



MINUTES

Lake Claremont Advisory Committee Meeting Thursday, 7 May 2020

Date: Thursday, 7 May 2020

Time: 8:00am

Location: ZOOM Video Conference

**Liz Ledger
Chief Executive Officer**

DISCLAIMER

Persons present at this meeting are cautioned against taking any action as a result of any Committee recommendations until such time as those recommendations have been considered by Council and the minutes of that Council meeting confirmed.

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**MINUTES OF TOWN OF CLAREMONT
LAKE CLAREMONT ADVISORY COMMITTEE MEETING
HELD VIA ZOOM ON THURSDAY, 7 MAY 2020 AT 8:00AM**

1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

The Chair welcomed everyone and declared the meeting open at 8.02AM.

2 RECORD OF ATTENDANCE / APOLOGIES

PRESENT:

Cr Bruce Haynes

Cr Sara Franklyn

Cr Kerry Smyth City of Nedlands Councillor – Delegate (until 9.00am)

Karen Wood Community Representative (from 8.27am)

Leeuwin Beeck Community Representative

David Kyle Scotch College Representative (from 8:33am)

Nick Cook Friends of Lake Claremont Delegate

IN ATTENDANCE:

Andrew Smith Director Infrastructure & Assets

Nick King Manger of Engineering & Parks

Jared Bray Coordinator Parks & Environment

Johanna Riddell Bush Care Officer

Isabelle Cadman Administration Officer Infrastructure

APOLOGIES:

Cr Fergus Bennett City of Nedlands Councillor – Deputy Delegate

LEAVE OF ABSENCE:

Nil

3 DISCLOSURE OF INTERESTS

Nil

4 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

COMMITTEE RESOLUTION 006/20

Moved: Leeuwin Beeck

Seconded: Cr Sara Franklyn

That the minutes of the Lake Claremont Advisory Committee Meeting held on 13 February 2020 be confirmed.

CARRIED

5 REPORTS OF THE CEO

5.1 LAKE CLAREMONT OPERATIONAL PLAN 2019-20 PROGRESS REPORT

File Number: GOV/00051-03, D-20-14174

Author: Jared Bray, Coordinator Parks and Environment

Authoriser: Liz Ledger, Chief Executive Officer

Attachments:

1. Lake Claremont Operational Plan 2019-20 - Progress Report 
2. Quendas at Lake Claremont 
3. Neonicotinoids Usage - Town of Claremont 

PURPOSE

The purpose of this report is to update the Lake Claremont Advisory Committee (LCAC) on tasks and activities that have been completed in relation to the management of Lake Claremont and the surrounding parklands.

BACKGROUND

Activities which are identified in the Lake Claremont Operational Plan relating to the Lake Claremont Management Plan have been completed at the Lake Claremont precinct. These activities relate to the following:

- Turf Management
- Weed Management
- Litter Management
- Park Infrastructure
- Tree Management
- Vegetation Management
- Water and Soil Management
- Fauna Management
- Flora Management
- General Management
- Projects

DISCUSSION

Please see a short brief on each activity below:

Turf Management

Mowing of the parkland area has been completed as per the mowing schedule. Contractors reported a small amount of Caltrop located in the North West corner of the off lead dog exercise area. Council officer's hand weeded the area to remove the weed and have been monitoring this area along with other known locations.

Weed Management

The programmed Weed Control Service in March has now been completed. Weed load is currently low with no reports of off target damage or locations requiring retreatment. Weed control contractors have been discussing with Council officers the improvements to revegetation methods and alternate methods of reducing the weed load while increasing habitat and native flora.

Over the next few weeks, path edges surrounding the Lake will be mulched to suppress the germination of weeds. The 2020 planting site has also been treated to control the couch grass. The area will be monitored and treated as required.

Contractors are scheduled to complete two hand weeding days which include removing weeds from the lake bed, this work will assist in removing excess nutrients and allow native reeds to germinate. Council officers have assisted with the removal of over 500 weed bags in the last month.

Litter Management

Numerous bush camps have been reported and removed in the last few months. Council officers will continue to monitor the known locations and remove as required. Recent weeks have also seen an increase in patronage around the Lake and the broader reserve resulting in park bins filling up faster and a greater use of dog bags. Council officers now empty bins and top up dog bags more frequently and monitor the situation, the Town has also increased the servicing via the primary waste contractor by 50% to cater for this additional current demand.

