



**NORTHERN
MIDLANDS
COUNCIL**

AGENDA

ORDINARY MEETING OF COUNCIL

MONDAY, 26 JUNE 2023

Maree Bricknell
ACTING GENERAL MANAGER



QUALIFIED PERSONS ADVICE

The *Local Government Act 1993* Section 65 provides as follows:

- (1) A general manager must ensure that any advice, information or recommendation given to the council or a council committee is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.
- (2) A council or council committee is not to decide on any matter which requires the advice of a qualified person without considering such advice unless –
 - (a) the general manager certifies, in writing –
 - (i) that such advice was obtained; and
 - (ii) that the general manager took the advice into account in providing general advice to the council or council committee;
 - and
 - (b) a copy of that advice or, if the advice was given orally, a written transcript or summary of that advice is provided to the council or council committee with the general manager's certificate.

I therefore certify that with respect to all advice, information or recommendation provided to the Council in or with this Agenda:

- i) the advice, information or recommendation is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation; and
- ii) where any advice is directly given by a person who does not have the required qualifications or experience, that person has obtained and taken into account in that person's general advice, the advice from an appropriately qualified or experienced person.

RECORDING OF COUNCIL MEETINGS

A copy of the recording of the meeting will be placed on Council's website as soon as practicable after the meeting, the Closed Council session of the meeting will be redacted.

Regulation 33 of the *Local Government (Meeting Procedures) Regulations 2015* provides for the audio recording of Council meetings.

The purpose of recording meetings of Council is to assist Council officers in the preparation of minutes of proceedings.

Council's Policy includes the following provisions:

- only applies to formal Council meetings (ordinary meetings, special meetings and Annual General meetings);
- does not apply to closed sessions of Council;
- does not apply to Committees of Council;
- the recording will not replace written minutes and a transcript of the recording will not be prepared;
- the recording may be used by Council staff to assist with the preparation of the minutes and by Council during a subsequent meeting within the period that the recording is retained;
- the minutes of a meeting, once confirmed, prevail over the audio recording of the meeting;
- the official copy of the recording of a Council meeting is to be retained by Council for at least a period of 6 months from the date of a meeting and deleted after that period has expired;
- if requested, a recording of a Council meeting to be available to Councillors at no cost within 24 hours of the meeting;
- notices advising that
 - the proceedings of the meeting are to be audio recorded; and
 - the detail relating to the recording of meetings by members of the public; are to be on display at each meeting.

A member of the public may only use an audio recorder, or any other recording and/or transmitting device, to record the proceedings of a meeting of Council with the written permission of the General Manager for the express purpose proposed. The Northern Midlands Council reserves the right to revoke such permission at any time.

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Maree Bricknell
ACTING GENERAL MANAGER



GUIDELINES FOR COUNCIL MEETINGS

MEETING CONDUCT

- People attending Council Meetings are expected to behave in an appropriate manner.
- The following is not acceptable:
 - Offensive or inappropriate behaviour;
 - Personal insults; and
 - Verbal abuse.
- In the case of any inappropriate outburst or derogatory behaviour, an apology from the offending party or parties will be requested. Anyone at the meeting, if they feel offended in any way by any such behaviour specified above, should immediately bring the behaviour to the notice of the Chairperson by the way of a Point of Order.
- The Chairperson has the right to evict from a meeting any person who is not behaving to an appropriate standard.

PUBLIC QUESTIONS AND STATEMENTS

Regulation 31 of the *Local Government (Meeting Procedures) Regulations 2015* makes provision for Public Question Time during a Council meeting.

Public question time is to commence at approximately 5.30pm and is to be conducted in accordance with the following guidelines:

- At each Council Meeting up to 20 minutes, or such longer period as Council may determine by resolution at that meeting, is to be provided for persons at the meeting to ask questions.
- A person seeking to ask a question must firstly identify himself or herself by stating their name and the town they reside in.
- If more than one person wishes to ask a question, the Mayor is to determine the order in which those questions are asked.
- Questions must be directed to the Mayor who shall answer or direct the question to the appropriate Councillor or Council Officer. A question will be answered if the information is known otherwise taken on notice and responded to in writing within 10 working days.
- Questions should preferably be in writing and provided to the General Manager 7 days prior to the Council Meeting.
- A person is entitled to ask no more than 2 questions on any specific subject. If a person has up to two questions on several subjects, the Mayor may defer those questions until other questions have been asked and refer back to that person only if time permits.
- Each submission speaker is limited to a maximum of 3 minutes.

REPRESENTATIONS ON PLANNING ITEMS

A maximum of 4 persons per item (2 for and 2 against) will be permitted to address Council on a planning item. After the representation has been made, Councillors are permitted to ask questions of the party who made the representation.

Each speaker is limited to a maximum of 3 minutes.

PETITIONS

In relation to the receipt of petitions, the provisions of the *Local Government Act 1993*, Part 6 - Petitions, polls and public meetings, S57 and S58, should be noted.



NOTICE IS HEREBY GIVEN THAT THE NEXT MEETING OF THE NORTHERN MIDLANDS COUNCIL WILL BE HELD ON MONDAY, 26 JUNE 2023 AT 5.00 PM AT THE COUNCIL CHAMBERS, 13 SMITH STREET, LONGFORD

MAREE BRICKNELL

ACTING GENERAL MANAGER

21 JUNE 2023

4.00pm Councillor Workshop – closed to the public

5.30pm Public Questions & Statements

1 ATTENDANCE

PRESENT

In Attendance:

APOLOGIES



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3 ACKNOWLEDGEMENT OF COUNTRY

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

4 DECLARATIONS OF ANY PECUNIARY INTEREST OF A COUNCILLOR OR CLOSE ASSOCIATE

RECOMMENDATION

Council resolved to accept the following Declarations of Interest:

- Mayor Mary Knowles -
- Deputy Mayor Janet Lambert -
- Councillor Dick Adams -
- Councillor Alison Andrews -
- Councillor Richard Archer -
- Councillor Matthew Brooks -
- Councillor Richard Goss -
- Councillor Andrew McCullagh -
- Councillor Paul Terrett -

As per the *Local Government Act 1993, Part 5 - Pecuniary Interests, section 48*:

- (1) *A councillor must not participate at any meeting of a council, council committee, special committee, controlling authority, single authority or joint authority in any discussion, nor vote on any matter, in respect of which the councillor–*
 - (a) *has an interest; or*
 - (b) *is aware or ought to be aware that a close associate has an interest.*
 - (2) *A councillor must declare any interest that the councillor has in a matter before any discussion on that matter commences.*
-



5 PROCEDURAL

5.1 CONFIRMATION OF COUNCIL MEETING MINUTES

5.1.1 Confirmation Of Minutes: Ordinary Council Meeting

RECOMMENDATION

That the Open Council Minutes of the Ordinary Meeting of the Northern Midlands Council held at the Council Chambers, Longford on Monday, 15 May 2023, be confirmed as a true record of proceedings.

5.2 DATE OF NEXT COUNCIL MEETING

Mayor Knowles advised that the next Ordinary Council Meeting of the Northern Midlands Council would be held at 5.00pm on Monday, 17 July 2023, in person only.



5.3 MOTIONS ON NOTICE

The following Motions have been received.

5.3.1 Notice Of Motion: Conara Park - 24 Hour Toilet

Responsible Officer: *Des Jennings, General Manager*

OFFICER'S RECOMMENDATION

Council Officer's recommend:

That Council write to State Growth raising concerns the current state of the parking area and about people defecating in Conara Park near the Midlands Highway; and

That Council request State Growth to develop a concept plan for the park, including the construction of a toilet.

Councillor Terrett has requested the below Notice of Motion be tabled at the 26 June 2023 Council Meeting.

NOTICE OF MOTION

That Council write to State Growth raising concerns the current state of the parking area and about people defecating in Conara Park near the Midlands Highway.

Council seek consent from State Growth to allowing Council to develop a concept plan for the park, including the construction of a toilet.

BACKGROUND

Conara Park is located along the Midlands Highway and is a convenient stopping point for travellers due to its location and size.

Attached is a map that shows in red the State Growth land and within that boundary Council maintains some playground equipment.

The unsealed parking area adjacent to the park has become heavily used by trucks and State Growth which has chosen to store equipment for the Midlands Highway upgrade. This usage has led to the parking area being boggy and in need of maintenance and repairs to make it safe.

The State government removed toilets from the site several years ago and provided a financial contribution to the upgrade of the Campbell Town toilets which are locked overnight. This has resulted in the lack of toilet facilities in the area.

Council does not provide for any overnight camping at this site; however, RV;s are regularly seen there camping overnight.

On a camping website, it notes that this is a free camper site. <https://www.anycamp.com.au/l/campsites/ross-tas/free>.

In 2021 a park at a different site with facilities in the Conara township was listed as an integrated priority project and a concept plan developed. The indicative cost estimated (November 2019) for the project was \$170,000 which included a Unisex toilet with an estimated cost of \$40,000.



Complaints have been received concerning people defecating and urinating in Conara Park, particularly after dark and after the public toilets in Campbell Town are closed. Due to limited stopping areas for trucks and large vehicles in Campbell Town, the park is often used as a convenient and safe travel stop.

OFFICER'S RECOMMENDATION

Council may wish to revisit the Conara Concept Plan (see attached). The actual cost estimate for this project is now \$308,605 (plus GST).

It should be noted that Council officers have contacted the 'Any Camp' administrators and requested that any reference or information on relating to Conara be removed from their website.

RECOMMENDATION:

That Council write to State Growth raising concerns the current state of the parking area and about people defecating in Conara Park near the Midlands Highway; and

That Council request State Growth to develop a concept plan for the park, including the construction of a toilet.

ATTACHMENTS

1. Conara DSG [5.3.1.1 - 1 page]



5.3.2 Notice Of Motion: Infrastructure Contribution

Responsible Officer: *Des Jennings, General Manager*

OFFICER'S RECOMMENDATION

Council Officer's support Cr Terrett's recommendation:

- 1) That Council advocates for the introduction of a consistent state-wide approach to developer contribution charges to ensure that the burden of public infrastructure provision is shared equitably between the council, developers and communities.
- 2) That Council writes to the Minister for Planning, Shadow Minister for Planning and local members of the Parliament seeking a contemporary, best practice infrastructure contributions framework be integrated into the Land Use Planning and Approvals Act 1993.
- 3) That Council conduct a review of its development contribution policy to better address key infrastructure.

Councillor Terrett has requested the below Notice of Motion be tabled at the 26 June 2023 Council Meeting.

NOTICE OF MOTION

That Council advocates for the introduction of a consistent state-wide approach to developer contribution charges to ensure that the burden of public infrastructure provision is shared equitably between the council, developers and communities.

That Council writes to the Minister for Planning, Shadow Minister for Planning and local members of the Parliament seeking a contemporary, best practice infrastructure contributions framework be integrated into the Land Use Planning and Approvals Act 1993.

That Council conduct a review of its development contribution policy to better address key infrastructure.

BACKGROUND

Infrastructure delivery is fundamental to activating development and creating the vibrant communities of the future. However, each time development expands or intensifies it consumes some capacity of existing network infrastructure and increasingly constrains future development.

Currently, all States other than Tasmania have a system in place for implementing infrastructure contributions, supported by state-level legislation. Each system varies in its scope and characteristics, but all are intended to ensure that development (especially urban growth) pays for its demand and impacts on public infrastructure.

Without adequate and efficient ways of resourcing the infrastructure delivery, this constraint to planned development causes a suite of land development issues for both developers and infrastructure providers. These problems include delayed development, inequitable cost distribution, development subsidisation and poor infrastructure outcomes.

Development contributions (also known as infrastructure/ headworks charges or development levies) are fees that councils collect from developers towards the supply of public infrastructure to meet the future needs of the community. The charge is typically based on a development proposal's demand or impact on the infrastructure network. It is a key mechanism for supporting local growth and development, which is why every other Australian jurisdiction has some form of state legislated contributions system. They support local growth and the development industry by allowing infrastructure to be properly financed and paid for by the beneficiaries. The charges also provide cost certainty for development proponents, as well as improved clarity on infrastructure delivery, helping their project delivery. When



properly integrated into sound planning, contributions schemes support timely delivery of the infrastructure that facilitates development.

Each development, subdivision and land use intensification incrementally contribute demand and pressure on the infrastructure networks it relies upon, from roads and water supply to stormwater networks and water quality, as well as community facilities, parks and open space. To keep pace with the development, infrastructure management authorities such as councils must not only plan their infrastructure ahead of time but also find the finances to resource its delivery. Good development practice requires that the developers connect their new developments to existing infrastructure networks required to service it, but the cumulative demand will eventually mean the more substantial infrastructure upgrades will be needed at some point to provide sufficient capacity. Without a well-thought-out financing mechanism this can mean that development is held up until the major upgrade can be financed or the developer must pay for the upgrade to facilitate the development.

It can also mean that councils are left to lean on general revenue (ie: rates) to subsidise local growth which can impact financial sustainability and cut local services. Development Contributions therefore connect the costs of development to infrastructure cost, timely infrastructure delivery to help communities grow and underpinning council finances and reducing upwards pressures on rates.

LGAT – Infrastructure Contributions – Discussion Paper

LGAT has continued to advocate for the implementation of a state-wide developer contribution scheme with motions raised in the 2009, 2013, 2020 and 2021 Annual conferences, this led to the development of an Infrastructure Contributions – Discussion Paper in April 2021 (https://www.lgat.tas.gov.au/data/assets/pdf_file/0030/1139691/LGAT-Infrastructure-Contributions-Discussion-Paper-11-April-2022.pdf). This Paper found that financing infrastructure with contribution schemes in Tasmania can be categorised into four approaches.

- **No contributions – fully subsidised:** development does not contribute to network infrastructure, which must be fully delivered from general revenue sources, such as rates. (9 Councils)
- **Basic contributions – via agreements:** agreements to pay contributions are negotiated between the council and the developer/ landowner.
- **Intermediate contributions – via offsets to standards:** infrastructure providers may present development proponents with the option of paying financial contributions instead of meeting certain development standards as an offset for impacts.
- **Advances contributions – general charging via infrastructure plans:** development pays a general charge based on the proposal's demand or impact on infrastructure networks, established through infrastructure planning.

The LGAT review found that 20 of the 29 of Tasmania's councils had some sort of policy relating to infrastructure contributions. These policies overwhelmingly dealt with public open space only. The next most common type of contributions policy was cash-in-lieu of carparking, and a small number of councils operate contribution policies for stormwater infrastructure.

The LGAT did find examples of councils having infrastructure contributions policies that have general charging, achieved in other states. The best example being Clarence City Council's Headworks Levy Policy.

Adopted by Clarence City Council in 2007 it applies a general charge for key infrastructure including, public open space, roads, intersection treatments, sealing, widening, cycle paths, local traffic management, stormwater, gross pollutant traps, recreational facilities, walkways, landscaping, shelters, barbecues and car parking.

A headworks charge is applied to new developments which place demands on infrastructure, proposed or existing. Any development creating additional lots, or a change of use is required to make a headworks contribution. However, while Clarence City's Policy is a good model, it is not being applied to its fullest capabilities because of the lack of state-level legislative support. This means it is not supporting development in the same way that similar charging in other states is able to do.

Northern Midlands Council – Developer Contribution Policy



Northern Midlands Council adopted a Public Open Space Contribution Policy in December 2004, which was last reviewed in October 2019. The Council in accordance with Section 117 of the *Local Government (Building and Miscellaneous Provisions) Act 1993* adopt the policy on the application of public open space for new subdivisions.

The Public Open Space rate being:

1. The Public Open Space Rate shall be \$1,400 per additional lot created (i.e., A subdivision that turns one lot into four has created three additional lots and will attract a public open space contribution/fee of \$3,600.) OR
2. The applicant may, at his or her discretion, obtain a current (not less than one month old) valuation, by a registered land valuer, of the subject land, less one of the proposed lots (or strata units). The Public Open Space Rate shall total 5% of that value.

OFFICER'S COMMENTS

Council Officer's support Cr Terrett's recommendation:

It should be noted that:

- **Development Contributions Policy:**
Council officers are currently reviewing the development contributions policy. A report seeking endorsement of the reviewed policy is to be tabled at a future Council meeting.
- **TasWater:**
For the period 1 July 2022 to 30 June 2023 (being the first year of PSP4) there was no change to TasWater's approach to developer charges (headworks). This is a continuation of the approach in place on 30 June 2022 and provides 12 months to prepare for changes coming into effect on 1 July 2023.
TasWater's Land Development Policies 1 July 2022, includes the new policy approach will come into effect from 1 July 2023. TasWater are in the process of preparing FAQs and an updated Fact Sheet which will be made available on the TasWater website in due course.
- **LGAT has advised:**
At the LGAT's Planning Authority and Managing Growth sessions, Michael Edrich one of Senior Policy Officers presented on infrastructure contributions models for Tasmania. This work was spurred by a LGAT General Meeting resolution from December 2021:
That LGAT advocate to the State Government for the introduction of a consistent State-wide approach to infrastructure charges to ensure that the burden of public infrastructure provision is shared equitably between developers and communities.
Outside of these sessions Michael has been building the understanding of infrastructure contributions amongst elected representatives and officers. Cr. Terrett contacted Michael following the Devonport Planning Authority sessions asking whether a motion from his council (Northern Midlands) would support the work of LGAT and the sector more broadly to build the momentum on infrastructure contributions. Cr. Terrett then provided his draft motion for feedback, with Michael providing minimal suggestions.
We would generally encourage councils to make this sort of supporting motion where LGAT is working on behalf of the sector, as it further demonstrates the local government sector's commitment.

ATTACHMENTS

1. TasWater Land Development Policies [5.3.2.1 - 12 pages]



5.3.3 Notice Of Motion: Difficult Customer Policy

Responsible Officer: {custom-field-responsible-officer}

OFFICER'S RECOMMENDATION

That Council Officer's prepare a report on the following notice of motion to be presented to a future Council Meeting:

"That council develop a Dealing with Difficult Customer Policy together with the review of the Customer Service Charter in accordance with section 339F(4) of the Local Government Act 1993.

Councillor Terrett has requested the below Notice of Motion be tabled at the 26 June 2023 Council Meeting:

NOTICE OF MOTION

That council develop a Dealing with Difficult Customer Policy together with the review of the Customer Service Charter in accordance with section 339F(4) of the Local Government Act 1993.

BACKGROUND

The main objective of the Dealing with Difficult Customer Behaviour Policy is to outline Council's expectations and procedures for dealing with situations which may arise from time to time.

Councils are customer focused organisations, dedicated to ensuring that all customers are treated fairly and reasonably. The Council is committed to balancing the rights of customers to make complaints, with the rights of Councillors and staff to respect and safety, and the equitable allocation of time and resources.

It is expected that Councillors and staff will:

- treat all customers with respect and courtesy;
- act with integrity and honesty; and
- respond to customer enquiries promptly and efficiently.

In return the Council expects their customers will treat all Councillors and staff with mutual respect and courtesy. The Council will not accept:

- threatening or aggressive behaviour by customers towards Councillors and staff; or
- behaviours that place unreasonable demands on Council resources.

A Dealing with Difficult Customer Behaviour Policy should aim to:

- provide guidance for the Council customers, Councillors and staff on how unreasonable customer behaviours will be dealt with.
- ensure Councillors and staff are aware of their roles and responsibilities in relation to the management of unreasonable customer conduct and how these procedures will be used.
- ensure Councillors and staff feel confident and supported in taking appropriate action to manage any unreasonable customer conduct.

The Local Government Act 1993, Section 20 (1) Functions and Powers - requires (a) to provide for the health, safety and welfare of the community; (b) to represent and promote the interests of the community; (c) to provide for the peace, order and good government of the municipal area. By having a Dealing with Difficult Customer Policy which articulates



Council's expectations in relation to customer behaviour will assist managing difficult situations of behaviour, ensuring consistency and transparency in treatment of members of the public and ensuring risks are minimised.

The Northern Midlands Council does not have a Dealing with Difficult Customer policy which helps facilitate both parties in disputes (I provide a link to Break O'Day's policy for the information of Council <https://www.bodc.tas.gov.au/wp-content/uploads/2018/06/LG17-Dealing-with-Difficult-Customers-Policy.pdf>).

The Council is due to review its Customer Service Charter within 12 months of a council election, in accordance with section 339F(4) of the Local Government Act 1993.

OFFICER'S RECOMMENDATION

- 1) Pursuant to the Local Government Act 1993 Section 63, the General Manager must ensure that Council receives advice from persons who have the necessary qualification or experience to give such advice, information or recommendation on the matter before Council.

RECOMMENDATION: That Council Officer's prepare a report on the notice of motion to be presented to a future Council Meeting.

ATTACHMENTS

Nil



5.4 QUESTIONS ON NOTICE

RECOMMENDATION

That Council note the receipt of Questions on Notice and answers be provided at the next Ordinary Council Meeting.

Councillor Andrew McCullagh has submitted four (4) questions on notice to the General Manager.

A response to the questions posed will be provided at the 17 July 2023 Council meeting.



6 COUNCIL COMMITTEES - CONFIRMATION OF MINUTES

RECOMMENDATION

That the following Minutes of the Meetings of Council Committees be received.

Minutes of meetings of the following Committees are attached:

Date	Committee	Meeting
4 April 2023	Perth Community Centre	Ordinary
2 May 2023	Campbell Town District Forum Meeting	Ordinary
9 May 2023	Evandale Community Centre Meeting	General
10 May 2023	Longford Railway Sesquicentenary Committee	Ordinary
10 May 2023	Morven Park Management & Development Association Inc.	AGM
10 May 2023	Morven Park Management & Development Association Inc.	Ordinary
23 May 2023	Perth Local District Committee	Ordinary
25 May 2023	Avoca, Royal George & Rossarden Local District Committee	Ordinary
31 May 2023	Cressy Local District Committee Meeting	Ordinary
6 June 2023	Campbell Town District Forum Meeting	Ordinary
6 June 2023	Evandale Advisory Committee Meeting	Ordinary
7 June 2023	Longford Local District Committee Meeting	Ordinary

Matters already considered by Council at previous meetings have been incorporated into **Information Item: Officer's Actions**.

In the attached minutes of Council Committees, recommendations of Committees are listed for Council's consideration in the Agenda Item 7 below.



7 COUNCIL COMMITTEES - RECOMMENDATIONS

7.1 CAMPBELL TOWN DISTRICT FORUM

At the ordinary meeting of the Campbell Town District Forum held on 2 May 2023 the following motion/s were recorded for Council's consideration:

UPDATES REQUESTED:

Officer Recommendation:

That an update be provided to the Campbell Town District Forum, at the 4 July 2023 Campbell Town District Forum meeting, regarding:

2. High Street – rubbish bins upgrade
3. Footpaths and kerbs – King Street, Bridge Street to kindergarten, underpass to oval and to the town hall
- 4 New Street – reconstruction.

