

### Good Neighbour Agreement Feedback - public release period Jan 11 to Feb 8 2017

	DATE	ISSUES/COMMENTS	THEMES	ACTION
1	16-Jan	Fully supportive of the GNA, and positive opinion of the way the City operates the Centre. Suggestion to work with Transport Dept/police to ensure loads secured on way to the centre & reduce spillage from loads both residential & commercial.	positive, transport of waste	Section 3.2 amended to include 'work with customers to reduce the amount of unsecure waste leaving vehicles on route to the centre'.
2	20-Jan	Good document except for 2 deficiencies - light pollution from site buildings, and odour management.	odour, lighting	Points under section 3.1 have been amended to include visual pollution from lighting, and specific mention of odour as a requirement the site must adhere to in a regulatory context.
3	1-Feb	Feels that odour not sufficiently addressed. Not a constant problem but on occasion the smell can be obvious as far as cascade road.	odour	Point under section 3.1 has been amended to mention odour as a requirement the site must adhere to in a regulatory context.
4	6-Feb	Traffic related issues - lower speed limit, large trucks not to be allowed in area, barrier in cascade rd/McRobies road junction, poor city planning with crossings near Shops & Vaucluse. Should allow only Hobart city residents/companies to use the facility. Litter should be collected from surrounding hillsides. Monitoring of creek & groundwater & ensure no leachate releases. The area should not have been approved for a waste centre, the residents have put up with it for long enough.	Traffic/road, speed limits, litter collection, water monitoring	Section 3.1 amended to include specific mention of litter as a regulatory requirement. The site is a commercial facility, & as such economically not advisable to limit access to CoH residents & businesses only. Also significant admin time/costs to make this happen. Regular water monitoring is undertaken, & results will be provided as per this GNA. Approval of the site as a landfill dates back to 1970's. See Traffic notes below.
5	6-Feb	Traffic related issues - lower speed limit to 40 for Cascade road, concrete surface & narrow valley makes it noisy when large trucks use the road. Add a commitment to make representations to the state govt to reduce the speed limit, & in the longer term, replace the concrete road with asphalt.	Traffic/road, speed limits	See traffic notes below
6	6-Feb	Stop council vehicles parking in the vicinity to waste time. Empty recycling bins at the site more often. Change opening hours to 9am weekends. Use the weighbridge to record caravan weights, charge \$4 per caravan.	various	Using the site as a public weighbridge is not considered appropriate or necessary. This would result in more traffic to the site, counter to the City's aim to reduce traffic. Opening hours have been thoroughly reviewed in recent times, with the current hours considered most appropriate for the City & customers. Recycling bins are emptied daily.
7	7-Feb	No specific action listed to keep the diversion drain & piped outfall to the Hobart Rivulet clear of rubbish & sediment, particularly after heavy rain. There has been improvement in monitoring of the net but that is thanks to Ald Reynolds intervention last year. Actions need to be more specific & not just 'all reasonable measures'. Other concern is traffic & noise, Degraives st often heavily congested, & should have a lower speed limit than 50. Likewise Macquarie st needs to be lowered to 40, & from the Southern Outlet to the tip.	drains/litter, speed limits	Section 3.1 amended to specific mention of litter as a regulatory requirement (this refers to all litter, including the various gross pollutant traps on and around the site). See traffic notes below
8	7-Feb	Involving the local community in actioning the GNA is a positive step, regular reviews of the GNA will ensure it is successful for Hobart & its community. The content looks to be appropriate.	positive	Noted
9	7-Feb	Having had input into the GNA feel it is reflective of the community's concerns. One point previously requested but still absent relates to the removal of litter from gross pollutant traps on McRobies Gully/Hobart Rivulets, particularly following major rain events (including cleaning the 'sock'. Feel this is important & a tangible example the community will notice, & feel it stands separate from the other points about wind blown litter.	positive, drains/litter	Section 3.1 amended to specific mention of litter as a regulatory requirement (this refers to all litter, including the various gross pollutant traps on and around the site).
10	8-Feb	A 'thank you' response. Thanks for developing the GNA, the Waste Strategy & committing to zero waste to landfill by 2030, & taking the lead on the advocacy front and bringing the state govt & other southern councils into the fold & help them to achieve zero waste.	positive	Noted.
11	8-Feb	Reduce the speed limit to 40 along Macquarie/Cascade roads (to reduce noise pollution). More concrete commitment to reduce food waste from landfill (to reduce methane/odour).	speed limits, food waste	The Waste Management Strategy 2015-2030 has significant measures and actions to reduce food waste from landfill, & implementing the strategy is listed as an action in this GNA. See Traffic notes below.

#### SUMMARY

11 submissions were received, the most commonly mentioned issue was reducing speed limits (4) followed by drains/litter (3), positive comments (3) & odour management (2). Other issues raised were lighting pollution, reducing food waste, opening earlier on a weekend, and using the weighbridge to record caravan weights.

#### TRAFFIC/SPEED LIMITS

The City has committed to several actions to minimise traffic and noise impacts in the GNA under section 3.2, which are all considered appropriate and within the scope of the agreement, and within the Cleansing & Waste Units capacity to implement.

The issue of traffic speed limits is outside the scope of the agreement with speed limits set by the State Government. Submissions for changes to limits can be made via the South Hobart Traffic Committee.