Park Infrastructure

In accordance with the Federal Government COVID-19 restrictions all play equipment has been closed to members of the public. However, playground maintenance including soft fall cleaning has been completed during this same period at Elliot Road and Stirling Road. Minor maintenance and repairs to the playgrounds have also been completed including filing up splits in the wood, re-securing components, smoothing, sanding and oiling of wooden parts.

Tree Management

Council officers have removed some minor failure due to summer storms along with some unforeseen failures. Overall, the tree health in the parklands is good. Some minor dead wooding and clearance pruning is scheduled during winter.

Unfortunately, there were 2 tuart trees which died near the Elliot Road nature playground. There had been previous tree deaths near this location which had been attributed to the past history of the site. The trees will be considered for replacement over winter.

Quotes have been received for the removal of the numerous Tamarix stand located in the northern bushland adjacent to Alfred Road. These trees will be poisoned prior to removal to reduce the likelihood of regrowth. Once the trees are removed, the regrowth will be managed. The removal of the Tamarix is scheduled to occur shortly.

Vegetation Management

Contractors have completed the fire break clearing works. Path edges will be maintained and the paths kept clear of vegetation to ensure the fire break is effective.

Water and Soil Management

Council officers have scheduled water quality sampling to occur with the attempt to capture the first flush of the winter rains.

Fauna Management

Repaired duck boxes have been re-installed with their locations mapped and recorded on the Council's IntraMaps system. The location of bird and bat boxes have also been mapped. As a proactive measure, some minor ongoing repairs will be required to ensure they have the best chance of getting used by wildlife.

Please see attached "Quendas at Lake Claremont" report.

Flora Management

The 2020 Planting Site has been prepared and is ready for planting. Habitat logs have also been installed, and the fencing has been costed and is scheduled for installation in the coming months. See attached report for Neonicotinoid use at Lake Claremont.

A Grass Tree Management strategy has almost been completed and will be distributed to the next available LCAC meeting.

Projects

The re-sheeting of the FOLC shed has been postponed due to the COVID-19 situation.

Logs will be placed along the border of the extended dog off lead area to assist with delineation while also creating some habitat for insects and a place for patrons to rest and dogs to play on.

Old redundant signs which surrounded the Lake and Parkland have been removed. Path resurfacing has been completed between Cresswell Park and Stirling Road Park, new signs in accordance with the Council adopted Sign Management Plan have been approved and ordered and will be installed shortly (including relocation of current signs and corrections to directional information)

PAST RESOLUTIONS

Lake Claremont Advisory Committee Meeting held on 13 February 2020, Resolution 002/20:

That the Committee notes the progress of the Lake Claremont Operational Plan 2019-20.

FINANCIAL AND STAFF IMPLICATIONS

Resource requirements are in accordance with existing budgetary allocation.

POLICY AND STATUTORY IMPLICATIONS

There are no policy and statutory implications.

The following documents are relevant to the Lake Claremont area.

- Lake Claremont Management Plan 2016-21
- Lake Claremont Operational Plan 2019-20

COMMUNICATION / CONSULTATION

Consultation to members of the community in respect to Lake Claremont has been undertaken via the Town of Claremont website www.claremont.wa.gov.au, the distribution and availability of Friends of Lake Claremont newsletters and Town Notice Boards located at Lake Claremont.

STRATEGIC COMMUNITY PLAN

Liveability

We are an accessible community with well-maintained and managed assets. Our heritage is preserved for the enjoyment of the community.

- Provide clean, usable, attractive and accessible streetscapes and public spaces.
- Maintain and upgrade the Town's assets for seamless day to day usage.
- Develop the public realm as gathering spaces for participation, prosperity and enjoyment.

Environmental Sustainability

We are a leader in responsibly managing the built and natural environment for the enjoyment of the community and continue to demonstrate diligent environmental practices.

- Take a leadership in the community in environmental sustainability.
- Protect and conserve the natural flora and fauna of Lake Claremont and the Foreshore.

URGENCY

None

VOTING REQUIREMENTS

Simple majority decision of Council required.