Committee Recommendation:

That Council gives the District Forum an update on:

2. High Street – rubbish bins upgrade
3. Footpaths and kerbs – King Street, Bridge St to kindergarten, underpass to oval and to town hall
- 4 New Street – reconstruction.

These items were listed in the 2022/2023 - Budget Capital Works Program.

Officer Comment:

District Committee members have been seeking an update from Council regarding the matters for some time, following advice to be provided:

2. High Street – rubbish bins upgrade – *on order*
3. Footpaths and kerbs –
 - (a) King Street, Bridge St to kindergarten – *future program, possibly 2024/2025*
 - (b) underpass to oval and to town hall - *\$15,000 allocated to connect Bridge Street to underpass 2023/2024*
- 4 New Street – reconstruction – *not programmed.*



7.2 EVANDALE ADVISORY COMMITTEE

At the ordinary meeting of the Evandale Advisory Committee held on 6 June 2023 the following motion/s were recorded for Council's consideration:

DUMP POINT:

Officer Recommendation:

That Council provides an update to the Evandale Advisory committee regarding the status of the installation of a dump point including where it will be located.

Committee Recommendation:

That the Evandale Advisory Committee (EAC) request an update from the Council regarding the status of the installation of a dump point as the EAC is keen for this to progress.

Officer Comment:

Cr Terrett advised the committee this is a budget item for consideration. The council has a design, and it is still on the agenda. Honeysuckle Banks is the preferred location and public toilets will also be needed. However, there are design considerations and budget constraints which may impact this.

Further to Cr Terrett input, members advised that the CCMA often have funding which can be accessed for this type of infrastructure and it was agreed that this would be followed up with the information being provided to Council, as well as other funding opportunities which may assist with Council's budgeting issues.



7.3 LONGFORD LOCAL DISTRICT COMMITTEE

At the ordinary meeting of the Longford Local District Committee held on 7 June 2023 the following motion/s were recorded for Council's consideration:

ILLAWARRA ROAD SPEED LIMIT:

Officer Recommendation:

That Council writes to State Growth requesting the speed limit be reduced to 80km/hour and advises the of safety concerns of the Longford Local District Committee who are representing the Longford community.

Committee Recommendation:

Longford Local District Committee request 80km/hour speed limit from merger off ramp from Perth to Longford roundabout, in view of accidents at Pateena Road intersection, until issues with Pateena Road junction resolved.

Officer Comment:

The Longford Local District Committee considers the current speed limit to be a safety hazard through this section of Illawarra Road and is requesting the Northern Midlands Council lobbies State Growth to reduce the speed limit to 80km/hour.

THE FUTURE OF LOCAL GOVERNMENT REVIEW:

Officer Recommendation:

That Council notes the support of the Longford Local District Committee regarding the Future of Local Government Review and advises all District Committees of its position and any community engagement once determined.

Committee Recommendation:

1. LLDC supports idea that NMC consults with community regarding mergers.
2. LLDC asks NMC to organise community meetings insert text here.

Officer Comment:

At the time of preparation of this item, the Council has not reached a position regarding potential amalgamations and community consultation however, once a position is reached, all local District Committees will be advised accordingly.



7.4 PERTH LOCAL DISTRICT COMMITTEE

At the ordinary meeting of the Perth Local District Committee held on 23 May 2023 the following motion/s were recorded for Council's consideration:

MAIN STREET UPGRADE:

Officer Recommendation:

That the report/minute be provided to the Committee for information.

Committee Recommendation:

The committee requests a visit from the GM or relevant officer to explain and expand the Main Street upgrade and associated projects.

Officer Comment:

A report has been prepared and tabled at this meeting. The report/minute to be provided to the Committee for information.

USE OF SECRETARIAL ALLOCATION FOR NEWSLETTER:

Officer Recommendation:

That Council approve the expenditure of a portion of the secretarial allowance to produce a quarterly newsletter, the newsletter to be subject to the approval of the General Manager.

Committee Recommendation:

We would like to produce a quarterly newsletter, scrutinised by council, to inform the community of projects and Perth based activities and encourage input to the PLDC.

Officer Comment:

The secretarial allowance is available for use for special projects identified by the Committee, the use of the allowance is subject to Council approval.

RECONCILIATION ACTION PLAN:

Officer Recommendation:

The Committee to be advised that preparation of the Reconciliation Action Plan is in progress and once prepared will be subject to Council's approval prior to being put out for public comment.

Committee Recommendation:

We would like an update on the progress of the Reconciliation Action Plan for the NMC and can the council organise a community forum with Reconciliation Tasmania to explain the process.

Officer Comment:

The following advice to be provide to the Committee.

At the 20 March 2023 Council meeting Cr Terrett put forward a Motion on Notice, at that time, the following was the decision of Council:



Cr Terrett/Deputy Mayor Lambert
That Council

- a) develop a Reconciliation Action Plan (RAP) in consultation with Tasmanian Aboriginal groups, such as Reconciliation Tasmania and the local Tasmanian Aboriginals community; and
- b) provide a funding allocation in the Draft 2023/2024 Municipal Budget to prepare a Reconciliation Action Plan.

Carried Unanimously

At the time of preparation of this item, the municipal budget is yet to be set; however, preparation of the Reconciliation Action Plan is being progressed by Council officers. Once the Plan has been prepared it will be subject to Council approval prior to being put out for public comment.

OLD UNITED SERVICE STATION SITE:

Officer Recommendation:

That the Committee be advised that further advice will be provided in due course.

Committee Recommendation:

The community is still concerned about the old servo being an eyesore and being detrimental to the streetscape of Perth. The committee requested an update.

Officer Comment:

Council continues to explore options and seek a resolution in regard to the property. Further advice is to be provided to the Committee in due course.

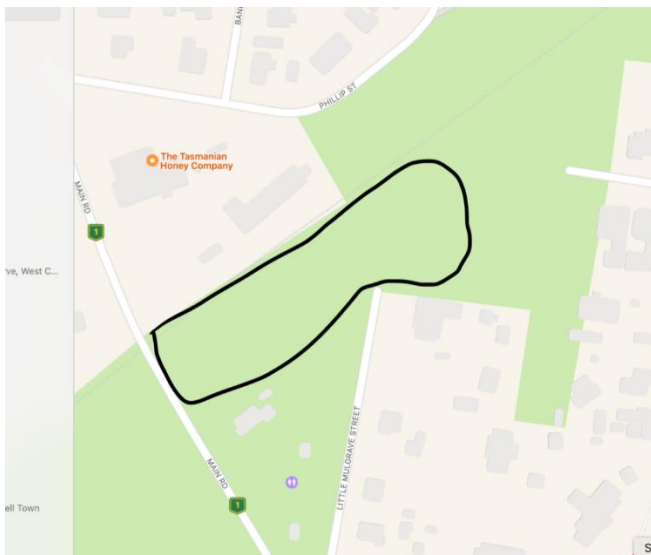
TASRAIL LAND AVAILABILITY:

Officer Recommendation:

That Council take no further action and the Committee be advised accordingly.

Committee Recommendation:

Request for Council to investigate whether Tas Rail land is available for community recreation space.





Officer Comment:

The land referred to in the sketch provided is not in the ownership of TasRail, but is in private hands.

YOUTH FACILITIES:

Officer Recommendation:

That a meeting between the Perth Local District Committee and Council's Youth Officer be progressed.

Committee Recommendation:

Request Council to immediately address the lack of appropriate and adequate facilities for the youth of Perth as a priority. We would like to extend an invitation to the Youth Council to attend a PLDC meeting.

Officer Comment:

No supporting information was provided by the Committee. Council's Youth Officer to meet with the Perth Local District Committee to discuss.



8 INFORMATION ITEMS

RECOMMENDATION

That the Open Council Information items be received.

8.1 COUNCIL WORKSHOPS/MEETINGS HELD SINCE THE LAST ORDINARY MEETING

Responsible Officer: Des Jennings, General Manager

The General Manager advised that the following workshops/ meetings had been held:

Date Held	Purpose of Workshop
5 June 2023	Council Workshop Discussion included: <ul style="list-style-type: none">Northern Midlands Sports Centre (Gym)Removal and Replacement of Two Trees: Church Street, RossAustralian Republic MovementBudget 2023/2024
26 June 2023	Council Workshop Discussion: <ul style="list-style-type: none">Council Meeting Agenda items
	Council Meeting

8.2 MAYOR'S ACTIVITIES ATTENDED & PLANNED

Mayor's Activities Attended & Planned for the period 16th May to 26th June 2023 are as follows:

Date	Activity
16 May 2023	Attended meeting with Jen Butler MP, Longford
17 May 2023	Attended TasFire Emergency Incident Management with SES, Police and Local Government, Longford
18 May 2023	Attended meeting with Southern Midlands Council Councillors and GM, Oatlands
19 May 2023	Attended Devon Hills Cancer Morning Tea, Devon Hills
19 May 2023	Attended meeting with Rosemary Armitage MLC, Longford
21 May 2023	Attended Rotary 60yr celebration event, Brickendon
22 May 2023	Attended meeting with Police Commander Northern District, Longford
23 May 2023	Attended Hydro Dinner function, Launceston
25 May 2023	Attended Avoca Rossarden Royal George Local District Committee meeting, Avoca
25 May 2023	Attended Elizabeth Macquarie Irrigation Trust meeting, Campbell Town
25 May 2023	Attended 25 th Anniversary Tasmanian Symphony Orchestra event, Launceston City Council
26 May 2023	Attended NTDC Members Forum and Strategic Planning Workshop, Launceston
30 May 2023	Attended NMC to sign documents
30 May 2023	Attended Launceston Town Hall Reception celebrating 90 th Anniversary LGH 4K Childrens Ward
30 May 2023	Attended phone conversation with Rebecca White re LG Review and Family Violence issues, Launceston
5 June 2023	Attended Avoca Water Tower Mural viewing with TasWater, Avoca
5 June 2023	Attended NMC Workshop
7 June 2023	Attended NTDC Mayors Meeting, Launceston
8 June 2023	Attended Integrity Commission meeting, Longford
9 June 2023	Officiated at the Perth Early Learning Centre Official Opening, Perth
12 – 16 June 2023	Attended ALGA Conference, ALGWA breakfast and related Federal Minister meetings and functions, Canberra



Date	Activity
19 June 2023	Attended online - Local Government Review Workshop, Launceston
20 June 2023	Planned to receive phone meeting with Rebecca White, Labor Party Leader
21 June 2023	Planned to attend online LGAT LG Review session
22 June 2023	Planned to attend Ben Lomond rebuilt visitor facilities, Ben Lomond
23 June 2023	Planned to attend LGAT LG Review presentation, Paranaple Centre, Devonport
24 June 2023	Planned to welcome Harrison Family Reunion participants to event in Ross
26 June 2023	Planned to attend TasWater meeting, Tailrace, Launceston
26 June 2023	Planned to attend meeting with Mark Shelton MP, Longford
26 June 2023	Planned to attend Council Workshop and Council Meeting, Longford
	Attended to email, phone, and mail enquiries

8.3 GENERAL MANAGER'S ACTIVITIES

General Manager's Activities Attended & Planned for the period 15 May to 8 June 2023 are as follows:

Meetings were attended either in-person, or via electronic means (on-line or via conference call).

Date	Activity
15 May 2023	Met with Deputy Mayor Janet Lambert
15 May 2023	Attended Council Workshop and Council Meeting
16 May 2023	Met with Jen Butler, Labor MP re Future of Local Government Review
16 May 2023	Met with the Department of State Growth re Growing Regions Program
17 May 2023	Met with resident re compliance matter
17 May 2023	Met with General Managers re Future of Local Government Review
17 May 2023	Met with Consultants re Pioneer Park Master Plan
18 May 2023	Met with Southern Midlands Council re Future of Local Government Review
19 May 2023	Met with proponents re development proposal
19 May 2023	Met with Rosemary Armitage, independent member re Future of Local Government Review
22 May 2023	Met with Tas Police Commander Kate Chambers and Inspector Michael Johnston
25 May 2023	Met with property owner re potential land purchase
25 May 2023	Met with proponents re development proposal at TRANSlink
26 May 2023	Met with Minister for Police, Felix Ellis
30-31 May 2023	Attended LGAT GM's workshop
1 June 2023	Attended Community Aviation Consultative Group meeting at Launceston Airport
2 June 2023	Met with John Tucker MP, independent member for Lyons re Future of Local Government Review
2 June 2023	Met with legal counsel
5 June 2023	Attended Council Workshop
7 June 2023	Met with the Office of the Coordinator General re Growing Regions Program
7 June 2023	Attended meeting with General Managers re possible telephone survey
7 June 2023	Met with property owner re property acquisition

8.4 PETITIONS

PURPOSE OF REPORT

In accordance with the Vision, Mission and Values of Council as identified in the *Council's Strategic Plan 2021-2027* and the *Local Government Act 1993, 557-560*, provision is made for Council to receive petitions tabled at the Council Meeting.

OFFICER'S COMMENT

In relation to the receipt of petitions, the following provisions of the *Local Government Act 1993, Part 6 - Petitions, polls and public*



meetings, S57 and S58, should be noted:

Section 57. Petitions

[Section 57 Substituted by No. 8 of 2005, s. 46, Applied:01 Jul 2005]

- (1) A person may lodge a petition with a council by presenting it to a councillor or the general manager.
- (2) A person lodging a petition is to ensure that the petition contains –
 - (a) a clear and concise statement identifying the subject matter and the action requested; and
 - (b) in the case of a paper petition, a heading on each page indicating the subject matter; and
 - (c) in the case of a paper petition, a brief statement on each page of the subject matter and the action requested; and
 - (d) a statement specifying the number of signatories; and
 - (e) at the end of the petition –
 - (i) in the case of a paper petition, the full name, address and signature of the person lodging the petition; and
 - (ii) in the case of an electronic petition, the full name and address of the person lodging the petition and a statement by that person certifying that the statement of the subject matter and the action requested, as set out at the beginning of the petition, has not been changed.
- (3) In this section –

electronic petition means a petition where the petition is created and circulated electronically and the signatories have added their details by electronic means;

paper petition means a petition where the petition is created on paper which is then circulated and to which the signatories have added their details directly onto the paper;

petition means a paper petition or electronic petition;

signatory means –
 - (a) in the case of a paper petition, a person who has added his or her details to the paper petition and signed the petition; and
 - (b) in the case of an electronic petition, a person who has added his or her details to the electronic petition.

58. Tabling petition

- (1) A councillor who has been presented with a petition is to –
 - (a)
 - (b) forward it to the general manager within 7 days after receiving it.
- (2) A general manager who has been presented with a petition or receives a petition under subsection (1)(b) is to table the petition at the next ordinary meeting of the council.
- (3) A petition is not to be tabled if –
 - (a) it does not comply with section 57; or
 - (b) it is defamatory; or
 - (c) any action it proposes is unlawful.
- (4) The general manager is to advise the lodger of a petition that is not tabled the reason for not tabling it within 21 days after lodgement.

PETITIONS

No petitions received.

ATTACHMENTS

Nil

8.5 CONFERENCES & SEMINARS: REPORT ON ATTENDANCE BY COUNCIL DELEGATES

The following report was filed by Mayor Mary Knowles OAM

Launceston and Northern Tasmania Gastronomy Kitchen Table Program Report

Gastronomy Kitchen Table Event held 26th March at Brickendon 3-5pm

Seven Gastronomy Table workshops were held in six municipalities of Northern Tasmania during

March and May 2023. The purpose of the tables was to:

- Introduce the Launceston and Northern Tasmania board and role,
- Raise awareness of the designation and Sustainable Development Goals,
- Outline the 2023-24 activities of Launceston and Northern Tasmania Gastronomy,
- Raise awareness of the brand, meaning and application,
- Gain an understanding of each municipality's gastronomic activities and strengths.

Promoting the 'tables' was undertaken through direct invites, social media, publicity in local

Newspapers and to all Councillors. A total of 51 people attended, eight at Brickendon.

Two questions were addressed. "What gastronomy activities are going on in this area?" and "What are the gastronomic strengths of your area?"



The Northern Midlands agricultural area does not lack for produce. There is a good mix of larger traditional and emerging boutique producers. Well established products across the north include meat, dairy and vegetables. Berries, hazel nuts, wasabi, hops, truffles, cherries, olives, lavender, peppermint oil, rhubarb, mushrooms, eggs, tomatoes, and grapes all add to the diversity of produce that is available. There is an emphasis on quality.

There is growth in distilled products like whisky and gin. Wine making is established, and microbreweries produce beer and cider. Production is generally small scale and specialised.

Even though the region is rich in produce there are issues around the complex issue of 'food resilience'. Contributing factors include, higher cost of living, access, knowledge about nutrition and cooking skills.

There are limited programs in place in most municipalities to ensure school children have access to food at school. Five schools are involved in the Tasmanian Government funded School Lunch Pilot – one each in Launceston, West Tamar, and Northern Midlands and two in Dorset. Neighbourhood Houses and Helping Hand in Longford have fresh produce available for people. Most work is done by charitable organisations and volunteers with limited resources. Positive community health outcomes will flow from increased action in this activity area.

Coffee shops, cafes and food vans offer the opportunity to showcase local produce but are more prevalent in higher population areas. Many wineries have cellar doors. Opening hours at weekends and evenings can be problematic. This activity is closely linked to local produce and product. For events, waste is a challenging issue.

There are workforce pressures around supply and housing for seasonal workers.

The gastronomic strengths of the region lie in the:

- Natural environment – latitude, cool climate, soil, water, and scenery
- People and communities with their knowledge, skills, enterprise, and authenticity.
- Diversity of produce and product.
- Access and geographical proximity between communities.
- Emerging innovations, trying new ways, use of technology
- Emerging Agri-Tourism offerings

We need to tell the stories and highlight the strengths, producers and makers and work with 'the energy' in each area and those who want to work with us.

Each Council's priorities in relation to the local food system and issues need to be understood.

Seek their support of the 'tables' through encouraging people to attend and working on shaping responsive agendas which includes their priorities.

Notes from the Northern Midlands Table: Northern Midlands

- It's a given – our local produce is great.
- Farming is professional with strong use of contemporary technology.
- Larger heritage farms like Connorville; Mountford; Burlington.
- Sheep and dairy
- Cropping
- Berry farms
- Venison
- 2 x abattoirs.
- Lot of killing done on farm and animal hangs for three days.
- Heirloom tomatoes and other varieties – it's genuine.

Processing & Value Adding • Tell the stories – the genuine and authentic stories of people and place.

- Tasmanian Sauces (also focuses on tourism and Agri-tourism).
- Distilleries: Adams, Launceston Airport, Negative Distillery (carbon neutral).
- Lana Pittiglio – Heartlands and Grazing Tasmania.

Tourism, Agri-tourism, Events, and Hospitality • Heritage is the main attraction; Big blend of heritage and agriculture and tourism. • Stay on an operating farm.

- Lots of events in Northern Tasmania and in Northern Midlands.
- 'Glover country'.
- Brickendon is World Heritage Listed.

Food Resilience, Workforce, Distribution, and Waste Northern Midlands

- Mentoring in community and schools.
- Housing for berry farm workforce.
- TransLink distribution; close to highways and airport.
- Zero waste investment for events is needed.
- Idea: Councils hire our plates and cutlery to achieve zero waste events.
- Sharing resources.
- Council operates FOGO which is free now.



- Heritage, agricultural landscape and produce.
- We need to improve the 'food' offering from the produce we grow.

agriCULTURED, a project initiated in 2021 in response to the need to increase visitation in the Cool Season, the slower winter months of the year, produced a 3 site/composition version of the rural music program Acoustic Life of Sheds. The music events provided a high-quality artistic production designed to enhance and increase the profile and reach of agriCULTURED events. Brickendon and Vaucluse Estate are both working farms and commercial event venues. Brickendon was nominated by the agriCULTURED organisers as a starting point and luncheon venue for the Landscapes of Learning audience group. Vaucluse Estate, Conara, a private hotel and reception/event venue was selected for the spectacular outlook and grounds and its geographic location between Longford and the Nile Rd route to 3rd location near Evandale. Harland Rise is a privately owned rural property. The size of this barn was just sufficient for the 60 person seated forum and performance audience requirement during Covid.

"It was fitting that the Northern Midlands was the showcase destination for our first event year, as it has been a food bowl for not only Tasmania, but beyond, since European settlement. It is the original settlers, enterprising and innovative farmers, growers and makers from the NMC area, who have helped pave the way over many generations for Launceston and Northern Tasmania to be the natural host for a national event based on the agricultural sector, and also to have been awarded the UNESCO Creative City of Gastronomy designation.

I hope your councillors can see and appreciate the broader benefits of this significant certification of universal value – one of only two in Australia, (the other being Bendigo). The Launceston Gastronomy website celebrates our entire region, with an expression that sums up our collective essence: "Here, in Northern Tasmania, gastronomy is really about us." Additionally, the Visit Northern Tasmania branding line is "You will grow here", which further amplifies our collective position. The event, agriCULTURED, which sits under the governance of Launceston Gastronomy, is a perfect alignment to showcase our rich and abundant region and provide a platform to support our commitment to the UNESCO Sustainable Development Goals (SDG's).

Further opportunities to position the Northern region as the heart of Tasmania's rural communities, comes through the recent and ongoing investment by the State Government in agritourism. This investment will lead to an increase in high quality on-farm experiences on well-established properties within the NMC municipality, providing strong economic and social benefits to many farmers and enterprises who will be able to align with the Launceston Gastronomy branding and positioning and offer an internationally competitive advantage over other regional Australian destinations." Gillian Miles Festival & Events Specialist
Visit Northern Tasmania

SUMMARY OF BENEFITS from agriCULTURED –provided to the 2021 AGM of the Heritage Highway

- 3 locations showcased in NMC area - Brickendon, Vaucluse and Harland Rise in 2021
- 21 artists and 21 crew and management (42 total paid workers), delivered the program, 90% of whom were Tasmanians
- The majority of these people stayed in accommodation in the NMC area for the project
- 180 paid ticket holders attended over the weekend (during the Covid restricted period)
- The total budget spend for the project was \$75,000
- Note that for agriCULTURED 2022, Brickendon was again used as an event location for 100 agritourism entrepreneurs from across the state.

