn't adopt the strategy and has decided to have some further workshop discussions at a future time. This workshop was held on 25 May 2017 and a report will be presented to an upcoming Council meeting.	Tony Ferrier
31	June 2016	Tourism traffic	A copy of the updated numbers will be provided at the meeting	Copy of the traffic counter information is attached.	Patrick McGuire
32	June 2016	Destination Action Plan (DAP) Welcome Signs	No further advice at this stage. What is the status of the Welcome to Alonnah sign	Department of Stage Growth are represented on the Implementation Committee established to oversee the implementation of the Destination Action Plan.  Council's Engineering Department believe that the signage for Bruny should be tied up in the bigger picture of tourist signage for the whole island  Noted (30/3/17)	Sarah Boyle  David Reeve/ Krissy Ancher

## Bruny Traffic Counts

### March - April

Date	Onto Island	Off Island	Total
06-Mar-17	538	473	1011
13-Mar-17	481	532	1013
20-Mar-17	469	471	940
27-Mar-17	449	460	909
03-Apr-17	448	453	901
10-Apr-17	641	507	1148
17-Apr-17	546	589	1135
24-Apr-17	393	437	830
01-May-17	335	333	668
08-May-17	328	336	664
15-May-17	343	338	681
22-May-17	303	310	613
29-May-17	271	272	543

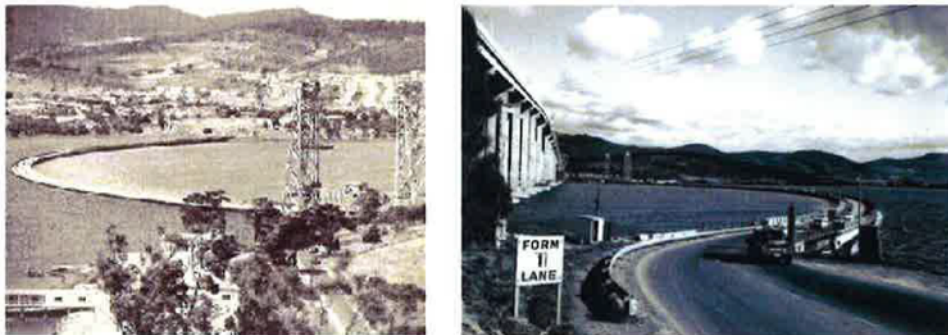


## 8. Alonnah Pontoon

### 8.1 Structure Description

The Alonnah pontoon is located on Bruny Island and we understand is currently leased to the Bruny Island Boat Club, with support from the Kingborough Council. Whilst its current use is as a breakwater / wharf, the structure is in fact is a 150m long x 12m wide segment of the old Hobart Floating Arch Bridge, which operated from 1943 to 1964.

The Floating Arch Bridge is generally considered to be one of the only permanent floating road bridge structures constructed in Australia and is now listed with Heritage Tasmania. The segment of the bridge located at Alonnah was put in place as a breakwater / wharf in 1972. After it was grounded, the southern end of the old bridge segment was linked to the shore by a rock filled causeway, allowing access onto the structure for pedestrians and vehicles. The structure currently has a ten tonne vehicle load limit sign in place.



**Figure 8.1 – Hobart Floating Arch Bridge**

(Source: [http://www.australiaforeveryone.com.au/icons\\_tasmanbr.htm](http://www.australiaforeveryone.com.au/icons_tasmanbr.htm), *Tasmanian Online Archives*)

### 8.2 Previous Inspections

Previous inspections undertaken by AusSpan for the Alonnah pontoon structure detailed the following works to be undertaken / considered:

- Review adequacy of existing ladders locations against AS4997 and potentially install a new ladder on the eastern side of the pontoon
- Missing pile /fender to be replaced on southern end of pontoon

Numerous reports have also been prepared for the Kingborough Council regarding the Alonnah pontoon and considerations for the funding of upgrades and improvements to the structure and its surrounds. Previous reports have made the following comments regarding the structural integrity of the pontoon:

- In 2010 it was reported that the Kingborough Council's asset management schedule indicated an effective life of the pontoon of only 2-4 years
- In 2010 it was reported that the northern end of the pontoon had settled by 14mm over the prior 4 years



- In March 2009, GR Webb Consulting made recommendations regarding the pontoon structure, including applying a load limit for vehicles accessing the structure, filling in between the walls of the structure to create a contained bund, construct a new concrete deck
- In 2003 AusSpan reported that the load performance characteristics of the pontoon appeared acceptable and that the structure had an estimated remaining service life of 10 or more years