COMMITTEE RESOLUTION 007/20

Moved: Cr Sara Franklyn

Seconded: Nick Cook

That the Committee notes the progress of the Lake Claremont Operational Plan 2019-20.

CARRIED

David Kyle joined the meeting at 8:33AM.

5.2 REPLACEMENT OF LIMESTONE PATHS AT LAKE CLAREMONT RESERVE

File Number: PRK/00123-03, D-20-14863
Author: Andrew Smith, Director Infrastructure and Assets
Authoriser: Liz Ledger, Chief Executive Officer
Attachments: Nil

PURPOSE

To provide feedback to the Council with respect to the proposed replacement of current limestone paths at Lake Claremont with bitumen paths

BACKGROUND

During deliberations for the draft 2020/21 budget, Councillors informally discussed allocations for the replacement of footpaths within the district as well as within Lake Claremont Reserve.

As Committee members would be aware, the paths at Lake Claremont are made up of two distinct types, the wider red oxide bitumen Principal Shared Paths (PSP) that function as part of the Regional Bike Network, and the narrower 1.8-2.0m limestone paths that are located around the other sections of the Lake Reserve.

As part of the 2020/21 budget a provisional sum to replace an approximate 630m length of limestone footpath, due to high levels of potholing and irregularity was included in the draft budget papers.

Councillors asked if consideration had been given to the replacement of the limestone path, which appeared to need regular repair or replacement, with a more durable bitumen path. Officers advised that whilst it had been understood to have been considered in the past, it had not been considered more recently.

It was agreed that Officers would both review the option of replacing the existing limestone paths at Lake Claremont with a bitumen alternate, as well as table the matter at the next Lake Claremont Advisory Committee meeting for comment.

DISCUSSION

Limestone paths are located in Lake Claremont over an area of approximately 2.6 kilometres (including those located in the bushland near to the Lakeway development), most of these paths are constructed at a width of approximately 1.8-2.0m consistent with the widths of regular footpaths within the residential areas of the Town, if perhaps slightly wider to accommodate the wider array of users.

In recent years little money has been spent on these paths and over time there has been a gradual decline in their condition, with many sections of the path becoming badly rutted, having very irregular surfaces and suffering from erosion and subsidence.

Whilst the 'natural' look of the limestone paths appears to be consistent with the natural feel of many sections of the Lake Reserve through which they are located, some of these paths are also heavily frequented by a range of park users, so ensuring that the paths are both safe for use by this range of users including those with physical disabilities or other restrictions, is essential.

Limestone paths are also difficult to maintain in the traditional sense, in that it cannot be readily patched or filled as holes are created or erosion occurs, and when the profiling of the top section of path is replaced, officers report that from a regular smooth compacted surface, it takes a matter of days for the signs of rutting to appear.

Whilst many consider that recreational cyclists are both the cause (to some degree) of these issues, as well as one of the reasons that the limestone paths should remain, officers have advised that the

narrow wheels on prams and other similar pushed vehicles cause obvious and immediate damage to the limestone surface simply because of the narrow wheel profile.

When the limestone path were first installed, the prevailing legislation in respect to the movement of pedestrians and particularly cyclists would have differed considerably to what is currently legislated, so the limestone path would have acted as a very effective delineation of a pedestrian only path compared to the much wider and more formal red oxide PSP bitumen path, designated for use by both pedestrians and cyclists alike.

With changes taking effect from mid-2016 to the Road Traffic Code, cyclists acquired 'As of Right' use on all footpaths rather than this being limited to only those users 12 year of age or less, as per the previous version of the Code.

In affect this meant that the limestone paths have been, since 2016, able to be legally used by any cyclist without restriction.

In a practical sense the surface condition of the path and it's more narrow formation may act as a far greater deterrent to cyclists (particularly more organised higher speed cyclists) than signs that indicate rights of use as shown on the PSP, however in achieving this deterrent, the resulting limestone path has become ever more difficult and unsafe to use, and cost effectively maintain, particularly for the more frail users.

Anecdotally the cost of limestone paths at \$40 per sq.m (from an unconstructed form), is far less than the equivalent bitumen path at \$65 per sq.m (not including kerbing, which adds \$28/sq.m) , however this base rate does not take into account the life cycle of either type (limestone – 5 years, bitumen – 15 years).