8.6 132 & 337 CERTIFICATES ISSUED

In relation to the issue of 132 and 337 certificates, the following provisions of the *Local Government Act 1993*, Section 132 and Section 337, should be noted:

S132. Certificate of liabilities

(1) A person referred to in [subsection \(2\)](#) may apply to the general manager for a certificate stating–

- (a) the amount of any liability for rates, whether due or not on the land and outstanding interest or penalty payable in relation to the land;
- (b) any amount received on account of rates that is held in credit against future liabilities for rates in relation to the land; and
- (c) the amount of any charge on the land recoverable by the council.

S337. Council land information certificate

(1) A person may apply in writing to the general manager for a certificate in respect of information relating to land specified and clearly identified in the application.

(2) The general manager, on receipt of an application made in accordance with [subsection \(1\)](#), is to issue a certificate in the prescribed form with answers to prescribed questions that are attached to the certificate.

(3) A certificate under [subsection \(2\)](#) relates only to information that the council has on record as at the date of issue of the certificate.

(4) A prescribed fee is payable in respect of the issue of a certificate.

(5) The general manager, on request, may provide in or with the certificate any other information or document relating to the land that the general manager considers relevant.

(6) A council does not incur any liability in respect of any information provided in good faith from sources external to the council.

(7) A person, with the consent of the occupier or owner of specified land, may request in writing to the general manager that an inspection be carried out of that land to obtain supplementary information relevant to that land.

(8) If the general manager agrees to a request under [subsection \(5\)](#) or [\(7\)](#), the general manager may impose any reasonable charges and costs incurred.



- (9) In this section –
land includes –
 (a) any buildings and other structures permanently fixed to land; and
 (b) land covered with water; and
 (c) water covering land; and
 (d) any estate, interest, easement, privilege or right in or over land.

No. of Certificates Issued 2022/2023 year												Total 2022/2023 YTD	Total 2021/2022	
Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June			
132	77	77	69	78	62	69	56	58	66	40	75		727	995
337	47	35	43	26	36	43	29	25	30	9	30		353	530

8.7 ANIMAL CONTROL

Prepared by: Maree Bricknell, Corporate Services Manager

Item	Income/Issues 2021/2022		Income/Issues for May 2023		Income/Issues year to date 2022/2023	
	No.	\$	No.	\$	No.	\$
Dogs Registered	4,272	109,997	32	1,274	4,219	108,200
Dogs Impounded	30	4,302	4	1,364	44	3,545
Euthanised	1				2	
Re-claimed	25		3		36	
Re-homed/Dogs Home	4		1		6	
New Kennel Applications	19	1,368			6	520
Renewed Kennel Licences	83	3,652			83	3,818
Infringement Notices (paid in full)	28	5,142			52	9,284
Legal Action						
Livestock Impounded						
TOTAL		124,461		2,638		125,367

Audits:

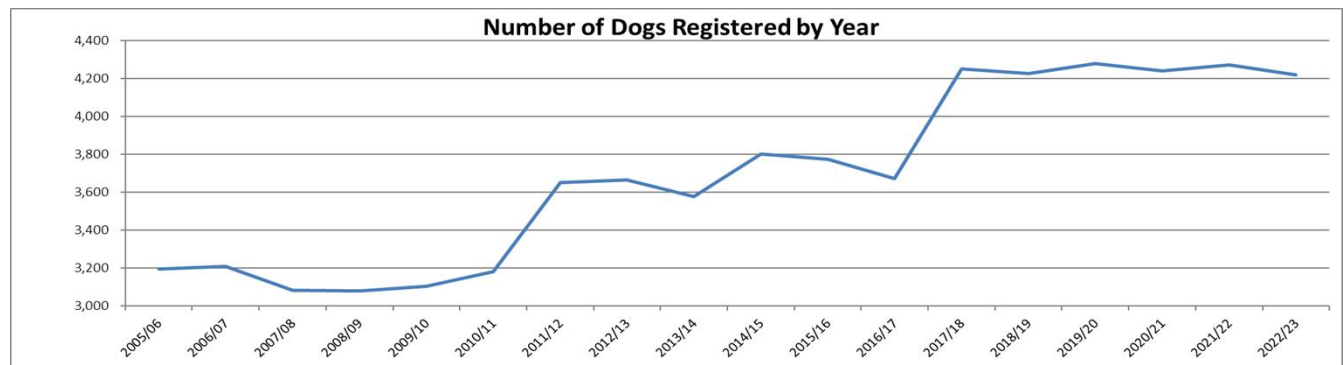
Ongoing including Dangerous Dogs, Kennel Licences, Fire Hazards.

Microchips:

0 dogs microchipped.

Attacks:

0 attack - 1 under investigation.





8.8 ENVIRONMENTAL HEALTH SERVICES

Prepared by: Kate Clark, Environmental Health Officer

Achieve improved levels of environmental and public health by ongoing monitoring, inspection, education and, where necessary, by applying corrective measures to comply with legislation.

Ensure safe standards of food offered for sale are maintained.

Investigations/ Licences Issued	Inspections/ 2019/2020	Prior Years	
		2020/2021	2021/2022
Notifiable Diseases	1	0	1
Inspection of Food Premises	111	67	170
Place of Assembly Approvals		1	14

Actions	2022/2023												
	YTD	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Routine Fixed Food Inspections	100 / 229	5	15	16	9	5	3	5	3	3	5	31	
Routine Mobile/Market stall Food Inspections	11	1	1	0	1	1	1	2	1	1	2	4	
Preliminary Site Visits – Licensed Premises	12	8	3	0	0	0	0	0	0	0	1	0	
On-site wastewater Assessments	0	0	0	0	0	9	6	5	2	4	6	5	
Complaints/Enquiries – All Types	309	10	11	6	15	24	34	39	52	55	63	69	
Place of Assembly approvals	6	0	0	0	1	1	1	0	1	2	0	2	
Notifiable Diseases	6	0	0	1	0	0	0	1	1	1	2	1	

All Food premises are due for at least one inspection from 1 July of each year. The number of inspections in the table above is the total number carried out since 1 July in each financial year.

Inspections are conducted according to a risk-based assessment and cover all aspects of food storage, handling and preparation.

A total of 35 criteria are assessed for either compliance, non-compliance or serious non-compliance.

The Tasmanian Department of Health has produced a legal framework, the Food Business Risk-Classification System (RCS), to classify food premises for registration and notification purposes under the *Food Act 2003*.

Actions, including follow-up inspections, are taken according to the outcome of inspections, the RCS can be used to prioritise the inspection of food businesses, with inspection frequency being increased for high risk classified food premises. In addition, poorly performing food premises would be inspected more frequently.

For those enquiring about opening a food business i.e. Home based food business, officers inspect the premises and after a risk assessment determine whether a food licence is to be issued.

The following is applicable regarding food business registrations:

- A Food Business Application is to be completed and lodged with Council each year (Financial) Sections 84 or 87 or 89 of the *Food Act*.
- Council conducts a desk top assessment of the application in accordance with the Food Business Risk Classification System issued by Tasmanian Department of Health. The assessment is based on the information provided by the applicant.
- Based on the Risk assessed an invoice is issued to the applicant.
- Upon receipt of payment Council issues a Certificate of Registration.
- Council conducts an inspection of the premises during their operation to ensure compliance with the *Food Act* and Regulations and the Food Standards Code. The business is also assessed in line with their Risk Classification.
- Further inspections may be required to ensure any non-compliance issued have been addressed.

On-site Wastewater Assessments are completed after receiving a system design report from a consultant which basically determines what type of sewage system is required (septic or AWTS) and the method of distributing the sewage effluent on site based on AS1547.

A place of assembly is required for any mass outdoor public event. This means an event with over 1000 people for 2 hours or more. It may be any performance, exhibition, circus, festival, food festival, pageant, regatta, sports event, dance or publicly advertised lecture.

Notifiable Disease investigations are carried out by Council's Environmental Health Officer at the request of the Department of Health. Investigations typically relate to cases of food borne illness. While some investigations are inconclusive others can be linked to other cases and outbreaks within Tasmania and across Australia. Under the Public Health Act 1997, investigations are confidential.



8.9 CUSTOMER REQUEST RECEIPTS

Operational Area	19/20	20/21	21/22	YTD 22/23	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Animal Control	11	35	26	20				4	5	5	3	1	2	6		
Building & Planning	6	17	77	39	6	1	5	1	7	14	4	1		1		
Community Services	6	26	54	35	4	1	4	1	4	2	14		5	3		
Corporate Services	10	13	48	11	3	3			1	2	2			4		
Governance	5	6	15	19				3	10	2	4					
Waste	0	1	12	11					5	2	2		2			
Works	228	352	368	270	29	18	28	20	47	39	32	19	38	26		

Reporting for the May period was unavailable at the time of preparation of this Agenda.

8.10 GIFTS & DONATIONS (UNDER SECTION 77 OF THE LGA)

Date	Recipient	Purpose	Amount \$
3-Aug-22	Reptile Rescue	Donation to service	\$1,000.00
3-Aug-22	Campbell Town District High School	Inspiring Positive Futures Program	\$7,272.73
12-Oct-22	Cressy District High School	Inspiring Positive Futures Program	\$8,000.00
3-Aug-22	Andrew G Upton	Donation - State Rep for Darts Tas Senior Mens Team	\$100.00
17-Aug-22	Lucy Johnston	Aust Interschools Championships Equestrian 2022	\$100.00
17-Aug-22	Debbie Mahar	Aust Multi Disability Bowls Champions 2022	\$100.00
21-Sep-22	Ryan Sansom	Represent Tasmanian Junior 8-Ball Team in Nationals	\$100.00
19-Oct-22	C'Town, Cressy, Evandale, Longford	End of Year School Presentations 2022	\$450.00
19-Oct-22	Longford Fire Brigades	Christmas Lolly run 2022	\$100.00
10-Oct-22	Jonty Nicolson	Second Instalment further education bursary	\$1,000.00
12-Oct-22	Kalani C Brain	Second Instalment further education bursary	\$1,000.00
18-Oct-22	Erica Kirk	Second Instalment further education bursary	\$1,000.00
18-Oct-22	Alex Airey	Second Instalment further education bursary	\$1,000.00
15-Nov-22	Longford Care a Car	Donation	\$1,000.00
15-Nov-22	Helping Hand Association	Donation	\$1,500.00
7-Feb-23	Riley Flood	First Instalment further education bursary	\$1,000.00
7-Feb-23	Danielle Smith	First Instalment further education bursary	\$1,000.00
7-Feb-23	Charlotte McClennan	First Instalment further education bursary	\$1,000.00
7-Feb-23	Tasmanian Truck Owners Assoc	40th Annual Truck Run 2023	\$200.00
14-Feb-23	Jessica Hutton	First Instalment further education bursary	\$1,000.00
21-Feb-23	Bree Lavelle	Second Instalment further education bursary	\$1,000.00
8-Mar-23	Northern Tasmanian Croquet Centre	Donation to Mayor's Croquet Challenge 2023	\$100.00
8-Mar-23	Rhiana Morrison	U18 Boys Singles Bowls Australia Open	\$100.00
6-Apr-23	Lachlan Oliver	Tour De Brisbane/Oceania Road Cycling Championships	\$100.00
18-Apr-23	Vaughan & Kristy Springer	U16 2023 National Indoor Cricket Championships	\$100.00
	Council wages and plant	Assistance to Campbell Town SES	\$148.45
		TOTAL	\$29,471.18

8.11 ACTION ITEMS: COUNCIL MINUTES

Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
	1.3	16/03/2020 - Deferred Item - GOV8 Overhanging Trees/Hedges: Evandale	Awaiting external response	Deferred to provide opportunity for the community to attend.	Des Jennings, Gail Eacher	29/09/2021 Harbour Software Support No further action to be taken at this time. To be workshopped and report to be relisted. Discussion held with property owner, formal advice requested. Correspondence to be forwarded to property owner.



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
						25/01/2022 Gail Eacher Correspondence forwarded to property owner, awaiting response. 14/02/2022 Gail Eacher Letter received from property owner. Draft response to queries raised prepared. 01/04/2022 Gail Eacher Letter sent to property owner, response awaited. 08/07/2022 Gail Eacher Further information being sought prior to workshop discussion. 13/02/2023 Gail Eacher Correspondence sent to the property owners on 27 January 2023. 27/02/2023 Gail Eacher No response to date. 09/05/2023 Gail Eacher Listed for July workshop.
20/02/2023	13.1	Local Government Reform	Completed	That Council at this time is unable to recommend a suggested reform pathway option until the options are subject to a cost-benefit analysis and only after broad community consultation.	Des Jennings	23/02/2023 Gail Eacher Letter sent 23/2/23.
15/05/2023	7 2.2	Review of Local District Committees and Forums: Extension of the Current Term	Completed	That Council extend the membership term of Local District Committees to December 2023, subject to the Review of the Local District Committee structure.	Gail Eacher	02/06/2023 Gail Eacher Correspondence sent to all Local District Committees advising of the extension of the membership term to December 2023.
20/02/2023	7 2.4	LLDC Recommendation 3 - Walking Track Along the Levee from High Street to Malcombe Street - 1 February 2023	Completed	That Officers investigate the feasibility of incorporating a walking track from High Street to Malcombe Street along the levee bank and provide a report back to Council.	Jonathan Galbraith, Lorraine Wyatt, Trent Atkinson	23/02/2023 Lorraine Wyatt LLDC advised of Council decision via email 23/02/2023. 14/03/2023 Jonathan Galbraith Report prepared for Council
20/03/2023	7 1.2	CTDF Recommendation 1 - Traffic Management - Heavy Haulage - 3 March 2023	Completed	That Council notes the matters raised by Campbell Town District Forum and officers continue to monitor roads being utilised by heavy haulage.	Leigh McCullagh, Lorraine Wyatt	23/03/2023 Lorraine Wyatt Council decision communicated to CTDC by email 23/03/2023.
30/01/2023	7 1.5	Mowing on the Eastern Side of West Street	Completed	That Council note the Committee recommendation and advise that the verge on the eastern side of West Street between Church Street and Pedder Street, only to the end of the houses in West Street, will be included in the Council mowing schedule.	Leigh McCullagh, Lorraine Wyatt	08/02/2023 Lorraine Wyatt Communicated to the CTDF at the meeting held 7 February 2023.
15/08/2022	9.8	Swimming Pool Operations: 2021-2022 Full Season Update	Completed	That Council receives a further report with matters clarified and that templates be created so that the information received from the facilities is consistent.	Leslie Hall, Maree Bricknell	09/09/2022 Leslie Hall New process being put in place for 2022/23 season. Currently reviewing process, and looking to utilise new WHS inspection reporting. Report will be prepared once review is complete. New reporting will address inconsistencies with reporting accuracy. Corporate services are



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
						liaising with Committees to look to align financial reporting from committees with the pool season, as opposed to current Calendar Year reporting periods. 10/10/2022 Gail Eacher INFO item to Council after commencement of season and system is up and running. 19/06/2023 Gail Eacher Report to Council June 2023.
20/03/2023	5 3.1	Notice of Motion: Reconciliation Action Plan	Completed	That Council a) develop a Reconciliation Action Plan (RAP) in consultation with Tasmanian Aboriginal groups, such as Reconciliation Tasmania and the local Tasmanian Aboriginals community; and b) provide a funding allocation in the Draft 2023/2024 Municipal Budget to prepare a Reconciliation Action Plan.	Lorraine Green, Maree Bricknell	23/03/2023 Gail Eacher Budget allocation to be made. 27/03/2023 Lorraine Green further work progressing towards development of the plan 09/05/2023 Gail Eacher Draft Plan prepared to be tabled at future workshop.
15/05/2023	7 1.4	Renaming of Smith Street to Mulga Way - 3 May 2023	Completed	That Council receive a report on the proposal to informally sign part of Smith Street (west of Hay Street) as Mulga Way.	Lorraine Wyatt	17/05/2023 Lorraine Wyatt Council decision communicated to LLDC via email 17/5/2023.
15/05/2023	13.1	Review of Local District Committee Memorandum of Understanding	Completed	That, in the interim and in the lead up to the review, Council endorses the changes to the Memorandum of Understanding (MOU) .	Lorraine Wyatt	15/06/2023 Gail Eacher Reviewed MOU to be included in the Committee Review process.
15/05/2023	13.2	Municipal Playground Shade Audit	Completed	That Council a) Note the Playground Audit Report b) i) Review the Draft Playground Shade & Fencing Policy; ii) Make the following inclusion: that some form of temporary shade structure be provided at the Seccombe Street Playground, and; iii) Bring back to Council a Playground Shade & Fencing Policy for endorsement c) i) Identifies the playgrounds/ equipment that require additional shade and; ii) Makes provisions in the 2023-2024 budget for implementation of the policy.	Maree Bricknell, Trent Atkinson	19/06/2023 Gail Eacher Draft Playground Shade and Fencing Policy to be presented to July Council meeting.
28/11/2022	5 3.2	Sale of Campbell Town Hall	Completed	That Council Officer's prepare a report on the notice of motion to be presented to a future Council Meeting; and That the Officers report specifies: actions specified in the resolution; whether actions have been wholly or substantially carried out; and That no further action be taken until the further report is considered by Council. 1) Council does not proceed with the sale of the Campbell Town	Victoria Veldhuizen	06/12/2022 Gail Eacher Report to be prepared post a workshop presentation. 13/02/2023 Gail Eacher Matter discussed at recent workshop, report to be prepared. 23/03/2023 Gail Eacher Awaiting offers. 09/05/2023 Gail Eacher Sale actively progressing. 05/06/2023 Victoria Veldhuizen Report on Notice of Motion presented to Council on 26 June 0223.



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
				Hall . 2) Minute No 122/21,176/21, 284/21, 22/23 and 22/296 be rescinded 3) Minute No. 122/21, 22/23 and 22/296 any discussion, decision, report or document be released to the public 4) A further updated report be brought back to Council on the maintenance, restoration, and future use for the building with a fully modelled and costed works programme. 5) That a committee be appointed to look at alternative strategies and uses for the building and a business model be developed for the building.		
20/02/2023	13.1	Local Government Reform	In progress	That a report on modelling be brought back to Council, the modelling to inform if amalgamation was to occur, information on the impacts relevant to specific areas, and to include losses and gains.	Des Jennings, Gail Eacher	27/02/2023 Gail Eacher Submission sent. Further report to Council to be prepared. 20/06/2023 Gail Eacher – Report to Council.
30/01/2023	13.1	Live Streaming of Open Council Meetings	In progress	That Council a) provide an allocation within the 2023/2024 Draft budget to implement improvements to the Council meeting room Information Technology (IT) to allow for the live streaming of open council meetings .b) Officers prepare a Guide to the Live Streaming of Open Council Meetings for Council's consideration.	Ben Badcock, Maree Bricknell, Victoria Veldhuizen	15/02/2023 Gail Eacher Quotes being sought. 05/06/2023 Victoria Veldhuizen Report to Council being prepared and will be presented to the July 2023 meeting.
15/05/2023	13.3	City of Gastronomy	In progress	That Council defers its decision pending the attendance of representatives of the UNESCO City of Gastronomy at a Council Workshop.	Des Jennings	07/06/2023 Gail Eacher Advised of Council decision and invited to attend workshop.
28/11/2022	5 3.4	Waste Dump Point at Evandale	In progress	That Council Officer's prepare a report on the notice of motion to be presented to a future Council Meeting. That a report be prepared for council to examine the installation of a new Recreational Vehicle waste pump point in the Evandale area. The report should include costs to install a new pump point and possible sites in the Evandale area. The report should be sent to the Evandale District Committee for comment.	Des Jennings, Gail Eacher	06/12/2022 Gail Eacher Investigation commenced. 24/03/2023 Gail Eacher Investigation currently being undertaken by engineers (plumbing & construction). Advice expected to be received by end April. 15/06/2023 Gail Eacher Further advice received, Engineering expected by end July. Once engineering advice has been received DA process will be commenced.
20/03/2023	16.1	Sticky Beaks Cafe Corner (cnr	In progress	That the JMG report Option Two (steel bollards) be	Des Jennings,	23/03/2023 Gail Eacher Meeting arranged with Garry Hills, Dept. of



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
		Wellington and Marlborough Streets): Upgrades and Safety		revisited and that a time-line be put in place to implement this recommendation should that be an approved solution. Further that a report be undertaken to develop a detailed analysis for the intersection and the traffic flows in the centre of Longford.	Jonathan Galbraith, Leigh McCullagh	State Growth. 17/04/2023 Jonathan Galbraith Council officers met with Garry Hills on March 30, 2023. The Department of State Growth has agreed to do engage a consultant to carry out an independent traffic study of the intersection. Awaiting further information from the Department of State Growth. 04/05/2023 Jonathan Galbraith Garry Hills from the Department of State Growth has advised that they are in the process of organising and independent report on the safety of the intersection 15/06/2023 Gail Eacher Further contact made with DSG, requested that a timeline be provided for provision of the independent traffic study for Sticky Beaks Corner.
24/10/2022	7 3.4	William Street Reserve - Naming of Bridge and Installation of Bench	In progress	That Council: 1) agree to the proposal to install a bench seat and plaque in honour of John Stagg near the William Street Reserve footbridge; 2) agree to the secretarial assistance allocation of the PLDC being contributed toward the installation of the memorial seat; and 3) on completion of the William Street Reserve bridge, invite the PLDC and the Perth community to make submissions for the naming of the bridge, prior to a report to Council.	Gail Eacher, Leigh McCullagh, Maree Bricknell	22/11/2022 Gail Eacher Committee advised of Council decision. Matter to be progressed. 19/01/2023 Gail Eacher PLDC have advised that the wording for seat plaque has been given to the family for consideration. PLDC Chair to liaise with Council regarding provision and placement of park bench. 19/04/2023 Gail Eacher Wording for the plaque has been provided by the PLDC. 15/06/2023 Gail Eacher Location for seat has been identified, plaque and seat are programmed to be installed. Installation subject to staff availability.
30/01/2023	7 4.2	Viewing Area Located on Pateena Road	In progress	That Council officers meet with Longford Local District Committee members on site to at Newry corner and provide a report back to Council about the proposal including infrastructure requirements and associated costs, for consideration.	Jonathan Galbraith, Leigh McCullagh	15/02/2023 Gail Eacher Meeting to be organised. 10/03/2023 Jonathan Galbraith Meeting to be organised upon return of Works Manager 17/04/2023 Jonathan Galbraith Councils Works Manager and Engineering Officer met with the Longford district committee on March 31. Currently liaising with Tasnetworks regarding access to their facilities on the proposed site 04/05/2023 Jonathan Galbraith Currently awaiting response from Tasnetworks regarding access requirements for their facilities on site 15/06/2023 Jonathan Galbraith Tasnetworks have advised that this area is within their powerline easement and for safety reasons they will not allow the construction of a viewing platform in that area.
24/10/2022	7 1.2	CTDF Recommendation 1	In progress	That the request by the Campbell Town District Forum for a community meeting to	Leslie Hall, Lorraine Wyatt,	23/11/2022 Gail Eacher Report to July Council Meeting.