## 8.3 Engineering Inspection Details

## Detailed Engineering Inspection: Alonnah Pontoon

Component	Repair within 1 month	Repair within 12 months	repair within 3 to 5 years	Approx. repair cost	Approx. residual life of component	Comment / description / repair details
Approach Embankment	✓			\$25,000	15-20 years	Majority of the embankment on the northern side is eroded – requires new rock armour (45m length). Southern side appeared generally ok. Some concreted rocks have been dislodged on the southern side which requires monitoring.
Deck (underside)				N/A	5-8 years	An inspection of the underside of the deck was only possible in a chamber located at the southern end. The concrete showed numerous areas of rust staining with areas of spalled concrete. Approximately 20mm concrete cover to reinforcement.
Support Sidewalls				N/A	5-8 years	The western face above the waterline had minor rusting and spalling evident. Five areas of extensive concrete spalling were visible on the eastern side of the structure wall. No concrete spalling, and only minimal areas of rust staining was evident on the side walls of the chamber that was inspected.
Surface				N/A	5-8 years	The deck seal coating appeared to be in good condition, however some rust staining was coming through from the deck under. Several areas have lifted and /or been damaged, however generally the seal is in sound condition.
Steelwork at Northern End & bollards		✓		\$6000	3-5 years	The original attachment steelwork to the lifting span is still in place. The steel work is severely corroded with sharp edges. This presents a real danger if accessed by the public. Suggest installing a security fence to restrict access to exposed steel work (either a fence without a gate approximately 3m from northern edge, or a security fence with a gate approximately 20m from northern edge). Currently the rail fence is inadequate to prevent public access to the steel. The steel bollards in place are very corroded and should be removed or replaced.
Kerbs	✓			\$5,000	0 years	Extensive rust staining, spalling and exposed reinforcement was observed on nearly every kerb. It is recommended that these kerbs are removed or at least cleaned up (i.e. remove loose concrete and grind sharp reinforcement edges).
Ladders			✓	N/A	3-5 years	Ladders appeared to be in acceptable condition.

#### 8.4 Discussion

While the Alonnah Pontoon appears to show extensive spalling and degradation in a number of areas, its continued use as a breakwater / wharf is considered viable, based on the observations made during the site inspection. It is suggested that accurate monitoring of the pontoon settlement take place on an annual basis. Monitoring points should be set-up at approximately 20 m intervals along both sides and along the centre of the structure for the full 150m length. If any settlement or sagging of more than 100mm is detected, advice should be immediately sought regarding the structural integrity of the pontoon.

Previous reports have raised concerns about the unknown condition of the underside of the concrete deck, however these issues would likely remain superficial in nature if the vehicle loading could be minimised (potentially by restricting public vehicle access onto the pontoon). It is estimated that the structure could remain in service for at least another 10 to 15 years if vehicle loads could be removed from the structure, however it is noted that the structure has already a 10 tonne load limit. We suggest the installation of a lockable gate to prevent public vehicle access to the pontoon

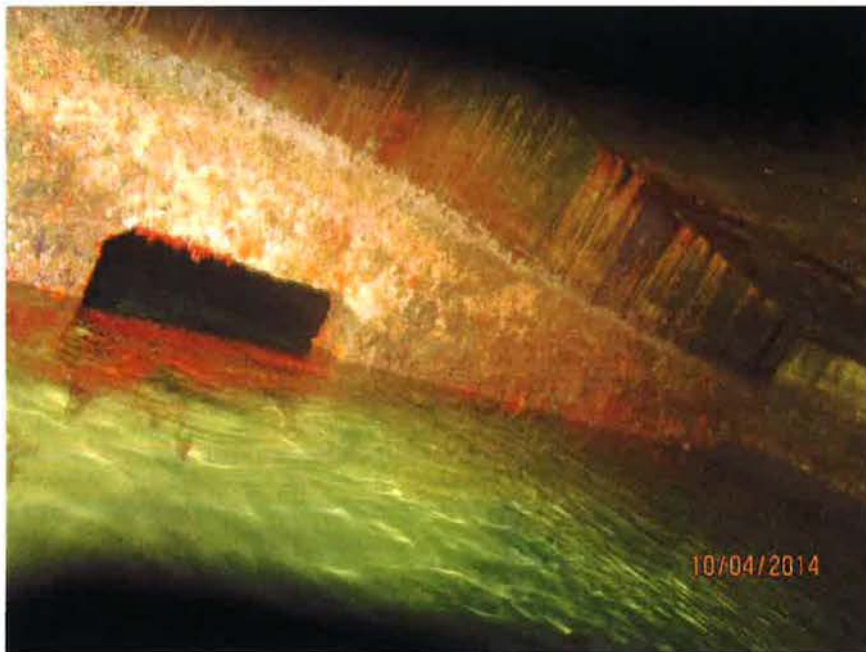
It was noted on site that new areas of rock embankment / rock armour are required to shore up the approach embankment. We also strongly recommend blocking the access to an open chamber located at the southern end. The chamber can be accessed at low tide and may pose a real danger if children are trapped inside as the tide rises. We suggest placing rock armour in front of the chamber to prevent access and to cover some severely corroded reinforcement bars that is exposed.