Whilst the form of construction for both types of paths is relatively similar, particularly in respect to the sub base and base courses, given that the replacement of the surface for both simply requires the profiling of the top portion of the path, and retention of the sub base and base course (assuming no structural damage or water infiltration), the ability to maintain a consistently high quality top surface of a lime stone path is considerably more difficult than a limestone path, and officers have reported clear signs of damage to a new path surface with days of it being laid, simply through regular use.

Whilst the Town's asset management system assume a life expectancy for the limestone path of 5 years, this is not based on the expectation of a provision of a stable, regular top surface of the path, but more related to the period at which the path needs to be re profiled and replaced to ensure the structural integrity of the sub base and base course.

When these various elements are directly compared, the resultant comparison of costs is revealed;

Details	Price Per Sq.m	2.6km @ 1.8m width	Useful Life (yrs)	Cost Per year	Comments
First Construction					
Limestone	\$40	\$187,200	5	\$37,440	
Bitumen	\$93	\$435,240	15	\$296	With Kerb
Bitumen	\$68	\$318,240	15	\$21,216	Without Kerb
Renewal					
Limestone	\$25	\$117,000	5	\$23,400	
Bitumen	\$67	\$313,560	15	\$20,904	With Kerb
Bitumen	\$42	\$196,560	15	\$13,104	Without Kerb

As can be seen, whilst there is a considerable cost implication between the two types of path in terms of the initial development cost (\$93 versus \$40 per sq/m), this cost dramatically reduces when the cost is compared as an annual liability.

When this is then compared, using the life cycle of each form of footpath construction, and the renewal period, the cost of the bitumen path is between 11% (with kerb) and 44% (without kerb) cheaper per sq.m when compared with limestone.

Use by Cyclists

One reason for the retention of limestone paths, is that it acts as a somewhat effective deterrent to cyclists, and it not unreasonable to assume that faced with the option of a rough limestone path, most cyclists, looking to use the Lake as connection between one location and another, would prefer the smoother red oxide bitumen surface provided by the PSP.

The assumption that the desire to influence use by certain users directly contributed to the use of limestone paths is validated by content of the report to the Ordinary Council meeting on November 3rd, 2009, in which it was stated (in part);

Second option is to explore the possible downgrading of this path to a crushed limestone conservation path and create a new path to the eastern side of the lake as bitumen, cycle-friendly path. This will reduce human activity along the very narrow western section of the lake which in turn will help the natural habitat of the lake environment and also the erosion and ground movement of the steep banks.

However in seeking to maintain a rough surface to function as an effective deterrent this results in creating a path surface that may not be suitable for all users, or be able to be maintained at any level of consistency of surface, simply through usual wear and tear.

The Town has received feedback on several occasions that the limestone paths are not suitable for many path users, and with an average age for Claremont above that of the metropolitan area, creating safe and stable walking places for residents must be considered as part in the provision of these footpaths. This is validated by the considerable sums allocated annual by the Council to accelerate the replacement of the slabbed footpath network in the residential areas.

If it is considered that the retention of a particular form of path construction paths is required to act as a deterrent to other users (particularly cyclist) then the challenge is therefore to find a form of footpath construction and/or design that provides for a safe, and trafficable path for all users, whilst not providing an encouragement for those users, particularly cyclists, whose use may adversely impact on other users.

The Western Australian Local Government Association produced in partnership with the Department of Transport, a document entitled Shared Path Design, Technical Guidelines;

<https://walga.asn.au/getattachment/Documents/Shared-Path-Guidelines.pdf?lang=en-AU>

This publication was produced in October 2016, shortly after the changes to the Road Traffic Code were brought into effect, so it recognises the 'As of Right' provisions that currently apply to the use of footpaths by cyclists.

In summary the publication both recognises the conflicts that are generated on paths and also provides some design guidelines for the development of shared paths.

These designs however require a minimum width of 2.5-3.0m for the smallest low speed shared path. In a setting such as that in which the limestone paths are located, this is clearly not practical without substantial changes (some of them structural) to the layout of this area.

One recommendation however contained within the publication which may be worth considering is the use of the ripple strips as a possible deterrent for speed and to create awareness of different conditions for cyclists, which whilst effective for this purpose have no adverse impact on pedestrians or other users.