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
				discuss community concerns about the future of the swimming pool be investigated and a report be provided to Council (the report to include additional costings).	Trent Atkinson	
26/04/2023	5 3.1	Notice of Motion: Review of Local District Committee Structure.	In progress	That a report be prepared for Council reviewing the structure of the District Committees to provide greater community participation. This report should include, but not be limited to, their role and function, membership, meeting times, funding and communication with the local community.	Victoria Veldhuizen	09/05/2023 Gail Eacher Report to be prepared and presented to Council. 15/06/2023 Victoria Veldhuizen Not yet started. Report to the July Council Meeting.

8.12 RESOURCE SHARING SUMMARY: 01 JULY 2022 TO 30 JUNE 2023

Resource Sharing Summary 1/7/22 to 30/6/23 As at 31/5/2023	Units Billed	Amount Billed GST Exclusive \$
Meander Valley Council		
Service Provided by NMC to MVC		
Street Sweeping Plant Operator Wages and Oncosts	287.00	13,009
Street Sweeper - Plant Hire Hours	287.00	19,571
Total Services Provided by NMC to Meander Valley Council		32,580
Service Provided by Meander Valley Council to NMC		
Wages and Oncosts		
Plumbing Inspector Services	634.20	48,836
Engineering Services	-	-
Total Service Provided by MVC to NMC		48,836
Net Income Flow	- 347.20	-16,256
Total Net		-14,281
Private Works and Council Funded Works for External Organisations		
Works Department Private Works Carried Out	Hours	Amount \$
	400	38,115
	400	38,115

8.13 VANDALISM

Prepared by: Jonathan Galbraith, Engineering Officer

Incident	Location	May 2023	Estimated Cost of Damages	
			Total 2022/23	Total 2021/22
Graffiti at skatepark	Longford	\$ 1,000		
Graffiti at Mill Dam reserve	Longford	\$ 500		
Vandalism and graffiti at Victoria Square toilets (multiple occasions)	Longford	\$ 2,000		
TOTAL COST VANDALISM		\$ 3,500	\$ 16,800	\$ 10,200

8.14 YOUTH PROGRAM UPDATE



Prepared by: *Natalie Dell, Youth Officer*

PCYC Program

Council fund PCYC activities in the Northern Midlands. The program is currently being facilitated in Perth on Thursdays during school terms. Attendance numbers for the Perth program in May as follows:

Date of Session	Attendance	Comment
Perth		
4-5	17	
11-5	14	
18-5	11	
25-5	13	Group has been setting challenges of varying descriptions, and getting them working as a team

Free2B Girls Program

The Free2B Girls program is funded by Tasmania Community Fund and has commenced in Longford and Campbell Town.

Free2b Girls Longford numbers have had a significant increase and currently at maximum attendance numbers. The grant period has now ended for Free2b Girls Longford. The group has received a donation for the ongoing support of a Program Facilitator for an initial period of 12 months from Longford Rotary and JBS Australia.

Free2b Girls Campbell Town will continue under the grant for 10 more sessions.

Attendance for the month of May as follows:

Session Venue	Date of Session	Attendance	Comment
Campbell Town			
	3-6	6	
	10-6	0	Instructor absence
	17-6	3	
	24-6	2	
	31-6	7	Visit from baby lambs!!
Longford			
	2-5	16	Welcomed new volunteer
	9-5	0	Instructor absence
	16-5	19	
	23-5	12	
	30-5	13	Encouraging games focusing on teamwork

Northern Midlands Active Youth Program

The program is funded by Healthy Tasmania and has commenced in Campbell Town and Cressy. The program is conducted during school lunch time and is meeting with great success. Schools are incredibly supportive of the program; offering students to participate in activities that support their health and wellbeing. Encouraging development of new friendships and promoting physical activity. Attendance for the month of May were not provided by the service provider at the time of the preparation of the Agenda.

Meetings

Natalie Dell represents Council on the Northern Youth Coordinating Committee and the Northern Midlands Interagency Meetings.

Campbell Town District High School: focus on supporting mental health and wellbeing, lunchtime workshops with cartoon artist have been held during May. Excellent feedback from staff, students and cartoonist with approximately 25 students attending each workshop.

Taiko Drumming and Recreation sessions at Evandale Primary School: PCYC have held Taiko Drumming workshops at Evandale Primary School during May focusing on activities that support health, wellbeing and young people's



participation in the arts. Drumming workshops have had up to 21 students and recreation sessions- 60 students attending. Great feedback has been shared.

Breakfast Club- Cressy: The Cressy Breakfast program has been further developed liaising with the School Chaplain and Youth Officer, to provide freely available Breakfast items for 30+ students. The School has identified several young people who will benefit from participating in the cooking program. The program helps address students' health, well-being, and food security. The program provides nearly double the numbers of previous years. This program is being well received by the students and School.

SPARK: Campbell Town District High School; students project focus: support student mental/physical health and wellbeing. Their student- led project has begun with lego on offer- having 27-29 participants each session in May. Program aim: To help foster leadership and support youth focused initiatives in Schools. School Representative Councils (SRC) can apply for funding of projects (up to \$300/year) to be held in their schools. Supporting education and employment opportunities for young people.

Youth Advisory Group: The group is currently exploring their first project focusing on Art/creative opportunities for young people. Working together as a team develop their project.

Youth Week: Celebrated on May 3rd. Youth Officer worked with Student Leaders at Cressy and the School Chaplain to plan a school event for Youth Week along with a local youth volunteer- it was extremely well received by the school community. The theme of: Acceptance, Be Bold, Be You- with the overarching goal of providing 'fun stuff' for young people. Providing opportunities to participate in activities that support health & well-being. Service Providers involved: Youth Health North, The Mish, PCYC, Longford Fire Brigade, Salvation Army, Epilepsy Tasmania, Longford Library, Vinnies and Motorsport Tasmania.

"This has been a fantastic opportunity for them to stretch their leadership skills and serve the student community."- School Chaplain.

8.15 INTEGRATED PRIORITY PROJECTS & STRATEGIC PLANS UPDATE

Prepared by: Maree Bricknell, Corporate Services Manager & Lorraine Green, Project Officer

CURRENT AS OF 19 JUNE 2023

Progress Report:

 Not Started (obstacles)

 On Hold

 On Track

 Completed

INTEGRATED PRIORITY PROJECTS PLAN:

Project	Status	Budget 2022-23	\$	Scheduled	
1 Progress: Economic health and wealth - grow and prosper					
Foundation Projects					
4.1 Main Street Upgrades: Campbell Town, Longford & Perth	Gov	Campbell Town Construction of Midland Highway underpass at Campbell Town completed. Building Better Regions Fund application submitted for funding towards implementation of Stage 1 of the Urban Design Strategy. Outcome awaited. Business Case being prepared to secure the 2022 Election Commitment	Budget allocation 2022-23 plus contribution from \$8m Federal Govt Election Commitment 2022.	1,450,000	Commence Dec-Oct 23
	Gov	Longford Commitment of \$4m from National Party prior to 2019 Federal Election. Memorial hall upgrade contractor selected at Council's February 2023 meeting – work underway.	Budget allocation 2022-23. Designed and at DA	1,293,000	Finalising Documentation for DA
	C&D	Perth Council has endorsed the plan and draft amendments to planning scheme to be prepared.	Budget allocation 2022-23 plus contribution from \$8m Federal Govt Election Commitment 2022.	1,141,000	Report to July Council Meeting



Project		Status	Budget 2022-23	\$	Scheduled
		Main Street upgrades included in NMC Priority Projects document Business Case being prepared to secure the 2022 Election Commitment			
4.4 <i>TRANSLink Intermodal Facility</i>	Gov	Including precinct renewal – stormwater & gas pipeline. Seeking grant assistance to fund planned works. Included in NMC Priority Projects document.	Federal Election commitment of \$5m for planning stage. No Council funded Budget allocation 2022-23. Further \$30m commitment subject to planning stage.	5,000,000	Preliminary discussions underway
Enabling Projects					
5.1 <i>Perth Sports Precinct & Community Centre</i>	Gov	Concept master plan developed October 2020. Included in NMC Priority Projects document.	Valuation to be updated for land then provide to property owner for consideration. No budget allocation 2022-23 staff resources only.	-	Not scheduled at this stage
5.1 <i>Ben Lomond Public Shelter Development</i>	Gov	Feasibility Study: Investment in Ben Lomond Ski Field Northern Tasmania Study being driven by external stakeholders, Council support provided when requested. Included in NMC Priority Projects document. Government has committed to infrastructure expenditure and development of a master plan.	No allocation 2022-23 staff resources only.	-	Not scheduled at this stage
5.3 <i>Campbell Town – Town Hall Sale or Lease</i>	Gov	Expressions of interest for selling the hall advertised closed 20 May 2022. Agent appointed.	Small gain/loss in Budget 2022-23 expected if sold.	884,000	Report being prepared
5.3 <i>Longford Library & exhibition Building on the Village Green</i>	Gov	Longford Motor Sport Museum Alternative sites for museum being sought by proponents. Included in NMC Priority Projects document.	No budget allocation staff resources only.	-	Not scheduled at this stage
5.3 <i>Power Undergrounding in Evandale, Longford & Perth</i>	Works	Awaiting funding streams to come available. Included in NMC Priority Projects document.	No budget allocation staff resources only.	-	Not scheduled at this stage
5.4 <i>Subdivisions (several – Cressy, Evandale, Longford & Perth)</i>	C&D	Council to identify opportunities to provide infrastructure and secure funding. Included in NMC Priority Projects document	Evandale Drainage Easement secured. Awaiting DA from subdivider.	-	Not scheduled at this stage
2 People: Cultural and society – a vibrant future that respects the past					
Enabling Projects					
5.1 <i>Oval Upgrades (several)</i>	Gov	Campbell Town War Memorial Oval Precinct Implementation of Final Stages. Included in NMC Priority Projects document.	Irrigation system adjacent to tennis area \$45,000, building acoustics and minor improvements \$41,500, and carpark sealing \$126,000 included in 2022-23 Budget.	212,500	Commence Nov 22
	Gov	Cressy Recreation Ground Implementation of Final Stages Levelling the Playing Field funding received – building work completed. Final report and acquittal submitted. BBQ facility & landscaping to be funded through Local Roads and Community Infrastructure grant. Cricket Australia funding secured towards the upgrade of the practice	Budget allocation in 2022-23 Budget - BBQ shelter completion. Cricket Australia grant \$18,500 State Government 2021 Election commitment \$5,400	128,000	Completed Completion Mar 23



Project	Status	Budget 2022-23	\$	Scheduled
		facility..		
5.1 <i>Morven Park Master Plan</i>	Gov	Implementation of Final Stages Works substantially completed: grant acquittal report submitted. Relocation of cricket nets completed – acquittal report submitted to State Govt	NMC \$13,100 Budget commitment 2022-23 towards future drainage improvements \$26,582. Budget allocation for removal of old cricket nets and surrounds \$10,000.	10,000 Drainage when balance funding sought. Cricket net removed Dec 22
5.1 <i>Swimming Pool Upgrades (several)</i>	Gov	Covering of Campbell Town & Cressy Swimming Pools Included in NMC Priority Projects document.	No allocation 2022-23 staff resources only.	- Not scheduled at this stage
	Gov	Cressy Implementation of final stages. State election funding grant of \$100,000 received. \$400,000 commitment from National Party prior to 2019 federal election. Grant acquittals submitted. Concourse, carpark and landscaping completed 2022/2023	Budget allocation 2022-23 for renewal of concourse and fencing. LRCI grant allocated to the project.	600,000 Completed
	Gov	Ross Pool operation to continue (as per the current funding model) whilst structurally/operationally safe to do so.	Budget allocation 2022-23 towards WHS issues.	10,000 Oct-22
5.2 <i>Shared Pathways</i>	Gov	Committee established and program to be prepared. Included in NMC Priority Projects document.	State Vulnerable User Grant funding 2022-23.	250,000 Design stage
4 Place: Nurture our heritage environment				
Foundation Projects				
4.2 <i>Perth South Esk River Parklands</i>	Gov	Building Better Regions Fund grant secured towards the extension of the walkway, installation of footbridge and BBQ. Grant Agreement executed Feb 2022. Progress report submitted October 2022. Included in NMC Priority Projects document..	Budget allocation for footbridge construction, footpath connection and BBQ. Building Better Regions Fund grant of \$187,500	310,000 Underway.
4.3 <i>Sheepwash Creek Corridor & Open Space</i>	Gov	Grants to be sought for major new/improved infrastructure. Included in NMC Priority Projects document.	Supplementary Budget project 2022-23.	200,000 Not scheduled at this stage
4.5 <i>Municipal Tree Planting Program</i>		Annual program being implemented. Included in NMC Priority Projects document.	Budget allocation 2022-23.	100,000 Ongoing
Enabling Projects				
5.1 <i>Conara Park Upgrade</i>	Gov	Concept prepared: awaiting funding opportunities. Included in NMC Priority Projects document.	No budget allocation staff resources only.	- Not scheduled at this stage
5.3 <i>Redevelop Cressy Park</i>	Gov	Liaising with Local District Committee to establish/prepare plans for upgrade.	No budget allocation staff resources only.	- Not scheduled at this stage
			Total 2022-23 Budget Allocation	11,588,500



8.16 TOURISM & EVENTS AND HERITAGE HIGHWAY TOURISM REGION ASSOCIATION (HHTRA) UPDATE

Prepared by: *Fiona Dewar, Tourism and Events Officer*

Tourism update:

- Events:
 - Liaise with event organisers re planning and information required, assist those seeking funding and in-kind support. Provide assistance to event organisers to fulfil Council compliance requirements.
 - Keep event list updated and distribute.
 - Update NMC website calendar.
 - Event Management Guide: progress updating.
- Northern Midlands Community Expo 2023:
 - Process registrations coming in.
 - Updates on social media.
 - Assist organisations with enquiries.
 - Complete printing of flyers. Begin planning posters and banners.
- Northern Midlands Visitor Centres Group:
 - Provide brochure stocks.
 - Finalise printing of the Communication Strategy flyer.
- Town Video Project
 - Progress liveability content.
 - Work with producer regarding the marketing campaign.
- Liaise with local tourism operators to provide industry information.
- Work with Dept State Growth re Ross Highway sign.
- Attend Tourism Visitor Information Network (TVIN) annual conference.
- Attend Visit Northern Tasmania Zero Waste Events Workshop.

HHTRA update:

- Ongoing marketing activities include website blog posts and social media.
- Administrative tasks.
- Progress Quick Reference Guide update.

8.17 2023 LOCAL GOVERNMENT OF TASMANIA ELECTIONS

Prepared by: *Des Jennings, General Manager*

The Tasmanian Electoral Commission has provided advice regarding the recent LGAT Elections.

Break O'Day Mayor, Mick Tucker, has been elected as the LGAT President.

Results for the Northern Electoral District General Management Committee Members, are as follows:

- Mayor Mick Tucker was elected as GMC Member (for population <20,000); however, as the President cannot be the GMC Member on recount **Mayor Knowles has been elected as the GMC member in this category**
 - Cr Danny Gibson has been elected as GMC Member (for population >20,000).
-



9 PUBLIC QUESTIONS AND STATEMENTS

PUBLIC QUESTIONS AND STATEMENTS

Regulation 31 of the *Local Government (Meeting Procedures) Regulations 2015* makes provision for Public Question Time during a Council meeting.

Public question time is to commence at approximately 5:30pm and is to be conducted in accordance with the following guidelines:

- At each Council Meeting up to 20 minutes, or such longer period as Council may determine by resolution at that meeting, is to be provided for persons at the meeting to ask questions.
- A person seeking to ask a question must firstly identify himself or herself by stating their name and the town they reside in.
- If more than one person wishes to ask a question, the Mayor is to determine the order in which those questions are asked.
- Questions must be directed to the Mayor who shall answer or direct the question to the appropriate Councillor or Council Officer. A question will be answered if the information is known otherwise taken on notice and responded to in writing within 10 working days.
- Questions should preferably be in writing and provided to the General Manager 7 days prior to the Council Meeting.
- A person is entitled to ask no more than 2 questions on any specific subject. If a person has up to two questions on several subjects, the Mayor may defer those questions until other questions have been asked and refer back to that person only if time permits.
- Each submission speaker is limited to a maximum of 3 minutes.

PUBLIC QUESTIONS



10 COUNCIL ACTING AS A PLANNING AUTHORITY

RECOMMENDATION

That the Council intends to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993* for Agenda Item/s 11.1 to 11.11.

Section 25 (1) of the Local Government (meeting procedures) Regulations require that if a Council intends to act at a meeting as a Planning Authority under the *Land Use Planning and Approvals Act 1993*, the Chairperson is to advise the meeting accordingly.

10.1 STATEMENTS

REPRESENTATIONS ON PLANNING ITEMS

A maximum of 4 persons per item (2 for and 2 against) will be permitted to address Council on a planning item. After the representation has been made, Councillors are permitted to ask questions of the party who made the representation.

Each speaker is limited to a maximum of 3 minutes.

- 11.1 PLN22-0143, Part change of use to Food Services, Community Meeting & Entertainment, carparking, 55 High St Campbell Town
- 11.2 PLN23-0056; Multiple dwellings; 7 Laycock St Longford
- 11.3 PLN23-0042; Multiple dwellings (3), 17 Bulwer St Longford
- 11.4 PLN23-057 Multiple Dwellings (2) 21 Union St Longford
- 11.5 PLN23-0008, Multiple dwellings, 5A Laycock St Longford
- 11.6 PLN23-0079 Boundary Adjustment; 38 George St & 4 William St Longford
- 11.7 PLN23-0017, Alterations and Additions to Ross Hotel inc works in road reserve, 35 Bridge St, Bridge and Church Sts Ross
- 11.8 PLN23-0076 Alterations & Additions to Building; 19 Marlborough St Longford
- 11.9 PLN23-0087 Installation of Lighting, Road Safety park; 2A Archer St Longford
- 11.10 Request to Amend Planning Permit PLN-22-0013 - 40 lot subdivision - by removing the requirement for footpaths
- 11.11 Draft Amendment 03/2022 & permit PLN-22-0056 - Rezone Part of Lot 1 Drummond Street, Perth and 3 lot subdivision



11 PLANNING REPORTS

11.1 PLN22-0143: PART CHANGE OF USE TO FOOD SERVICES, COMMUNITY MEETING & ENTERTAINMENT, CARPARKING - 55 HIGH STREET CAMPBELL TOWN

File: 302300.8; PLN22-0143
Responsible Officer: Des Jennings, General Manager
Report prepared by: Rebecca Green, Consultant Planner

RECOMMENDATION

That application PLN-22-0143 to develop and use the land at 55 High Street & Bridge St road reserve, Campbell Town for Part change of use to Food Services, General Retail and Hire and Community Meeting & Entertainment; shipping container to be used as office and storage, 2 x shipping containers and roof between to be used as cafe and kitchen and shop, caravan to be used as a bar, extension to existing dwelling, post & rail fence, signage, car parking in Bridge Street (Heritage Listed Place, vary car parking provisions) be approved subject to the following conditions:

1 Layout not altered

The use and development must be in accordance with the endorsed documents, except as varied by Condition 2 and 5 below:

- **P1 – P19** (Plans prepared by Engineering Plus, Drawing No: 50321, Sheet No's: A00-A18, Rev: D, Dated: 01.02.23 (Received: 02.05.2023));
- **D1** (Submission addressing the Northern Midlands Interim Planning Scheme 2013 as amended, Chris Triebe & Associates Town Planning Services, Dated: 28 June 2022, as amended 11 October 2022 (Received: 03 Nov 2022);
- **D2** (Traffic Impact Statement for Proposed Facilities at 55 High Street, Campbell Town, Traffic & Civil Services, Dated: 29th August 2022 (Received: 16.09.2022)
- **D3** (Colorbond Colour Chart, Received: 16.09.2022);
- **D4** (Burton-3 Toilet Building, Modus Australia); and
- **D5** (Photos of existing signage at 55 High Street, Campbell Town).

2 Amended plans required

2.1 Prior to the commencement of any works on site, amended plans showing the use of the southern container (attached via porta roof to the kitchen container) as a Shop, must be submitted to Council and will form part of the approved documentation.

2.2 Prior to the commencement of any works on site, amended plans showing the Caravan Bar relocated against the internal dividing fence, must be submitted to Council and will form part of the approved documentation.

3 Council's Works Department condition

Civil Works

All civil works in Bridge Street are to be carried out by Council in accordance with the approved design plans and Council's municipal drawings.

4 TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2023/00381-NMC) – attached as Appendix A.

5 Tasmanian Heritage Council conditions

The use and development must comply with the requirements of the Tasmanian Heritage Council Notice of Heritage Decision (Reference 10-71-73 THC) – attached as Appendix B.

6 Operation Hours

The Food Services Use and General Retail and Hire uses must not operate outside the following hours:



- 8.00am to 8.00pm Monday to Friday;
- 9.00am to 6.00pm Saturday; and
- 10.00am to 5.00pm Sunday and public holidays.

The Community Meeting and Entertainment use must not operate, with the exception of no later than 12.00am midnight on 31 December and 1.00am on 1 January, outside the following hours:

- 8.00am to 10.00pm Monday to Thursday;
- 9.00am to 11.00pm Friday and Saturday; and
- 10.00am to 10.00pm Sunday and public holidays.

7 Lighting

External lighting must be designed, baffled and located as necessary to ensure that no direct light is emitted outside the boundaries of the subject land.

8 Commercial Vehicle Movements

Commercial vehicle movements and the unloading and loading of commercial vehicles must be within the hours of:

- (a) 7.00am to 6.00pm Monday to Friday; and
- (b) 9.00am to 5.00pm Saturday, Sunday and public holidays.

9 Bicycle Parking

Prior to the use commencing on site, a bike rail/hoop must be provided within the boundaries of the site providing for a minimum of 5 bicycles.

10 Agreement under section 71 of the Land Use Planning and Approvals Act 1993

The landowner of 55 High Street, Campbell Town (title reference 153978/1), under section 71 of the Land Use Planning and Approvals Act 1993, must prepare and enter into an agreement with the Northern Midlands Council ("Council"), to the satisfaction of the General Manager. The agreement must provide for the following:

- Upon the Council being notified by the landowner that it intends to act on planning permit PLN-22-0143 ("Permit"), and on the payment to the Council of \$40,000 as the landowner's contribution towards the works, the Council agrees to undertake the works within Bridge Street, Campbell Town.
- For the purpose of the agreement, "the works" are the proposed eleven (11) parallel (asphalt sealed) car parking spaces, 'type KC' kerb, 1.5m concrete footpath, and concrete walkway shown on Engineering Plus drawing No. 50321, A01, Rev. C, dated 20.12.22, stamped received 20.03.2023.
- If the costs of the works are less than \$40,000 contribution, the Council will repay the landowner the difference. The agreement must be prepared by the landowner and forwarded to Council along with a cheque made payable to the Tasmanian Recorder of Titles in the amount of the relevant registration fee.