**Figure 8.4.1 – Northern side of approach embankment requiring new rock armour**



**Figure 8.4.2 – Southern rock armour proposed for extension (accessible chamber in front of where person is standing).**



**Figure 8.4. 3 – Photo inside of accessible chamber**



The kerbs in place alongside both edges of the pontoon are fragmented and have sharp corroded reinforcement bars exposed. We recommend either the kerbs are removed or at least cleaned back. It was observed people were sitting on the kerbs whilst fishing. If the kerbs are required to remain in place, we suggest seats be installed near the edge of the deck, to discourage people from sitting on the kerbs. For a similar reason, it is recommended that a security fence be installed at the northern end of the pontoon in order to prevent access to the corroded steel work. We have proposed two options for the location of the fence. Option 1 is to replace the existing railed fence as it does not prevent access to the steelwork. Option 2 is to install the fence 20m from the outer end to also prevent access to the corroded steel spigots along each edge. The corroded bollards should be replaced or if not required, removed (the bollards were not part of the original pontoon).



**Figure 8.4. 4 – An example of the public sitting on the kerbs**



**Figure 8.4. 5 – Exposed steel work at northern end**



**Figure 8.4. 6 – Steel spigots at northern end**



**Figure 8.4. 7 – Corroded bollards**



On 06 May 2014, Jacobs SKM met with Deirdre Macdonald from Heritage Tasmania, to discuss the proposed remedial works to the Alonnah Pontoon. A summary of the outcomes of the discussion is presented below:

- It is noted that there are remediation works required to one side of the causeway and that some works are required to cover up access points to the subfloor areas. It is understood this will be achieved with natural materials, such as large rocks, to match the existing character of the place.
- It is the preference of Heritage Tasmania to remove all public vehicle access to the structure (i.e. install bollards / gate to block vehicle access), in order to reduce the risk of damage (to persons and property) and potentially extend the life of the structure.
- Heritage Tasmania are not opposed to the installation of an appropriately designed safety fence to block access to the potentially hazardous steel work at the northern end of the structure, however would prefer that the length of the pontoon remains as open as possible (i.e. the new fence is installed at approximately the same location as the existing – close to the far end), and that the fence be as unobtrusive as possible. It may be beneficial to install some signage on the new security fence to explain the danger of the exposed steel work, and some interpretation regarding the history of the pontoon would be seen to be a heritage benefit.
- Heritage Tasmania would prefer that the kerbs and other parts of the original structure be cleaned of all exposed sharp edges rather than being completely removed, if this is a practicable option which retains an appropriate level of safety to the community. If the risk factors are considered to be too high, then alternatives should be discussed in consultation with Heritage Tasmania.
- Heritage Tasmania is not opposed to the proposal to install sympathetically designed public seats to discourage people from sitting on the kerbs and to increase the public amenity of the pontoon for the community.
- Any remedial works to the pontoon will require Heritage Council approval. The work proposed may be eligible for Heritage Council approval through the exemption process. Once the scope of works has been finalised, the applicant should contact Heritage Tasmania to discuss the approvals process.
- It is recognised that the establishment of a program of regular inspections and maintenance is very important. This will ensure that any potential risks or hazards are quickly identified and regular maintenance occurs to help prolong the life of the pontoon

## 8.5 Recommendations

A summary of the recommendations for the Alonnah pontoon structure is presented below, with further details found in the sketch provided in Appendix A.

- Install rock armour along the northern side of the approach embankment (approx. 45m length with max. 2m height)
- Extend rock armour on southern end of approach embankment to block open chamber leading beneath structure
- Install a 2.5m wide lockable gate at the eastern end of approach embankment to prevent public vehicle access. Limited short term vehicle access could be granted to marina berth owners.
- Install a 1.8m high security fence at northern end of pontoon to prevent access to exposed steel work.
- Remove all loose concrete to kerbs and cut back exposed reinforcement.
- Install 4 seats along western edge of pontoon deck to allow the public a safe place to sit