It is clear that as of right powers provided by the Traffic Code allow any cyclist to use the existing limestone paths in their current form, and it has thus far been assumed that the small numbers of cyclists using these paths is as much to do with the surface condition of the path as anything else acting as an effective deterrent.

However in seeking to create a path that acts as a deterrent to cyclists by means of the quality of the surface condition, the path is actually generating a hazard to other users particularly elderly users and those with a disability.

The WALGA publication as referenced states;

Many recreational cyclists ride to experience high amenity value or do it as a form of exercise.

They prefer riding on attractive and scenic routes at a lower speed compared to road cycling.

Time is often not a major consideration and the skills and abilities of these cyclists vary quite a bit.

Cycling preferences include:

- *Comfort.*
- *Good surface.*
- *Preferably off-road paths.*
- *End of trip facilities.*

This differentiation is important as the fear that other forms of cyclists (commuter cyclists, utility cyclists and sports cyclists) will divert from the PSP is most likely unwarranted, as the risk of conflict is much higher, the path is much narrower and the ability to maintain an average speed is much harder.

In fact in recent years the greatest conflicts between cyclists and pedestrians have not occurred in low width, slow speed environments such as those that would exist at the Lake, but in dedicated high width PSP's, particularly those that form part of a much larger regional cycle network of natural links across the metropolitan area, or to/from key locations (such as the beach, shopping centres, major hubs).

It is therefore considered that in an effort to provide a safe environment for all users, the limestone paths are considered for replacement with bitumen, of the same width, and that if future conflicts occur with respect to cyclists using these paths, measures are taken including the installation of rumble strips and other controls to positively influence cyclist behaviour.

PAST RESOLUTIONS

Ordinary meeting of Council, 3rd of November 2009;

That Council notes the unconfirmed minutes of the Lake Claremont Committee meeting held on 15 October 2009 and adopts the following recommendations which read that:

- 2. The conversion of concrete shared path on the west side of the lake to a crushed limestone pedestrian path and an alternative new bitumen shared path along the east side of the lake be considered in the Lake Claremont Park draft concept plan.**

FINANCIAL AND STAFF IMPLICATIONS

Provision for either reinstatement of the limestone path or its replacement with bitumen will be considered as part of the 2020/21 budget and longer term financial implications of the Council.

POLICY AND STATUTORY IMPLICATIONS

Footpaths would be required to be constructed in accordance with Council Policy LV-107 Pavement materials and LV-125 Footpaths.

COMMUNICATION / CONSULTATION

No communication or consultation has occurred with respect to this matter thus far

STRATEGIC COMMUNITY PLAN**Liveability**

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Environmental Sustainability

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- Protect and conserve the natural flora and fauna of Lake Claremont and the Foreshore.

URGENCY

Given that this matter may be considered by Council in the formation of its 2020/21 budget, the Advisory Committee should make a recommendations with respect to this matter if it desires that the Council is cognisant of its views on this subject.

VOTING REQUIREMENTS

Simple majority decision of required.

Cr Kerry Smyth left the meeting at 9:00AM.

COMMITTEE/OFFICER RECOMMENDATION**Moved: Nick Cook****Seconded: Leeuwin Beeck****That the Lake Claremont Advisory Committee;**

- 1. Recognises that in endeavouring to provide a safe path for all users in Lake Claremont the transition of the method of construction for limestone paths to bitumen paths is a suitable outcome,**
- 2. Recommends to Council that when limestone paths are transitioned to bitumen paths, their widths be retained at the current width, so as to reinforce these paths as low speed paths, with pedestrian priority.**
- 3. Recommends to Council that if conflicts between users arise on these new bitumen paths the Council considers the installation of rumble strips or other forms of control to improve behaviour of footpath users and reduce such conflicts.**

AMENDMENT**Moved: Cr Haynes****Seconded: Leeuwin Beeck****That Point 1 of the Recommendation be amended as follows;**

Recognises that in endeavouring to provide a safe path for all users in Lake Claremont the transition of the method of construction for limestone paths to 1.5 metre bitumen paths is a suitable outcome.

Reason: to reduce the width of any resulting bitumen path to reduce the speed of bicycle users on the path and limit conflicts between users.