Note: In accordance with section 53(6) of the Land Use Planning and Approvals Act 1993, the Permit does not take effect until the day the agreement is executed.

11 Damage to Council Nature Strips

Any damage to Council Nature Strips caused due to the use must be reinstated at the proponents cost and to Council's satisfaction.

1 INTRODUCTION

This report assesses an application for 55 High Street & Bridge St road reserve, Campbell Town to Part change of use to Food Services, General Retail and Hire and Community Meeting & Entertainment; shipping container to be used as office and storage, 2 x shipping containers and roof between to be used as cafe and kitchen and shop, caravan to be used as a bar, extension to existing dwelling, post & rail fence, signage, car parking in Bridge Street (Heritage Listed Place, vary car parking provisions).



2 BACKGROUND

Applicant:

Chris Triebe & Associates Town Planning Services

Zone:

27.0 Community Purpose

Classification under the Scheme:

Residential (Single Dwelling)/Food Services/
Community Meeting & Entertainment/General Retail
and Hire

Deemed Approval Date:

30 June 2023

Owner:

Garry Donald Graham & Nicole Anne Graham

Codes:

C1.0 Signs Code
C2.0 Parking and Sustainable Transport Code
C6.0 Local Historic Heritage Code
NOR-S2.0 Campbell Town Specific Area Plan

Existing Use:

Residential (Single Dwelling)

Recommendation:

Approve

Discretionary Aspects of the Application:

- Discretionary use – Food Services, General Retail and Hire;
- S.34(2)(c) Historic Cultural Heritage Act 1995;
- 27.3.1 Non-residential use P1 & P2;
- 27.4.2 Setback P1;
- 27.4.3 Fencing P1;
- C1.6.1 Design and siting of signs P3;
- C2.5.1 Car parking numbers P1.2;
- C2.5.3 Motorcycle parking numbers P1; and
- C2.6.5 Pedestrian access P1.

Planning Instrument:

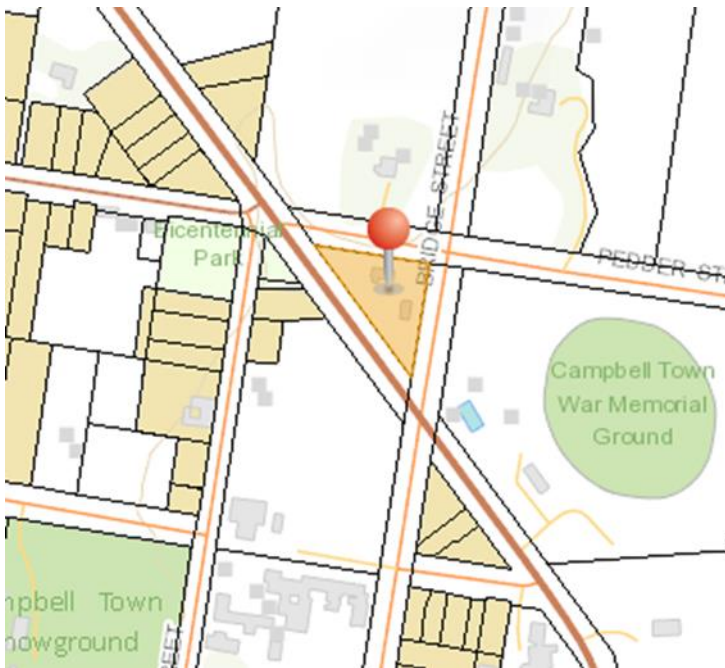
- *Tasmanian Planning Scheme – Northern Midlands, effective 9th November 2022.*

Preliminary Discussion:

- Prior to the application becoming valid / being placed on public exhibition, further information was requested from the applicant.



Subject Site



3 STATUTORY REQUIREMENTS

The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application). Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.

4 ASSESSMENT

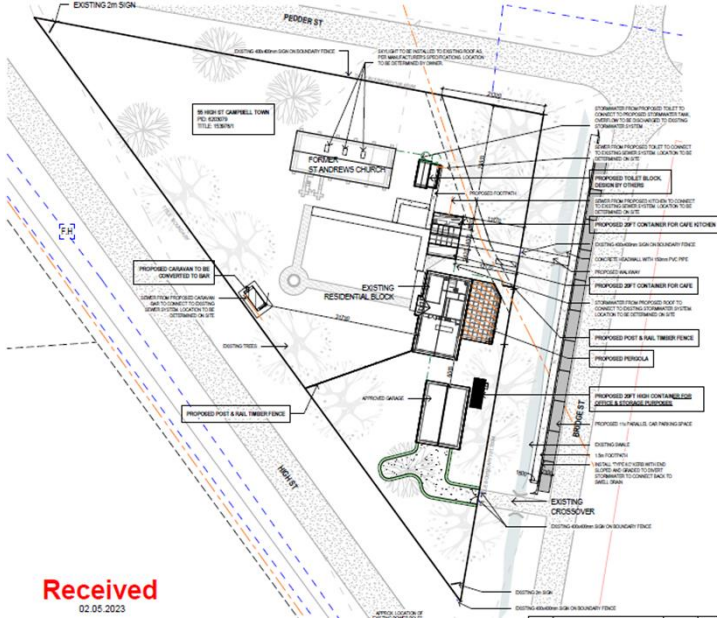
4.1 Proposal

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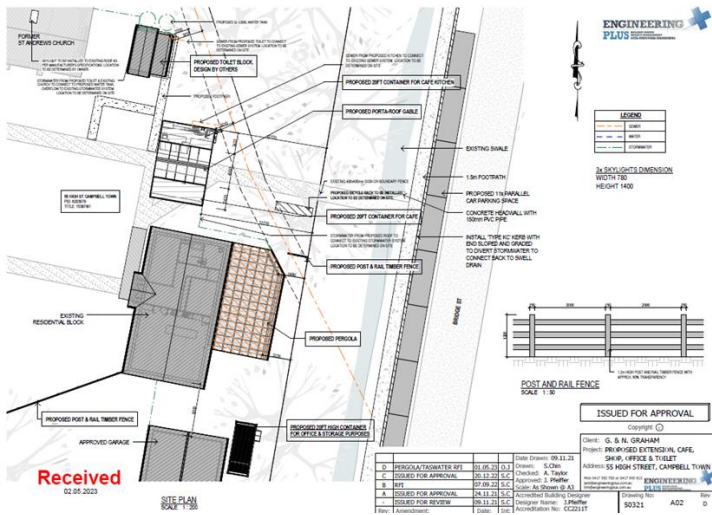
- Part change of use to Food Services, General Retail and Hire and Community Meeting & Entertainment; shipping container to be used as office and storage, 2 x shipping containers and roof between to be used as cafe and kitchen and shop, caravan to be used as a bar, extension to existing dwelling, post & rail fence, signage, car parking in Bridge Street (Heritage Listed Place, vary car parking provisions).



Site Plan (extract)



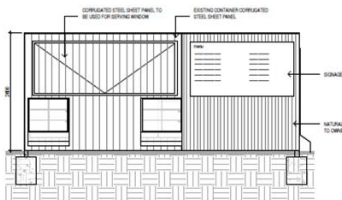
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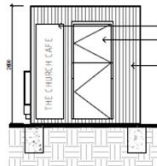
Received 02.05.2023

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DESIGNED BY	219878	CHECKED BY	A. Taylor
APPROVED FOR APPROVAL	05.12.22	APPROVED BY	C. Penfold
DATE	07.09.23	DESIGNED BY	219878
APPROVED FOR APPROVAL	24.11.23	APPROVED BY	A. Taylor
DATE	09.11.21	DATE	09.11.21
DESIGNED BY	219878	DESIGNED BY	219878
APPROVED FOR APPROVAL	05.12.22	APPROVED FOR APPROVAL	05.12.22
DATE	07.09.23	DATE	07.09.23
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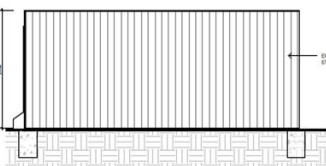
Elevations



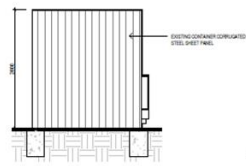
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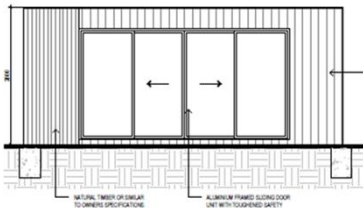
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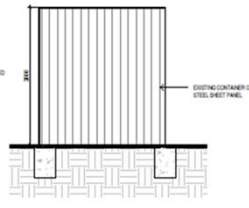
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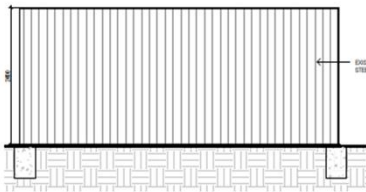
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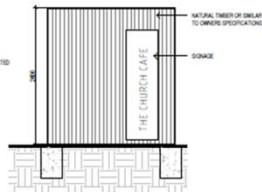
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SCALE 1:50



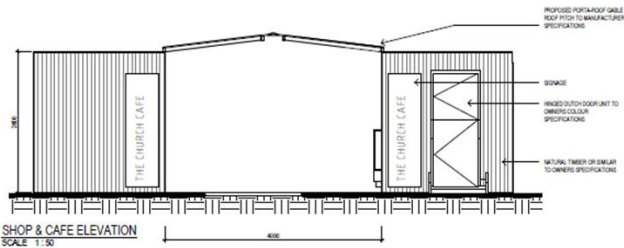
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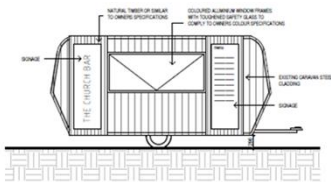
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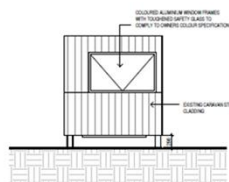
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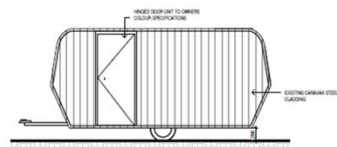
SHOP & CAFE ELEVATION
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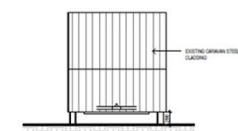
CARAVAN - NORTH ELEVATION
SCALE 1:50



CARAVAN - EAST ELEVATION
SCALE 1:50



CARAVAN - SOUTH ELEVATION
SCALE 1:50



CARAVAN - WEST ELEVATION
SCALE 1:50



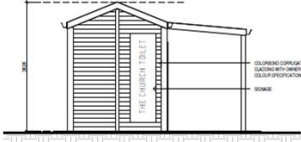


Received
20.03.2023

ENGIN.
PLUS



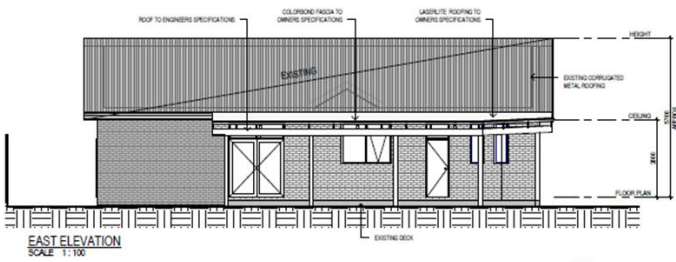
TOILET BLOCK FROM MANUFACTURERS



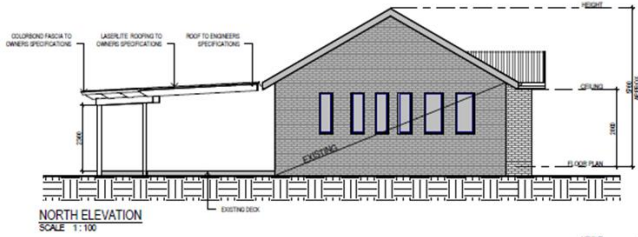
TOILET BLOCK- SOUTH ELEVATION
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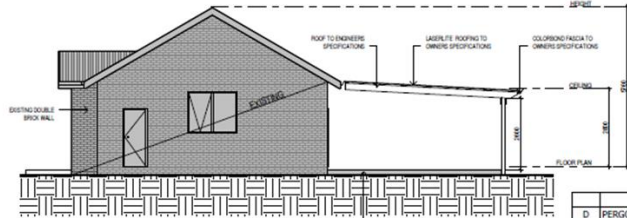
TOILET BLOCK WITH THE CHURCH LOGO



EAST ELEVATION
SCALE 1:100

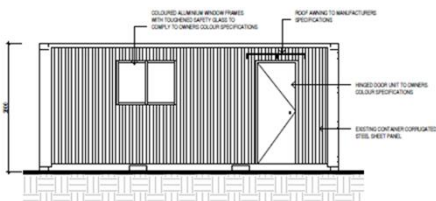


NORTH ELEVATION
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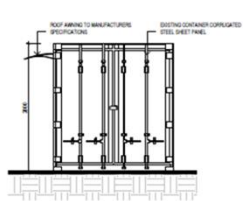


SOUTH ELEVATION
SCALE 1:100

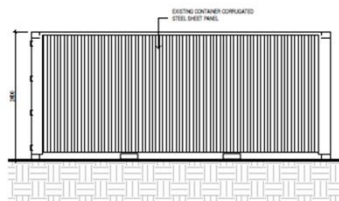
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C	ISSUED FOR APPROV
B	R/F
A	ISSUED FOR APPROV



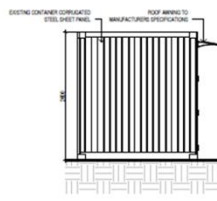
OFFICE - EAST ELEVATION
SCALE 1:50



OFFICE - NORTH ELEVATION
SCALE 1:50



OFFICE - WEST ELEVATION
SCALE 1:50

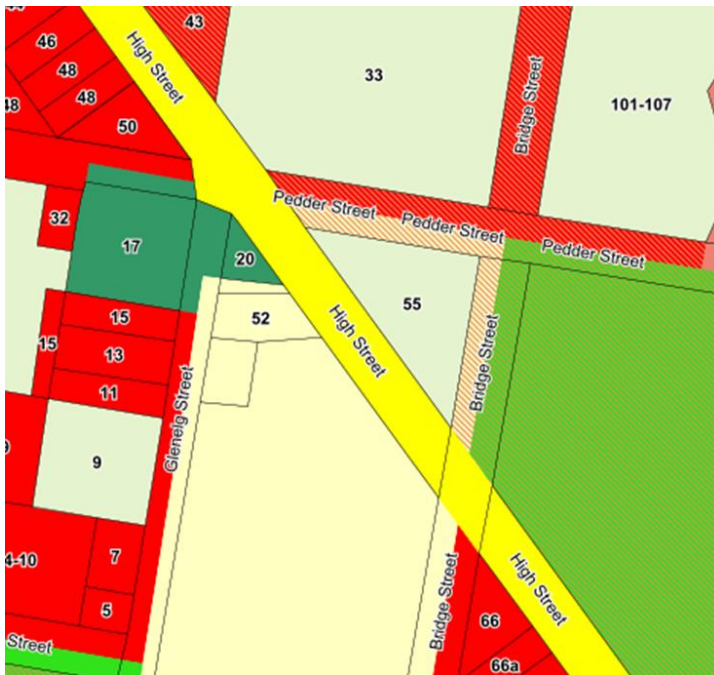


OFFICE - SOUTH ELEVATION
SCALE 1:50



4.2 Zone and Land Use

Zone Map – Community Purpose Zone



The land is zoned Community Purpose, and is subject to the Carparking and Sustainable Transport Code and the Local Historic Heritage Code. The site is also within the Campbell Town Specific Area Plan.

The relevant Planning Scheme definition is:

<i>Residential</i>	<i>Means use of land for self-contained or shared accommodation. Examples include a secondary residence, boarding house, communal residence, home-based business, home-based child care, residential care facility, residential college, respite centre, assisted housing, retirement village and single or multiple dwellings.</i>
<i>Food services</i>	<i>means use of land for selling food or drink, which may be prepared on the premises, for consumption on or off the premises. Examples include a café, restaurant and take away food premises.</i>
<i>General retail and hire</i>	<i>use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, bottle shop, cellar door sales, commercial art gallery, department store, hairdresser, market, primary produce sales, local shop, shop, shop front dry cleaner and supermarket.</i>
<i>Community meeting and entertainment</i>	<i>means use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, place of worship, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre, community centre and neighbourhood centre.</i>
<i>Function centre</i>	<i>means use of land, by arrangement, to cater for functions, and in which food and drink may be served. It may include entertainment and dancing.</i>

Food Services is a discretionary use in the zone. Community Meeting and Entertainment is a permitted (with permit) use in the zone. Residential is permitted under Part 7.2.1 as development to existing discretionary use. General Retail and Hire is a discretionary use under Part 7.4.1 as a change of use of a Place listed on the Tasmanian Heritage Register is proposed.

4.3 Subject Site and Locality

A site inspection was carried out on 24th March 2023. The 5,412m² triangle-shaped title is located between High Street, Bridge Street and Pedder Street. The former St Andrews Uniting Church and hall are located on the site, with the hall



having been converted to a residence in recent years. A fence of approximately 1.5m high, white wooden picket fence is located around the boundary of the site.

The title is burdened by a 3.0m wide drainage easement in the northeastern corner.

Land to the east across Bridge Street accommodates the Campbell Town Oval and Pool, football oval, tennis court and Cenotaph. To the west and across High Street is the Campbell Town District High School, a residence and the Harold Gatty Memorial Park. Land to the north and across Pedder Street and zoned General Residential and accommodates "The Old Rectory" building at 33 Pedder Street.

Aerial photograph of area

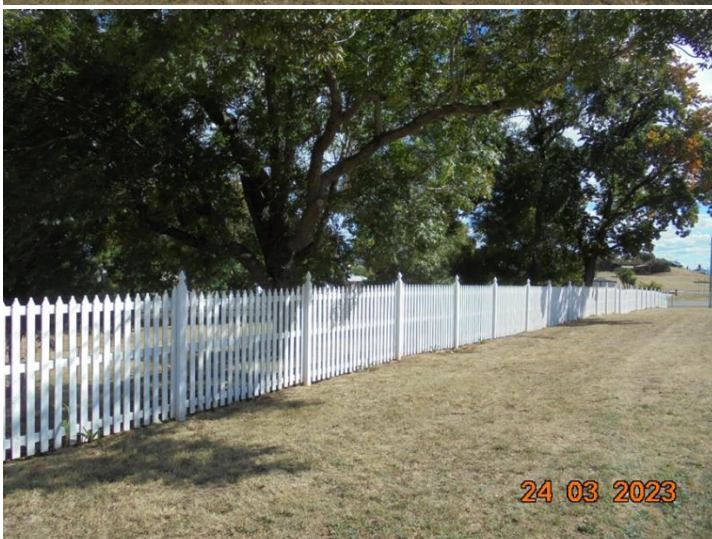


Photographs of subject site









4.4 Permit/Site History

Relevant permit history includes:

- Unknown 1954 – Church hall
- DA23/90-91 – Alterations to hall
- P05/186 – Sign (Campbell Town Playgroup)



- P11-333 – Change of Use & Sign
- P14-243 – Change of Use
- P16-009 – Change to café, hall to dwelling, extend
- P17-294 – Change of use
- PLN20-0050 – Change of use, alterations & additions

4.5 Referrals

Council's Works Department

Council's Works & Infrastructure Department (Jonathan Galbraith) reported on 29/3/23 that all civil works in Bridge Street are to be carried out by Council and their recommended condition is included in the conditions of approval.

TasWater

TasWater issued a Submission to Planning Authority Notice on 08/05/2023 (TasWater Ref: TWDA 2023/00381-NMC).

Heritage Advisor

Council's Heritage Advisor, David Denman, advised on 14/04/23 that he has no objections to the proposal. The place is listed on the Tasmanian Heritage Register and the proposal has been developed in consultation with THC advisers.

Tasmanian Heritage Council

The THC issued a Notice of Heritage Decision on 9 May 2023 (Ref: 10-71-73 THC) The Planning Permit will condition the development to be in accordance with the Notice of Heritage Decision.

Department of State Growth

The Department advised Council on 30 March 2023 that they have no comment to make on this application.

4.6 Planning Scheme Assessment

27.0 Community Purpose Zone

27.1 Zone Purpose

The purpose of the Community Purpose Zone is:

27.1.1 To provide for key community facilities and services including health, educational, government, cultural and social facilities.

27.1.2 To encourage multi-purpose, flexible and adaptable social infrastructure.

Comment

Complies with the Zone Purpose

27.2 Use Table

Comment

Community Meeting and Entertainment is a Permitted (with permit) use.

Residential has a Permitted status as per Part 7.2.1 in this instance.

Food Services is a Discretionary use.

General Retail and Hire is a Discretionary use but only if for a market, otherwise is prohibited. In accordance with Part 7.4.1 an application for the use of a place listed on the Tasmanian Heritage Register that would otherwise be prohibited is discretionary. Although the advertised plans and plan submitted latter to satisfy TasWater's RAI do not clearly show the second container as a shop, the TIS and Planning Submission Report both indicate a shop as proposed. Clarification has been sought from the applicant, who has advised that the intent of the original proposal was for the second (southern) container connected via the porta roof to be used as a small shop selling Tasmanian products and produce. Under the former Interim Planning Scheme, the use had specific qualification restricting it occurring, however, due to the timing of the application being considered valid, the application was deemed valid under the Tasmanian Planning Scheme which came into effect for Northern Midlands on 9th November 2022 and provides a pathway for the shop to be included. The assessment will be based on the shop component included and a condition may be placed upon any approval being granted, requiring amended plans showing the use of the southern container as shop.



27.3 Use Standards	
27.3.1 Non-residential use	
Objective: That non-residential use does not cause an unreasonable loss of amenity to residential zones.	
Acceptable Solutions	Performance Criteria
A1 Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of: (a) 8.00am to 8.00pm Monday to Friday; (b) 9.00am to 6.00pm Saturday; and (c) 10.00am to 5.00pm Sunday and public holidays.	P1 Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to an adjacent residential use having regard to: (a) The timing, duration or extent of vehicle movements; and (b) Noise, lighting or other emissions.
Comment Does not comply with A1. The proposed non-residential uses will be within 50m of a General Residential zone, which is located to the north of Pedder Street. The closest dwelling in the General Residential zone is approximately 70m to the north of the site. The original application states that the opening times to the general public will be: Monday to Friday 7.00am to 3.00pm Saturday and Sunday 11.00am to 5.00pm (these times are also detailed on page 4 of the Traffic Impact Statement (TIS)). The application also states private events will be restricted by the hours on the liquor licence. Hours on the liquor licence are unknown. The TIS states that the café kitchen operation is 6am to 3pm and closing at 4pm (page 3). Functions proposed (as detailed in TIS, Figure 7, page 5): Weddings – frequency estimated 6 per year (11am to 11pm) New year’s eve / Hogmanay Celebration – 1 per year (6pm to 1am) General Events & Functions (<52 per year) (9am to 11pm) As there were a few discrepancies through the documentation submitted, clarification was sought of the applicant who advised Council that they have since decided to change the cafe to serving brunch and lunch so the hours of operation for the café will now be 10am to 4pm 7 days. The café/shop will be within hours acceptable in the zone. Confirmation of other uses have the following proposed hours of operation: Weddings – frequency estimated 6 per year (11am to 11pm) New year’s eve/Hogmanay Celebration – 1 per year (6pm to 1am) General Events and Functions (<52 per year) (10am to 11pm). Events/functions will conclude later than the hours stipulated in the acceptable solution, and must be assessed against the performance criteria. For the purposes of consideration of similar uses, a comparison of operating times has been undertaken. As a comparison, The Grange, a business providing for Community meeting and entertainment use, which is also located in the same zone as the proposal, and adjoins the General Residential zone, provides on their website the following information relating to times: Fusion Restaurant and Bar – Fridays 5.30pm to late, Saturday 9am-late, Sunday 9am-3pm Corporate Functions able to book from 8am to 12 midnight in the bookings section of the website. The Longford Memorial Hall, whilst in the Open Space Zone, is approved for Community meeting and entertainment use and adjoins the General Residential zone and has a condition of a recently approved permit restricting hours between 8am and 10pm. This matches the hours of operation permitted within the Open Space	



Zone, this zone provides for permitted hours later than the zoning of the proposed use at 55 High Street. The Campbell Town oval function facility, whilst in the Recreation zone, was approved under the Interim Planning Scheme, the acceptable solution in relation to operating hours at the time approved was 6am to 12.00am midnight for the function facility. The Sports and Recreation use has existing use rights, and no further consideration of this land use is necessary.

Council has approved in the last few years, a Function centre including a marquee at 13-15 Russell Street, Evandale, and whilst there were no hours of operation restriction in the local business zone at the time, a provision of the Planning Scheme did require that noise level at the boundary of the site with adjoining land must not exceed 50dB(A) day time and 40dB(A) night time; and noise levels in habitable rooms of nearby sensitive uses must not exceed 5dB(A) above background.

The Environmental Management and Pollution Control (Noise) Regulations outline the following prohibited times for the use of various types of machinery and equipment at residential premises.

Musical instruments and sound amplifying equipment: Monday to Thursday: Before 7am and after 10pm, Friday: Before 7am, Saturday: Before 9am, Sunday and Public Holidays: Before 10am and after 10pm. As events, functions, including weddings may provide for music and sound amplifying equipment, this provides a guide as to an acceptable noise for such activities and it would seem reasonable to provide for the Community Meeting and Entertainment use, which includes weddings and new year's eve functions to be restricted hours as follows, by way of a permit condition, but may allow for the exception of the occasional event for New Years eve.

Community Meeting and Entertainment use hours of operation proposed by way of condition of any approval being granted as follows to comply for starting times in line with the acceptable solution with hours of cessation to be in line with the Noise Regulations and the proposed hours:

- 8.00am to 10.00pm Monday to Thursday;
- 9.00am to 11.00pm Friday and Saturday; and
- 10.00am to 10.00pm Sunday and public holidays.

General Retail and Hire/Food Services uses hours of operation proposed by way of condition of any approval being granted as follows to provide flexibility of hours now and into the future in line with the acceptable solution:

- 8.00am to 8.00pm Monday to Friday;
- 9.00am to 6.00pm Saturday; and
- 10.00am to 5.00pm Sunday and public holidays.

A2
External lighting for a use, excluding Natural Cultural Values Management, Passive Recreation and Utilities and flood lighting of Sports and Recreation facilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone, must:

- (a) Not operate between 9.00pm and 6.00am, excluding any security lighting; and
- (b) If for security lighting, must be baffled so that direct light does not extend into the adjoining property.

P2
External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation and Utilities and floor lighting for Sports and Recreation, within 50m of a General Residential Zone, Inner Residential Zone, and Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:

- (a) The level of illumination and duration of lighting; and
- (b) Distance to habitable rooms to an adjacent dwelling.

Comment

The proponent has advised that lighting will be minimal, with the only external lighting facing The Church from the west and from the south toward The Church. No new external lighting other than this lighting is proposed. As per the hours of operation detailed above, it is anticipated that lighting which may include to assist movement of guests throughout the site, excluding security lighting may be the same in terms of hours of operation of lighting, a condition requiring that lighting must be designed so as to ensure that no direct light is emitted outside the boundaries of the subject site will ensure that external lighting will not cause an unreasonable loss of amenity to the residential zone.



<p>A3 Flood lighting of Sport and Recreation facilities on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not operate between 9.00pm and 6.00am.</p>	<p>P3 Flood lighting of Sports and Recreation facilities on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zone, having regard to:</p> <ul style="list-style-type: none"> (a) The necessity of floodlighting for the Sports and Recreation use; (b) The frequency of the Sports and Recreation event; (c) Whether the event is of a special nature; (d) The duration of the event; and (e) Any lighting required to set up and pack up for the event.
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Comment

Not applicable.

<p>A4 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Hospital Services, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:</p> <ul style="list-style-type: none"> (a) 7.00am to 6.00pm Monday to Friday; and (b) 9.00am to 5.00pm Saturday, Sunday and public holidays. 	<p>P4 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Hospital Services, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zone having regard to:</p> <ul style="list-style-type: none"> (a) The time and duration of commercial vehicle movements; (b) The number and frequency of commercial vehicle movements; (c) The size of commercial vehicles involved; (d) Manoeuvring by the commercial vehicles, including the amount of reversing and associated warning noise; (e) Any noise mitigation measures between the vehicle movement areas and the residential zone; and (f) The existing levels of amenity.
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Comment

Complies with A1. The application states that courier/delivery companies will deliver produce while the local artisans will deliver their own products ensuring no commercial vehicles will be based or stored on-site and will comply with this acceptable solution. Small delivery vehicles and private vehicles only will be used. A condition is recommended to be placed on any approval restricting any commercial vehicle movements to the applicable hours.

27.4 Development Standards for Buildings and Works

27.4.1 Building height

<p>Objective: That building height:</p> <ul style="list-style-type: none"> (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of amenity to adjoining residential properties. 	
Acceptable Solutions	Performance Criteria
<p>A1 Building height must be not more than 10m.</p>	<p>P1 Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:</p> <ul style="list-style-type: none"> (a) The topography of the site;



	<ul style="list-style-type: none"> (b) The height, bulk and form of existing buildings on the site and adjacent properties; (c) The bulk and form of proposed buildings; (d) The apparent height when viewed from the road and public places; (e) Any overshadowing of adjoining properties or public places; and (f) The need to locate the building on the site.
<p>Comment</p> <p>Complies with A1</p> <p>The proposed café kitchen and café/shop is to have a height of 2.6m. The porta-roof gable is 3.0m. The proposed caravan to be converted to a bar has a height less than 2.5m. The proposed toilet block is to have a height of 3.026m. The proposed pergola is to have a height of no greater than 3.3m.</p>	

<p>27.4.2 Setback</p> <p>Objective: That building setback:</p> <ul style="list-style-type: none"> (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of residential amenity to adjoining residential zones. 	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Buildings must have a setback from a frontage of:</p> <ul style="list-style-type: none"> (a) Not less than 5m; or (b) Not more or less than the maximum and minimum setbacks of the buildings on adjoining properties, <p>Whichever is the lesser.</p>	<p>P1</p> <p>Buildings must have a setback from a frontage that is compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) The topography of the site; (b) The setbacks of buildings on adjacent properties; (c) The height, bulk and form of existing and proposed buildings; and (d) The safety of road users.
<p>Comment</p> <p>Relies on performance criteria, due to the works required to the pergola and the office container, which will be located within 5m of the Bridge Street frontage. The 'Caravan Bar' will be setback 1.5m from the High Street frontage, whilst not a building is considered a structure and therefore development/works.</p> <p>The property is surrounded by a recently constructed white picket fence that has an approximate height of 1.5m along the frontage. The site is relatively flat, and the site does not have any adjacent properties. The pergola will not be enclosed and whilst the car parking is located nearby, the focus for one entering the site will be on the areas accessible to the public of the site. The proposed office container and caravan will be painted in a dark, non-reflective colour scheme as that on all proposed buildings. Signage on the office container and caravan will be internal to the site. With the existing boundary fencing and landscaping near the boundaries in place, together with the scale of the proposed buildings, the setback will be compatible with the streetscape.</p> <p>It is noted that further consideration of concerns raised in the representations in relation to the location of the Caravan Bar has been undertaken by the proponent, who has since advised Council that the Caravan Bar can be moved further internal of the site and adjacent to the internal dividing fence, a condition requiring amended plans to this effect can be placed upon any approved being granted.</p> <p>Performance criteria met.</p>	
<p>A2</p> <p>Buildings must have a setback from side and rear boundaries adjoining a General Residential Zone, Inner Residential Zone or Low Density Residential Zone not less than:</p> <ul style="list-style-type: none"> (a) 3m; or (b) Half the wall height of the 	<p>P2</p> <p>Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, having regard to:</p> <ul style="list-style-type: none"> (a) Overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) Overlooking and reduction of privacy to adjoining



<p>building, whichever is the greater.</p>	<p>properties; or (c) Visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.</p>
<p>Comment Not applicable, the triangle-shaped lot has three frontages.</p>	
<p>A3 Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone.</p>	<p>P3 Air conditioning, air extraction, pumping, heating or refrigeration systems, compressors or generators within 10m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to sensitive uses, having regard to: (a) The characteristics and frequency of emissions generated; (b) The nature of the proposed use; (c) The topography of the site and location of adjoining sensitive uses; and (d) Any proposed mitigation measures.</p>
<p>Comment Not applicable, no air extraction, pumping, refrigeration systems, compressors or generators will be located within 10m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone.</p>	

<p>27.4.3 Fencing</p>	
<p>Objective: That fencing: (a) is compatible with the streetscape; and (b) provides for passive surveillance.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 No Acceptable Solution.</p>	<p>P1 A fence (including a free-standing wall) within 4.5m of a frontage must: (a) Provide for security and privacy while allowing for passive surveillance of the road; and (b) Be compatible with the streetscape, having regard to: (i) Its height, design, location and extent; (ii) The topography of the site; and (iii) Traffic volumes on the adjoining road.</p>
<p>Comment The existing white picket boundary fence was approved under a previous planning application. A proposed post and rail timber fence is proposed between the pergola attached to the dwelling eastward to the frontage boundary with Bridge Street as well as a fence to the southwestern direction from the existing dwelling to the frontage boundary with High Street. The post and rail fence proposed will have a maximum height of 1200mm with approximately 60% transparency. This fencing style will provide for security and privacy to the residential use private open space whilst allowing for passive surveillance of the road. The style of fencing proposed is compatible with the streetscape. Performance criteria met.</p>	

<p>27.4.4 Outdoor storage areas</p>	
<p>Objective: That outdoor storage areas for do not detract from the appearance of the site or surrounding area.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p>	<p>P1</p>



Outdoor storage areas, excluding for the display or goods for sale, must not be visible from any road or public open space adjoining the site.	Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.
Comment	
Complies with A1. The storage of all material and equipment associated with the proposal will be stored within the containers and will not be visible from High Street, Bridge Street or Pedder Street.	

27.5 Development Standards for Subdivision
Not applicable.

CODES	
E1.0 Signs Code	Complies, see code assessment below.
E2.0 Parking and Sustainable Transport Code	Complies, see code assessment below.
E3.0 Road and Railway Assets Code	Not applicable, no new access proposed.
E4.0 Electricity Transmission Infrastructure Protection Code	Not applicable.
E.5.0 Telecommunications Code	Not applicable.
E6.0 Local Historic Heritage Code	Exempt under C6.2.3 as this code does not apply to a registered place entered on the Tasmanian Heritage Register.
E7.0 Natural Assets Code	Not applicable.
E8.0 Scenic Protection Code	Not applicable.
E9.0 Attenuation Code	Not applicable.
E10.0 Coastal Erosion Hazard Code	Not applicable.
E11.0 Coastal Inundation Hazard Code	Not applicable.
E12.0 Flood-Prone Areas Hazard Code	Not applicable.
E13.0 Bushfire-Prone Areas Code	Not applicable.
E14.0 Potentially Contaminated Land Code	Not applicable.
E15.0 Landslip Hazard Code	Not applicable.
E16.0 Safeguarding of Airports Code	Not applicable.

C1.0 Signs Code
C1.1 Code Purpose
The purpose of the Parking and Sustainable Transport Code is: C1.1.1 To provide for appropriate advertising and display of information for business and community activity. C1.1.2 To provide for well-designed signs that are compatible with the visual amenity of the surrounding area. C1.1.3 To ensure that signage does not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.
Comment
Complies with the Code Purpose.

C1.6 Development Standards for Building and Works
C1.6.1 Design and siting of signs
Objective: That: (a) Signage is well designed and sited; and (b) Signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.
Acceptable Solutions
Performance Criteria



<p>A1 A sign must:</p> <ul style="list-style-type: none"> (a) Be located within the applicable zone for the relevant sign type set out in Table C1.6; and (b) Meet the sign standards for the relevant sign type set out in Table C1.6, <p>Excluding for the following sign types, for which there is no Acceptable Solution:</p> <ul style="list-style-type: none"> (i) roof sign; (ii) sky sign; and (iii) billboard. 	<p>P1.1 A sign must:</p> <ul style="list-style-type: none"> (a) Be located within an applicable zone for the relevant sign type as set out in Table C1.6; and (b) Be compatible with the streetscape or landscape, having regard to: <ul style="list-style-type: none"> (i) the size and dimensions of the sign; (ii) the size and scale of the building upon which the sign is proposed; (iii) the amenity of surrounding properties; (iv) the repetition of surrounding properties; (v) the number and density of signs on the site and on adjacent properties; and (vi) the impact on the safe and efficient movement of vehicles and pedestrians. <p>P1.2 If a roof sign, sky sign or billboard, the sign must:</p> <ul style="list-style-type: none"> (a) Be located within the applicable zone for the relevant sign type set out in Table C1.6; (b) Meet the sign standards for the relevant sign type in Table C1.6; and (c) Not contribute to visual clutter or cause unreasonable loss of amenity to the surrounding area, having regard to: <ul style="list-style-type: none"> (i) the size and dimensions of the sign; (ii) the size and scale of the building upon which the sign is proposed; (iii) the amenity of surrounding properties; (iv) the repetition of messages or information; (v) the number and density of signs on the site and on adjacent properties; and (vi) the impact on the safe and efficient movement of vehicles and pedestrians.
<p>Comment</p> <p>The application proposed side and rear wall signs, regulatory sign (disability) and private property signage on the fence. The regulatory sign (disability) and private property signage on the fence do not require approval and are exempt under Table C1.4. The proposed wall signs are allowable in the zone and meet the sign standards. It is noted that the Tasmanian Heritage Council has conditioned the Notice of Heritage Decision not approving the wall sign 'The Church Toilet', and require a smaller ground-based directional sign instead.</p> <p>Complies with A1.</p>	
<p>A2 A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.</p>	<p>P2 A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to:</p> <ul style="list-style-type: none"> (a) The topography of the site and the surrounding area; (b) The relative location of buildings, habitable rooms of dwellings and private open space; (c) Any overshadowing; and (d) The nature and type of the sign.
<p>Comment</p>	



Complies, proposed signage will be at least 2 metres from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.

<p>A3 The number of signs for each business or tenancy on a road frontage of a building must be no more than:</p> <ul style="list-style-type: none"> (a) 1 of each sign type, unless otherwise stated in Table C1.6; (b) 1 window sign for each window; (c) 3 if the street frontage is less than 20m in length; and (d) 6 if the street frontage is 20m or more, <p>Excluding the following sign types, for which there is no limit:</p> <ul style="list-style-type: none"> (i) name plate; and (ii) temporary sign. 	<p>P3 The number of signs for each business or tenancy on a street frontage must:</p> <ul style="list-style-type: none"> (a) Not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and (b) Not involve the repetition of messages or information.
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Comment
Proposal complies with P3. The proposed signage on the eastern elevation of the shipping container buildings facing the road frontage with Bridge Street (2 x wall signs on a road frontage) will not unreasonably increase in the increase in the existing level of visual clutter and with the provision of amended plans showing the southern container as a shop, the signage will therefore not provide repetitive messages or information, as one sign will be for the café and one for the shop.

C1.6.2 Illuminated signs	
Objective: That:	
<ul style="list-style-type: none"> (a) Illuminated signs are compatible with the streetscape; (b) The cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and (c) Any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised. 	
Acceptable Solutions	Performance Criteria
<p>A1 No Acceptable Solution.</p>	<p>P1 An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) The location of the sign; (b) The size of the sign; (c) The intensity of the lighting; (d) The hours of operation of the sign; (e) The purpose of the sign; (f) The sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity; (g) The intended purpose of the changing message of the sign; (h) The percentage of the sign that is illuminated with changing messages; (i) The proposed dwell time; and (j) Where the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.



Comment Not applicable.	
A2 An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.	P2 No Performance Criterion.
Comment Not applicable.	

C1.6.3 Third party sign
Not applicable

C1.6.4 Signs on local heritage places and in local heritage precincts and local historic landscape precincts
Not applicable

C2.0 Parking and Sustainable Transport Code
C2.1 Code Purpose
The purpose of the Parking and Sustainable Transport Code is: C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development. C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas. C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate. C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area. C2.1.5 To ensure that parking spaces and accesses meet appropriate standards. C2.1.6 To provide for parking precincts and pedestrian priority streets.
Comment The proposal complies with the Code Purpose.

C2.5 Use Standards	
C2.5.1 Car parking numbers	
Objective: That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing	P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking



<p>use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p style="padding-left: 40px;">$N = A + (C - B)$</p> <p style="padding-left: 40px;">N = Number of on-site car parking spaces required</p> <p style="padding-left: 40px;">A = Number of existing on site car parking spaces</p> <p style="padding-left: 40px;">B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p style="padding-left: 40px;">C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(g) the effect on streetscape; and</p> <p>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p> <p>P1.2</p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <p>(a) the nature and intensity of the use and car parking required;</p> <p>(b) the size of the dwelling and the number of bedrooms; and</p> <p>(c) the pattern of parking in the surrounding area.</p>
<p>Comment</p> <p>Does not comply with A1.</p> <p>The proposal does not provide for any car parking on the site. A Traffic Impact Statement (TIS), prepared by Traffic & Civil Services accompanied the original and whilst the TIS may have addressed the former Interim Planning Scheme, the assessment of calculation can continue to be used for the application under the Tasmanian Planning Scheme. The TIS considered that café and shop operation in which provides a take-away operation, requiring 8 car parking spaces. The Community Meeting and Entertainment use of some 400m² and seating for 120 guests would require 30 parking spaces. There is no intensification of the existing residential use requiring further assessment against the Code.</p> <p>Nine spaces were originally proposed on street at 90-degree and adjacent to the property boundary, however, the plans were amended to provide for eleven parallel on street parking spaces in the Bridge Street road reservation. The TIS considers the availability of on street parking available with either 136 spaces with 90-degree on street parking or 60 spaces with parallel on street parking. The TIS identified no traffic capacity or safety issues with the proposal and considers that the on street parking supply available on the Council street of Bridge and/or Pedder Street exceeds the parking demand from the proposal.</p> <p>Based on the TIS, the proposal is considered consistent with the performance criteria.</p> <p>P1.2</p> <p>Not applicable, an existing residential use (single dwelling) is accommodated within the site, the proposed pergola addition will not result in an additional requirement for vehicle parking for this use.</p>	

C2.5.2 Bicycle parking numbers	
Objective: That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria



<p>A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.</p>	<p>P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.</p>
<p>Comment Community Meeting and Entertainment required 1 space per 50m² floor area or 1 space per 40 seats whichever is greater. This equates to 3 spaces for the 120 guests anticipated for private functions. Food services requires 1 space per 75m² floor area, requiring 1 space. General Retail and Hire requires 1 space per 100m² of floor area, requiring 1 space. The proposal plan indicates a bicycle rack but is not clear on the number of spaces available on the rack. The TIS details that 1 bicycle space is proposed. It would seem reasonable to place a condition upon any permit granting approval that a bike rack/hoop be provided to provide for a minimum of 5 bicycles. Acceptable solution met, with condition.</p>	

<p>C2.5.3 Motorcycle parking numbers</p>	
<p>Objective: That the appropriate level of motorcycle parking is provided to meet the needs of the use.</p>	
<p>Acceptable Solutions</p> <p>A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.</p>	<p>Performance Criteria</p> <p>P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.</p>
<p>Comment Does not meet A1 as the number of car parking spaces required for the uses exceed 21 and no motorcycle parking spaces are provided on site. The TIS considers the availability of on street parking available with either 136 spaces with 90-degree on street parking or 60 spaces with parallel on street parking. The TIS identified no traffic capacity or safety issues with the proposal and considers that the on street parking supply available on the Council street of Bridge and/or Pedder Street exceeds the parking demand from the proposal. The proposal is considered consistent with the performance criteria.</p>	

<p>C2.5.4 Loading Bays</p>	
<p>Objective: That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.</p>	
<p>Acceptable Solutions</p> <p>A1 A loading bay must be provided for uses with a floor area</p>	<p>Performance Criteria</p> <p>P1 Adequate space for loading and unloading of vehicles</p>



<p>of more than 1000m² in a single occupancy.</p>	<p>must be provided, having regard to:</p> <ul style="list-style-type: none"> (a) the type of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the location of the site; (e) the nature of traffic in the surrounding area; (f) the area and dimensions of the site; and (g) the topography of the site; (h) the location of existing buildings on the site; and (i) any constraints imposed by existing development.
<p>Comment Not applicable.</p>	

<p>C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone</p>	
<p>Objective:</p> <ul style="list-style-type: none"> (a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and (b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse. 	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:</p> <ul style="list-style-type: none"> (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² floor area, <p>provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.</p>	<p>P1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to:</p> <ul style="list-style-type: none"> (a) car parking demand generated by the proposed use during its proposed hours of operation; (b) the availability of on-street and public car parking in the surrounding area; (c) the availability and frequency of public transport within a 400m walking distance of the site; (d) the availability and likely use of other modes of transport; (e) the availability and suitability of alternative arrangements for car parking provision; (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; (g) any car parking deficiency or surplus associated with the existing use of the land; (h) any relevant parking plan for the area adopted by council; (i) any existing on-street car parking restrictions; and (j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.
<p>Comment Not applicable.</p>	

<p>C2.6 Development Standards for Buildings and Works</p> <p>C2.6.1 Construction of parking areas</p>
<p>Objective: That parking areas are constructed to an appropriate standard.</p>



Acceptable Solutions	Performance Criteria
<p>A1 All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement. 	<p>P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.
<p>Comment Complies with A1. The proposed 11 parking spaces will be constructed with asphalt by way of a condition requiring this surface material.</p>	

C2.6.2 Design and layout of parking areas	
<p>Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.</p>	
Acceptable Solutions	Performance Criteria
<p>A1.1 Parking, access ways, manoeuvring and circulation spaces must either:</p> <ul style="list-style-type: none"> (a) comply with the following: <ul style="list-style-type: none"> (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with Australian Standard AS 2890-Parking facilities, Parts 1-6. <p>A1.2 Parking spaces provided for use by persons with a disability must satisfy the following:</p>	<p>P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.