For: Cr Bruce Haynes, Leeuwin Beeck**Against: Cr Sara Franklyn, Nick Cook, Karen Wood, David Kyle****THE AMENDMENT WAS LOST**

Cr Haynes left the meeting at 9.20AM due to a loss of connection to the on line meeting.

Cr Franklyn assumed the role of chairperson of the meeting.

AMENDMENT 008/20**Moved: Nick Cook****Seconded: Karen Wood****That No 1 of the recommendation be amended as follows;**

Recognises that in endeavouring to provide a safe path for all users in Lake Claremont around Scotch College and the adjacent playing fields precincts, the transition of the method of construction for limestone paths to bitumen paths is a suitable outcome.

Reason: to specify the general area for the replacement of such paths in preference to having this applied more broadly to other limestone paths within the Lake Reserve.

CARRIED

Cr Haynes re-entered the meeting at 9.25am, however due to ongoing technical difficulties with connections, Cr Franklyn remained as Chairperson of the meeting until its close.

THE AMENDED BECAME THE PRIMARY MOTION WHICH WAS THEN 009/20

Moved: Nick Cook

Seconded: Leeuwin Beeck

That the Lake Claremont Advisory Committee;

- 1. Recognises that in endeavouring to provide a safe path for all users in Lake Claremont around Scotch College and the adjacent playing fields precincts the transition of the method of construction for limestone paths to bitumen paths is a suitable outcome,**
- 2. Recommends to Council that when limestone paths are transitioned to bitumen paths, their widths be retained at the current width, so as to reinforce these paths as low speed paths, with pedestrian priority,**
- 3. Recommends to Council that if conflicts between users arise on these new bitumen paths the Council considers the installation of rumble strips or other forms of control to improve behaviour of footpath users and reduce such conflicts.**

CARRIED

6 OTHER REPORTS

6.1 FRIENDS OF LAKE CLAREMONT

File Number: GOV/00051-03, D-20-15270

Author: Isabelle Cadman, Administration Officer Infrastructure

Authoriser: Liz Ledger, Chief Executive Officer

Attachments:

- 1. Friends of Lake Claremont Update - April 2020 **
- 2. Native Bee Survey of Lake Claremont Nov 2019 - Feb 2020 by Kit Prendergast **

COMMITTEE RESOLUTION 010/20

Moved: Karen Wood

Seconded: Cr Sara Franklyn

That the Committee receives the Friends of Lake Claremont Update for April 2020 and the Native Bee Survey of Lake Claremont from November 2019 – February 2020 by Kit Prendergast.

.CARRIED

6.2 CITY OF NEDLANDS PROJECTS - UPDATE

File Number: GOV/00051-03, D-20-15981

Author: Isabelle Cadman, Administration Officer Infrastructure

Authoriser: Liz Ledger, Chief Executive Officer

Attachments: Nil

PURPOSE

For the City of Nedlands Councillor Delegate to give an update on the City of Nedlands projects which are of interest to the Lake Claremont Advisory Committee.

As Cr Kerry Smyth, representing the City of Nedlands had left the meeting prior to this item being discussed, the City of Nedlands report for May 2020 was emailed to the Lake Claremont Advisory Committee members during the meeting, however the matter was not discussed.

7 OTHER BUSINESS

Terms of Reference – Study into the Development of an Environmental, Indigenous and Education Centre

Andrew Smith presented the “Terms of Reference – Study into the Development of an Environmental, Indigenous and Education Centre”. The Town’s Bushcare Officer Johanna Riddell will be undertaking the study and prepare an initial report for future consideration of the Committee..

2020/21 Budget Items for Recommendation of the Committee to the consideration of Council.

MOTION 011/20

Moved: Nick Cook

Seconded: Cr Bruce Haynes

That the Committee requests Council consideration for an allocation of \$25,000 in the 2020/21 budget for fencing of the approved and funded revegetation planting areas on Alfred Road within the Lake Claremont Reserve.

.CARRIED

8 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PRESIDING PERSON OR BY DECISION OF MEETING

Nil

9 FUTURE MEETINGS OF COMMITTEE

Lake Claremont Advisory Committee Meeting, Thursday 13 August 2020 at 8:00AM.

10 DECLARATION OF CLOSURE OF MEETING

There being no further business, the Deputy Chair declared the meeting closed at 9:46AM.

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CHAIRPERSON