<p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.¹</p> <p>¹ Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.</p>	
<p>Comment</p> <p>Complies with A1.1 and A1.2 (where applicable), in relation to the eleven on street parallel parking spaces which will be provided in Bridge Street. Council will be undertaking the works.</p>	

<p>C2.6.3 Number of accesses for vehicles</p>	
<p>Objective: That:</p> <p>(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</p> <p>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</p> <p>(c) the number of accesses minimise impacts on the streetscape.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses, whichever is the greater.</p>	<p>P1 The number of accesses for each frontage must be minimised, having regard to:</p> <p>(a) any loss of on-street parking; and</p> <p>(b) pedestrian safety and amenity;</p> <p>(c) traffic safety;</p> <p>(d) residential amenity on adjoining land; and</p> <p>(e) the impact on the streetscape.</p>
<p>Comment</p> <p>Complies with A1 (b). No additional accesses will be provided to any frontage.</p>	
<p>A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>	<p>P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must:</p> <p>(a) not have an adverse impact on:</p> <p style="padding-left: 40px;">(i) pedestrian safety and amenity; or</p> <p style="padding-left: 40px;">(ii) traffic safety; and</p> <p>(b) be compatible with the streetscape.</p>
<p>Comment</p> <p>Not applicable.</p>	

<p>C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone</p>	
<p>Objective: That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which:</p> <p>(a) enables easy and efficient use;</p> <p>(b) promotes the safety of users;</p> <p>(c) minimises opportunities for crime or anti-social behaviour; and</p> <p>(d) prevents unreasonable light overspill impacts.</p>	
Acceptable Solutions	Performance Criteria



<p>A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements</i>.</p>	<p>P1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to: (a) enabling easy and efficient use of the area; (b) minimising potential for conflicts involving pedestrians, cyclists and vehicles; (c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces; (d) any unreasonable impact on the amenity of adjoining properties through light overspill; and (e) the hours of operation of the use.</p>
<p>Comment Not applicable.</p>	

<p>C2.6.5 Pedestrian access</p>	
<p>Objective: That pedestrian access within parking areas is provided in a safe and convenient manner.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p>A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>	<p>P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.</p>
<p>Comment The proposal relies on the performance criteria as car parking will not be provided for within the site. Plans show a 1.5m wide footpath located adjacent to the proposed 11 parallel car parking spaces in Bridge Street and provide a walkway to the entry to the site. The footpath will be constructed by Council and will be concrete surfaced which will provide safe and convenient pedestrian access. Performance criteria met.</p>	



C2.6.6 Loading bays	
Objective: That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.	
Acceptable Solutions	Performance Criteria
A1 The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.	P1 Loading bays must have an area and dimensions suitable for the use, having regard to: (a) the types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the topography of the site; (f) the location of existing buildings on the site; and (g) any constraints imposed by existing development.
Comment Not applicable.	
A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.	P2 Access for commercial vehicles to and from the site must be safe, having regard to: (a) the types of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the location of the site and nature of traffic in the area of the site; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.
Comment Not applicable.	

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone
Objective: That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.



Acceptable Solutions	Performance Criteria
<p>A1 Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:</p> <p>(a) be accessible from a road, cycle path, bicycle lane, shared path or access way;</p> <p>(b) be located within 50m from an entrance;</p> <p>(c) be visible from the main entrance or otherwise signed; and</p> <p>(d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.</p>	<p>P1 Bicycle parking must be provided in a safe, secure and convenient location, having regard to:</p> <p>(a) the accessibility to the site;</p> <p>(b) the characteristics of the site;</p> <p>(c) the nature of the proposed use;</p> <p>(d) the number of employees;</p> <p>(e) the users of the site and the likelihood of travel by bicycle;</p> <p>(f) the location and visibility of proposed parking for bicycles;</p> <p>(g) whether there are other parking areas on the site; and</p> <p>(h) the opportunity for sharing bicycle parking on nearby sites.</p>
<p>Comment Proposal complies.</p>	
<p>A2 Bicycle parking spaces must:</p> <p>(a) have dimensions not less than:</p> <p style="padding-left: 20px;">(i) 1.7m in length;</p> <p style="padding-left: 20px;">(ii) 1.2m in height; and</p> <p style="padding-left: 20px;">(iii) 0.7m in width at the handlebars;</p> <p>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</p> <p>(c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.</p>	<p>P2 Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the space available;</p> <p>(c) the safety of cyclists; and</p> <p>(d) the provisions of Australian Standard AS 2890.3- 2015 Parking facilities - Part 3: Bicycle parking.</p>
<p>Comment Proposal complies, with inclusion of condition requiring provision of rail or hoop within the site.</p>	

C2.6.8 Siting of parking and turning areas	
<p>Objective: That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>	<p>P1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(a) topographical or other site constraints;</p> <p>(b) availability of space behind the building line;</p> <p>(c) availability of space for vehicle access to the side or</p>



	<p>rear of the property;</p> <p>(d) the gradient between the front and the rear of existing or proposed buildings;</p> <p>(e) the length of access or shared access required to service the car parking;</p> <p>(f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling;</p> <p>(g) the visual impact of the vehicle parking and access on the site;</p> <p>(h) the streetscape character and amenity;</p> <p>(i) the nature of the zone in which the site is located and its preferred uses; and</p> <p>(j) opportunities for passive surveillance of the road.</p>
<p>Comment Not applicable.</p>	
<p>A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <p>(a) have no new vehicle accesses, unless an existing access is removed;</p> <p>(b) retain an active street frontage; and</p> <p>(c) not result in parked cars being visible from public places in the adjacent roads.</p>	<p>P2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:</p> <p>(a) the streetscape;</p> <p>(b) any unreasonable loss of amenity of the occupants of adjoining properties; and</p> <p>(c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.</p>
<p>Comment Not applicable.</p>	

<p>C2.7 Parking Precinct Plan C2.7.1 Parking precinct plan</p>	
<p>Objective: To minimise the amount of on-site car parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Within a parking precinct plan, on-site car parking must:</p> <p>(a) not be provided; or</p> <p>(b) not be increased above existing parking numbers.</p>	<p>P1 Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to:</p> <p>(a) the availability of off-street public parking spaces within reasonable walking distance;</p> <p>(b) the ability of multiple users to share spaces because of:</p> <p style="padding-left: 40px;">(i) variations in parking demand over time; or</p> <p style="padding-left: 40px;">(ii) efficiencies gained by consolidation of parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(f) the streetscape;</p>



	<p>(g) the topography of the site; (h) the location of existing buildings on the site; (i) any constraints imposed by existing development; and (j) any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development, and not exceed the number specified in Table C2.1.</p>
<p>Comment Not applicable.</p>	

PARTICULAR PURPOSE ZONES		
NOR-P1.0	Particular Purpose Zone – Campbell Town Service Station	Not applicable
NOR-P2.0	Particular Purpose Zone – Epping Forest	Not applicable

SPECIFIC AREA PLANS		
NOR-S1.0	Translink Specific Area Plan	Not applicable
NOR-S2.0	Campbell Town Specific Area Plan	Applies, no provisions apply to the proposal, as multiple dwellings and subdivision only considered in the SAP.
NOR-S3.0	Cressy Specific Area Plan	Not applicable
NOR-S4.0	Devon Hills Specific Area Plan	Not applicable
NOR-S5.0	Evandale Specific Area Plan	Not applicable
NOR-S6.0	Longford Specific Area Plan	Not applicable
NOR-S7.0	Perth Specific Area Plan	Not applicable
NOR-S8.0	Ross Specific Area Plan	Not applicable

GENERAL PROVISIONS		
7.1	Changes to an Existing Non-conforming Use	Not applicable
7.2	Development for Existing Discretionary Uses	Complies.
7.3	Adjustment of a Boundary	Not applicable
7.4	Change of Use of a Place listed on the Tasmanian Heritage Register or a Local Heritage Place	Complies.
7.5	Change of Use	Not applicable
7.6	Access and Provision of Infrastructure Across Land in Another Zone	Not applicable
7.7	Buildings Projecting onto Land in a Different Zone	Not applicable
7.8	Port and Shipping in Proclaimed Wharf Areas	Not applicable
7.9	Demolition	Not applicable

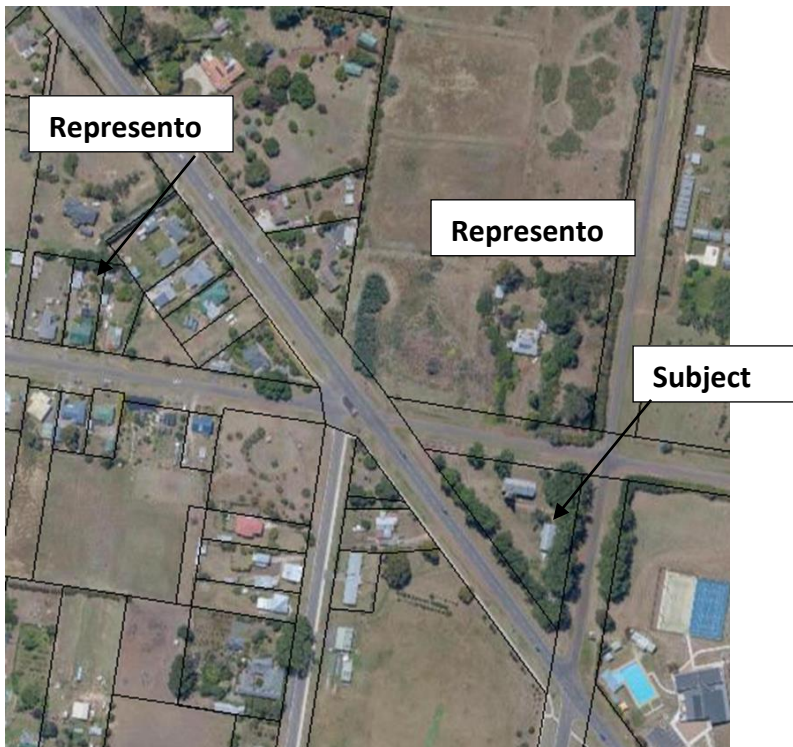
7.10	Development Not Required to be Categorised into a Use Class	Not applicable
7.11	Use or Development Seaward of the Municipal District	Not applicable
7.12	Sheds on Vacant Sites	Not applicable

4.7 Representations

Notice of the application was given in accordance with Section 57 of the Land Use Planning & Approvals Act 1993. A review of Council’s Records management system after completion of the public exhibition period revealed that 3 (three) representations (attached) were received from:

- M. Ritchie, 25 Pedder Street, Campbell Town
- Clair Bellamy, 33 Pedder Street, Campbell Town
- Brett Wright and Michaela Vaughan, 4A Commonwealth Lane, Campbell Town

Map showing location of closest representors properties in relation to subject site



The matters raised in the representations are outlined below followed by the planner’s comments.

Issue 1

- The shipping containers are placed at the northeast corner of the property on High and Pedder Streets. The drawing plans show these are moved to east along Bridge Street behind The Church.

Planner’s comment:

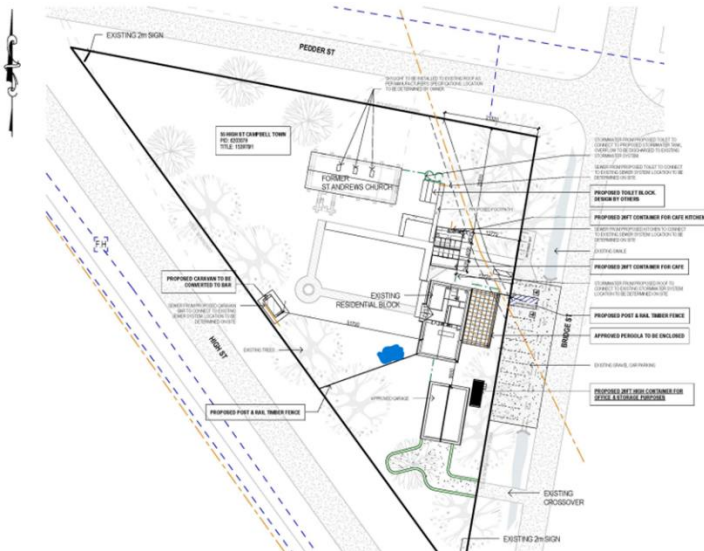
The shipping containers are currently stored at the south-eastern end of the property. The plans clearly show the location of where they will be moved to and located as part of the proposal.

Issue 2

- Scenic Management Code reference and The Church not being able to be seen due to the container’s current location and the caravan.

Planner’s comment:

The Tasmanian Planning Scheme – Northern Midlands is the planning scheme in effect when the application was deemed valid. Under this Scheme the site is not located within a Scenic road corridor, however as stated above in Issue 1, the containers are only in the south-eastern end as stored and will be located in accordance with the plans. The owner in consideration of the proposed location of the Caravan Bar and concerns raised in the representations agreed to relocate the Caravan Bar further internal of the site, as indicated below (BLUE) which will assist in view of The Church and this will also assist in provision of services to the Caravan Bar. A condition requiring amended plans showing the location of the Caravan Bar in this alternate location can be placed upon any approval.



Issue 3

- The visual appearance of toilet blocks and shipping containers and the heritage values of the Church and the town.

Planner’s comment:

The proponent has undertaken consultation with Heritage Tasmanian prior to the lodgment of the application to Council. As the site is a Heritage Listed place, the Tasmanian Heritage Council has assessed the application and has provided a Notice of Heritage Decision with conditions. Council’s Heritage Advisor has also considered the proposal and has no objection.

Issue 4

- Concerns regarding guided walking tours.

Planner’s comment:

This is not a consideration of the site or planning application, however the proponent has advised that there will be no walking tours near the property owned by the representor. The guided tours will be undertaken by guides using the public footpaths and at no time will the tours enter private properties as a response to this concern.

Issue 5

- Concerns of noise and opening hours of 7am and up to 5pm (representation 3). Concern in relation to hours of the liquor Licence.

Planner’s comment:

The proponent has advised that they no longer wish to operate from 7am, the proposed hours of operation and further detailed and assessment under clause 27.3.1. The Liquor Licence is not a matter of consideration by the Council.

Issue 6

- Zone Character and that the container and caravan will not blend with the surrounds.



movements is C2.0 Parking and Sustainable Transport Code. References to E4.0 are no longer relevant as that was a Code under the Interim Planning Scheme.

Issue 10

- Concern raised in relation to the three-stall toilet block and how that will detract from the history of the Church and provide ablutions for the number of guests/customers.

Planner's comment:

The location of the building was included after consultation with Heritage Tasmania and will minimise its view from High Street. Whilst the building will be somewhat visible, the existing white picket fence will be retained on the perimeter of the site. The THC has approved the location of the building with conditions placed on the Notice of Heritage Decision in relation to the external steel framework structure, colours and signage. Whether the number of toilets are sufficient to serve the number of guests is not a consideration of the Planning Scheme.

Issue 11

- Other Concerns raised, including church pews, history etc.

Planner's comment:

A number of other concerns have been raised which do not necessarily relate to a provision of the planning scheme, however the proponent has provided a response.

4.8 Objectives of the Land Use Planning and Approvals Act 1993

The proposal is consistent with the objectives of the *Land Use Planning and Approvals Act 1993*.

4.9 State Policies

The proposal is consistent with all State Policies.

4.10 Strategic Plan/Annual Plan/Council Policies

Strategic Plan - Statutory Planning

5 FINANCIAL IMPLICATIONS TO COUNCIL

Council will be responsible for the cost of works exceeding the value stipulated in condition 10.

6 OPTIONS

Approve subject to conditions or refuse and state reasons for refusal.

7 DISCUSSION

Discretion to refuse the application is limited to:

- Discretionary use – Food Services, General Retail and Hire;
- S.34(2)(c) Historic Cultural Heritage Act 1995;
- 27.3.1 Non-residential use P1 & P2;
- 27.4.2 Setback P1;
- 27.4.3 Fencing P1;
- C1.6.1 Design and siting of signs P3;
- C2.5.1 Car parking numbers P1.2;
- C2.5.3 Motorcycle parking numbers P1; and
- C2.6.5 Pedestrian access P1.

Conditions that relate to any aspect of the application can be placed on a permit.



The proposal will be conditioned to be used and developed in accordance with the proposal plans.

8 ATTACHMENTS

1. PL N-22-0143 public exhibition documents [**11.1.1** - 141 pages]
2. 55 High St, Campbell Town- Approval [**11.1.2** - 19 pages]
3. 55 High Street Final 290822 TIS [**11.1.3** - 52 pages]
4. Amended Planning Submission - Chris Triebe Received 3 Nov 2022 [**11.1.4** - 38 pages]
5. Colourbond Range Colours - toilet block then colour match cafe shop and bar [**11.1.5** - 1 page]
6. ECM 1296979 v 1 Notice of Heritage Decision W A 7930 (1) [**11.1.6** - 3 pages]
7. Photos - Signage & Parking [**11.1.7** - 5 pages]
8. 55 HIGH S T, CAMPBELL TOWN Tas Water Submission to Planning Authority Notice - Conditions ~ NMC [**11.1.8** - 3 pages]
9. SKYLIGHT Belle A 4 Brochure Sun Tube Final Update [**11.1.9** - 2 pages]
10. Toilet Block M A 5649 - The Church Campbell Town - Burton-3 [**11.1.10** - 18 pages]
11. 1) Representation - Richie [**11.1.11** - 4 pages]
12. 2. Representation - C Bellamy [**11.1.12** - 2 pages]
13. 3. Representation - M Wright [**11.1.13** - 4 pages]
14. ADDRESSING POINTS IN REDACTED 1 - PL N 22-0143 [**11.1.14** - 4 pages]
15. ADDRESSING POINTS IN REDACTED 2 - PL N 22-0143 [**11.1.15** - 2 pages]
16. ADDRESSING POINTS IN REDACTED 3 - PL N 22-0143 [**11.1.16** - 11 pages]



11.2 PLN23-0056: MULTIPLE DWELLINGS; 7 LAYCOCK STREET LONGFORD

File: 108000.01; PLN23-0056
Responsible Officer: Des Jennings, General Manager
Report prepared by: Rebecca Green, Consultant Planner

RECOMMENDATION

That application PLN-23-0056 to develop and use the land at 7 Laycock Street, Longford for Multiple Dwellings (1 Existing, 1 New) be approved subject to the following conditions:

1 Layout not altered

The use and development must be in accordance with the endorsed documents:

- P1 (Coversheet, Coactive Building Design, Drawing No: 23004, Dated: Received: 14/04/2023);
- P2 (Site Plan, Coactive Building Design, Drawing No: 23004, Sheet No: Ap01, Rev: A3, Dated: 14.04.23);
- P3 (Strata Plan, Coactive Building Design, Drawing No: 23004, Sheet No: Ap02, Rev: A1, Dated: 28.03.23);
- P4 (Floor Plan, Coactive Building Design, Drawing No: 23004, Sheet No: Ap03, Rev: A1, Dated: 28.03.23);
- P5 (Elevations, Coactive Building Design, Drawing No: 23004, Sheet No: Ap04, Rev: A1, Dated: 28.03.23);
- P6 (3D Representation, Coactive Building Design, Drawing No: 23004, Sheet No: Ap05, Rev: A1, Dated: 28.03.23);
- P7 (Concept Servicing Plan, Coactive Building Design, Drawing No: 23004, Sheet No: Ap06, Rev: A2, Dated: 14.04.23); and
- D1 (Response to Further Information Request, 6tyo, Dated: 14 April 2023).

2 Council's Works Department conditions

2.1 Stormwater

- a) Each dwelling must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- b) A plumbing permit is required prior to commencing any plumbing or civil works within the property.

2.2 Access

- a) Access widening works must not commence until an application for vehicular crossing has been approved by Council.
- b) All works must be done in accordance with Council Standard Drawing TSD-R09 and to the satisfaction of the Works Manager.

2.3 Works damage bond

- a) Prior to the issue of a building permit, or the commencement of development authorised by this permit, a \$500 bond must be provided to Council, which will be refunded if Council's infrastructure is not damaged.
- b) This bond is not taken in place of the Building Department's construction compliance bond.
- c) The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure must be reinstated to Council's standards if damaged.
- d) The bond will be returned after building completion if no damage has been done to Council's infrastructure and all engineering works are done to the satisfaction of the Works & Infrastructure Department.

2.4 Nature strips

Any new nature strips, or areas of nature strip that are disturbed during construction, must be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

3 TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2023/00433-NMC) – Appendix A.

4 Landscaping

- Landscaping works shall be in accordance with the endorsed plans, and landscaping works for each dwelling shall



be completed, prior to the commencement of use of Unit 2 and then maintained for the duration of the use.

- A bond of \$500 per dwelling shall be provided prior to the commencement of development authorised by this permit – the bond will be refunded if the landscape works are completed within the timeframe mentioned in this permit.

5 Driveways and Parking Areas

- Driveways and parking areas around each dwelling shall be sealed in accordance with the endorsed documents prior to the commencement of use of the dwelling.

6 Required prior to the application for a building permit

Prior to the issue of a building permit, or the commencement of development authorised by this permit, the applicant shall:

- Pay works damage bond of \$500 (as per condition 2.3);
- Pay a \$500 per dwelling landscape bond (as per condition 4).

7 Prior to commencement of use

Prior to the commencement of the use of each dwelling, the following must be completed:

- Landscaping works for each dwelling including mailboxes, fencing, (as per condition 4 – landscaping);
- Driveways and parking areas around each dwelling sealed (as per condition 5).

1 INTRODUCTION

This report assesses an application for 7 Laycock Street, Longford to develop and use multiple dwellings (1 existing, 1 new).

2 BACKGROUND

Applicant:

6ty° Pty Ltd

Zone:

8.0 General Residential

Classification under the Scheme:

Residential (Multiple Dwelling)

Deemed Approval Date:

05 June 2023 (EOT received until 30 June 2023)

Owner:

PJH Tas Pty Ltd

Codes:

C2.0 Parking and Sustainable Transport Code
NOR-S6.0 Longford Specific Area Plan

Existing Use:

Residential (Single Dwelling)

Recommendation:

Approve

Discretionary Aspects of the Application:

- NOR-S6.7.1 P1 - Site area per dwelling less than 400m².
- NOR-S6.7.2 P1 - Roof pitch less than 22.5 degrees
- NOR-S6.7.3 P1 – Wall materials not matching the existing building
- NOR-S6.7.4 P3 - Windows
- 8.4.7 P1.2 – Solid frontage fences higher than 1.2m Frontage fences for all dwellings
- C2.5.1 P1.2 – no dedicated visitor car parking space for unit 2.

Planning Instrument:

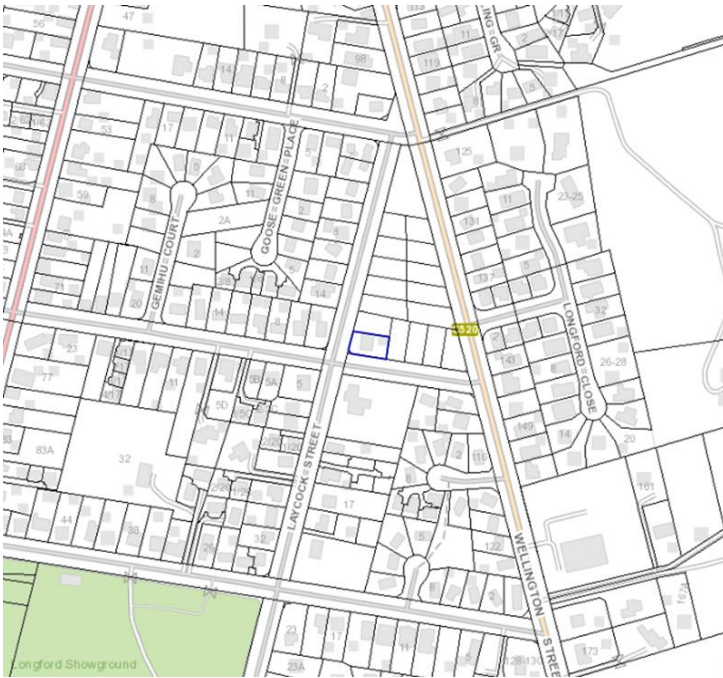
Tasmanian Planning Scheme – Northern Midlands, effective 9th November 2022.

Preliminary Discussion:

- Prior to the application being placed on public exhibition, further information was requested from the applicant.



Subject Site



3 STATUTORY REQUIREMENTS

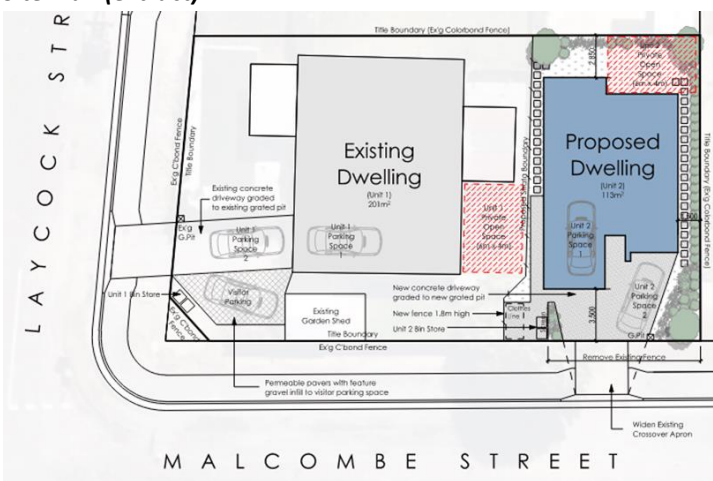
The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application). Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.

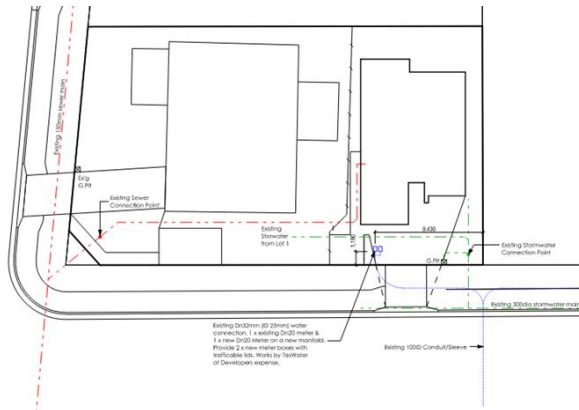
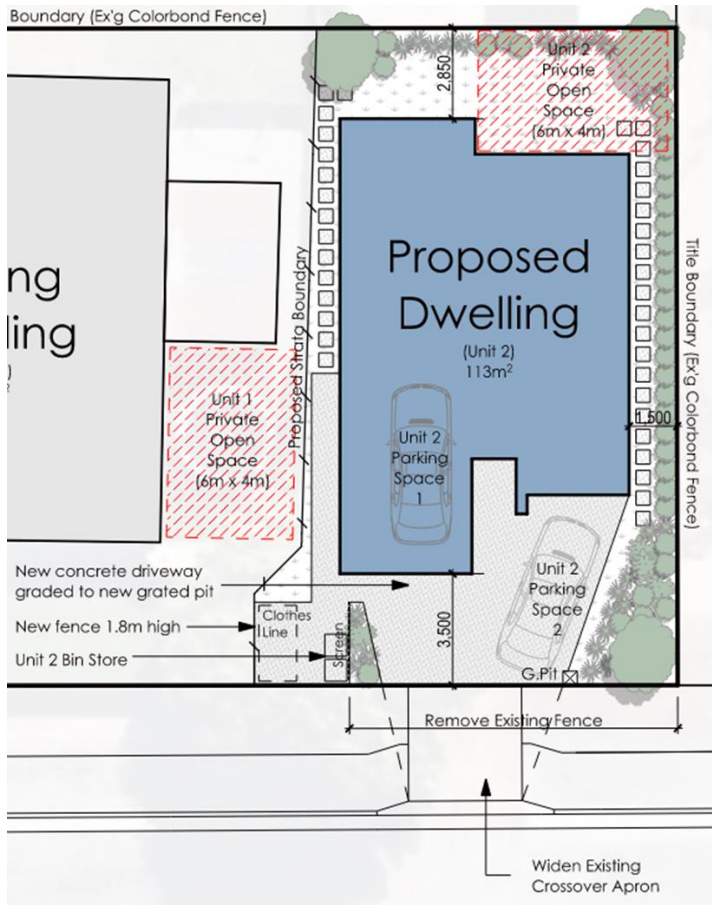
4 ASSESSMENT

4.1 Proposal

The proposal is for Multiple dwellings (1 existing, 1 new).

Site Plan (extract)

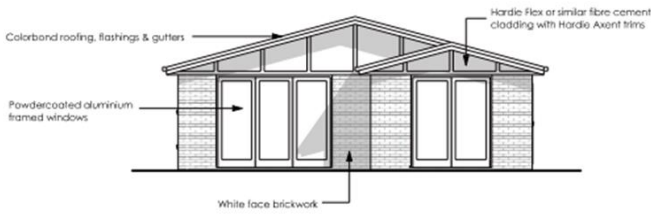




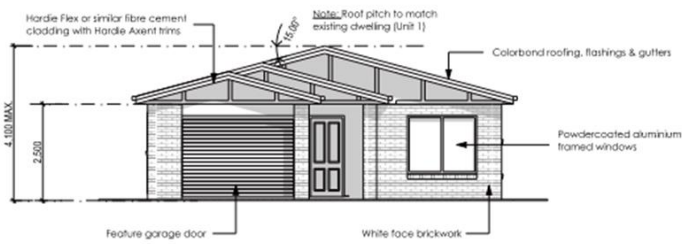
Concept Servicing Plan
Scale 1:200



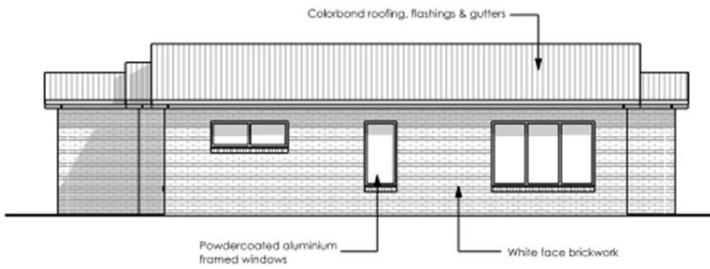
Elevations:



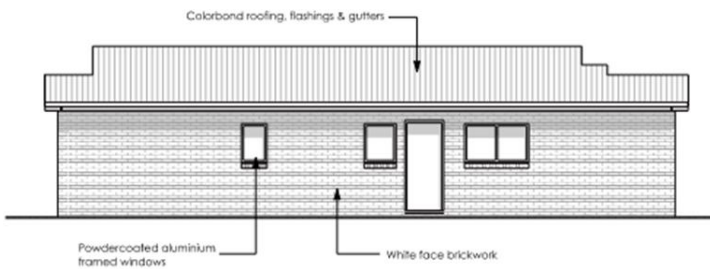
North Elevation
Scale 1:100



South Elevation
Scale 1:100



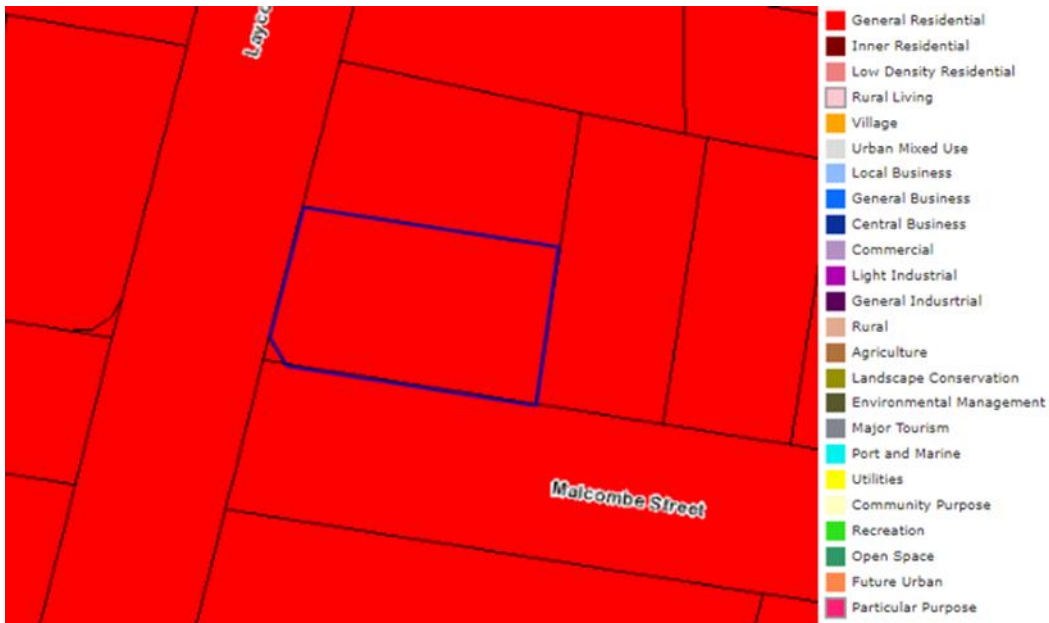
East Elevation
Scale 1:100



West Elevation
Scale 1:100

4.2 Zone and Land Use

The land is zoned 8.0 General Residential and is within the Longford Specific Area Plan.



The relevant Planning Scheme definition is:

<i>multiple dwellings</i>	<i>means 2 or more dwellings on a site.</i>
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Residential, if for multiple dwellings, is Permitted in the Zone.

4.3 Subject Site and Locality

A site inspection was undertaken on the 4 April 2023 and 28th April 2023.

The subject site is located north-east of the junction of Malcombe and Laycock Streets. The site contains an existing dwelling and associated outbuildings, and the portion of the site that is proposed for the development of a second dwelling (multiple dwelling) is vacant. There is an existing crossover to both Laycock Street (primary frontage) and Malcombe Street (secondary frontage).

Aerial photograph of area





Photographs of subject site



4.4 Permit/Site History

Relevant permit history includes:

- 1977 - Garage/Storage
- P04-106 - Carport



- P05-106 - Deck
- P18-106 - 18 Lot Subdivision
- PLN21-0260 - 17 Lot Subdivision

4.5 Referrals

The following referrals were required:

Council's Works Department

Council's Engineering Officer, Jonathan Galbraith, has reviewed the application on 5 April 2023 and his recommended conditions are included in the conditions of approval.

TasWater

TasWater issued a Submission to Planning Authority Notice on 26 April 2023 (TasWater Ref: TWDA 2023/00433-NMC).

4.6 Planning Scheme Assessment

8.0 General Residential Zone

8.1 Zone Purpose

The purpose of the General Residential Zone is:

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

Comment

Complies with the Zone Purpose

8.2 Use Table

Comment

Multiple Dwellings are Permitted

8.3 Use Standards

8.3.1 Discretionary uses

Comment

Not applicable

8.3.2 Visitor Accommodation

Comment

Not applicable

8.4 Development Standards for Dwellings

8.4.1 Residential density for multiple dwellings

Comment

Clause 8.4.1 is substituted by Clause NOR-S6.7.1

8.4.2 Setbacks and building envelope for all dwellings

Objective:

The siting and scale of dwellings:

(a) provides reasonably consistent separation between dwellings and their frontage within a street;



- (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;
- (c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and
- (d) provides reasonable access to sunlight for existing solar energy installations.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> (a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level. 	<p>P1</p> <p>A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.</p>
<p>Comment</p> <p>Complies with A1</p> <p>The proposed dwelling will have a setback of 3.5m from the secondary frontage to Malcombe Street and a setback of more than 4.5m from the primary frontage to Laycock Street.</p>	
<p>A2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</p> <ul style="list-style-type: none"> (a) 5.5m, or alternatively 1m behind the building line; (b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage. 	<p>P2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.</p>
<p>Comment</p> <p>Complies with A2</p> <p>The garage will be more than 5.5 from the primary frontage of Laycock Street.</p>	
<p>A3</p> <p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <ul style="list-style-type: none"> (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: 	<p>P3</p> <p>The siting and scale of a dwelling must:</p> <ul style="list-style-type: none"> (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to: <ul style="list-style-type: none"> (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;



<p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and</p> <p>(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</p> <p>(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</p>	<p>(ii) overshadowing the private open space of a dwelling on an adjoining property;</p> <p>(iii) overshadowing of an adjoining vacant property; and</p> <p>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;</p> <p>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and</p> <p>(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:</p> <p>(i) an adjoining property; or</p> <p>(ii) another dwelling on the same site.</p>
<p>Comment</p> <p>Complies with A3</p> <p>The proposed dwelling is not less than 1.5m from the side or rear boundary.</p>	

<p>8.4.3 Site coverage and private open space for all dwellings</p>	
<p>Objective:</p> <p>That dwellings are compatible with the amenity and character of the area and provide:</p> <p>(a) for outdoor recreation and the operational needs of the residents;</p> <p>(b) opportunities for the planting of gardens and landscaping; and</p> <p>(c) private open space that is conveniently located and has access to sunlight.</p>	
<p>Acceptable Solutions</p> <p>A1</p> <p>Dwellings must have:</p> <p>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and</p> <p>(b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).</p>	<p>Performance Criteria</p> <p>P1</p> <p>Dwellings must have:</p> <p>(a) site coverage consistent with that existing on established properties in the area;</p> <p>(b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate:</p> <p>(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and</p> <p>(ii) operational needs, such as clothes drying and storage; and</p> <p>(c) reasonable space for the planting of gardens and landscaping.</p>
<p>Comment</p> <p>Complies with A1</p> <p>The existing dwelling has a floor area of 197m², and the proposed dwelling will have a floor area of 113m², and the site has an area of 735m². The total site coverage is 310m² or 42.1%.</p> <p>Each multiple dwelling will have greater than 60m² of private open space.</p>	
<p>A2</p> <p>A dwelling must have private open space that:</p> <p>(a) is in one location and is not less than:</p> <p>(i) 24m²; or</p>	<p>P2</p> <p>A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining,</p>



<p>(ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(b) has a minimum horizontal dimension of not less than:</p> <p>(i) 4m; or</p> <p>(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(d) has a gradient not steeper than 1 in 10.</p>	<p>entertaining and children’s play and is:</p> <p>(a) conveniently located in relation to a living area of the dwelling; and</p> <p>(b) orientated to take advantage of sunlight.</p>
<p>Comment</p> <p>Complies with A2</p> <p>Each multiple dwelling will have an area of private open space that is greater than 24m², and has a minimum width of 4m, and is on land with a gradient less than 1 in 10, and is not located within the frontage of the relevant dwelling.</p>	

<p>8.4.4 Sunlight to private open space of multiple dwellings</p>
<p>Comment</p> <p>Not applicable as the multiple dwelling is not to the north of the private open space of another dwelling on the same site.</p>

<p>8.4.5 Width of openings for garages and carports for all dwellings</p>	
<p>Objective: To reduce the potential for garage or carport openings to dominate the primary frontage.</p>	
<p>Acceptable Solutions</p> <p>A1 A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</p>	<p>Performance Criteria</p> <p>P1 A garage or carport for a dwelling must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</p>
<p>Comment</p> <p>Complies with A1</p> <p>The proposed dwelling will have a garage opening width less than 6m.</p>	

<p>8.4.6 Privacy for all dwellings</p>	
<p>Objective: To provide a reasonable opportunity for privacy for dwellings.</p>	
<p>Acceptable Solutions</p> <p>A1 A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:</p>	<p>Performance Criteria</p> <p>P1 A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise</p>



<p>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;</p> <p>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and</p> <p>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:</p> <ul style="list-style-type: none"> (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site. 	<p>overlooking of:</p> <ul style="list-style-type: none"> (a) a dwelling on an adjoining property or its private open space; or (b) another dwelling on the same site or its private open space.
<p>Comment Not applicable</p>	
<p>A2 A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):</p> <p>(a) the window or glazed door:</p> <ul style="list-style-type: none"> (i) is to have a setback of not less than 3m from a side boundary; (ii) is to have a setback of not less than 4m from a rear boundary; (iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site. <p>(b) the window or glazed door:</p> <ul style="list-style-type: none"> (i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; (ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%. 	<p>P2 A window or glazed door to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to:</p> <ul style="list-style-type: none"> (a) a window or glazed door, to a habitable room of another dwelling; and (b) the private open space of another dwelling.
<p>Comment Not applicable</p>	
<p>A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:</p> <ul style="list-style-type: none"> (a) 2.5m; or (b) 1m if: <ul style="list-style-type: none"> (i) it is separated by a screen of not less than 1.7m in 	<p>P3 A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.</p>



<p>height; or (ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.</p>	
<p>Comment Not applicable</p>	

<p>8.4.7 Frontage fences for all dwellings</p>	
<p>Objective: The height and transparency of frontage fences: (a) provides adequate privacy and security for residents; (b) allows the potential for mutual passive surveillance between the road and the dwelling; and (c) is reasonably consistent with that on adjoining properties.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 No Acceptable Solution.¹ ¹ An exemption applies for fences in this zone – see Table 4.6</p>	<p>P1 A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must: (a) provide for security and privacy while allowing for passive surveillance of the road; and (b) be compatible with the height and transparency of fences in the street, having regard to: (i) the topography of the site; and (ii) traffic volumes on the adjoining road.</p>
<p>Comment Does not comply with A1 The existing frontage fences have not been previously approved, and require a permit as they are between 1.5m and 1.8m in height and constructed of solid sheet metal, and therefore do not qualify for an exemption in accordance with the provisions of Clause 4.6.3. Complies with P1 The existing frontage fences are constructed in a manner that is compatible with frontage fences in the vicinity of the subject site, including fences with a height of between 1.5m and 1.8m, that are constructed of solid materials, such as sheet steel or timber. The gap in the fence allowing for driveway access provides a degree of visibility between the road and dwelling, which supports limited passive surveillance.</p>	

<p>8.4.8 Waste storage for multiple dwellings</p>	
<p>Objective: To provide for the storage of waste and recycling bins for multiple dwellings.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m² per dwelling and is within one of the following locations: (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) a common storage area with an impervious surface that: (i) has a setback of not less than 4.5m from a frontage;</p>	<p>P1 A multiple dwelling must have storage for waste and recycling bins that is: (a) capable of storing the number of bins required for the site; (b) screened from the frontage and any dwellings; and (c) if the storage area is a common storage area, separated from any dwellings to minimise</p>



(ii) is not less than 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.	impacts caused by odours and noise.
<p>Comment Complies with A1 (a) The proposed multiple dwelling will include a dedicated area for the storage of waste and recycling bins that is screened from the road and driveway by a 1.8m high fence.</p>	

<p>8.5 Development Standards for Non-dwellings 8.5.1 Non-dwelling development</p> <p>Comment Not applicable</p>
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<p>8.5.2 Non-residential garages and carports</p> <p>Comment Not applicable</p>

<p>8.6 Development Standards for Subdivision 8.6.1 Lot design</p> <p>Comment Not applicable</p>
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<p>8.6.2 Roads</p> <p>Comment Not applicable</p>
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<p>8.6.3 Services</p> <p>Comment Not applicable</p>

CODES	
C1.0 Signs Code	N/A
C2.0 Parking and Sustainable Transport Code	Complies, see code assessment below.
C3.0 Road and Railway Assets Code	N/A
C4.0 Electricity Transmission Infrastructure Protection Code	N/A
C5.0 Telecommunications Code	N/A
C6.0 Local Historic Heritage Code	N/A
C7.0 Natural Assets Code	N/A
C8.0 Scenic Protection Code	N/A
C9.0 Attenuation Code	N/A
C10.0 Coastal Erosion Hazard Code	N/A
C11.0 Coastal Inundation Hazard Code	N/A
C12.0 Flood-Prone Areas Hazard Code	N/A
C13.0 Bushfire-Prone Areas Code	N/A
C14.0 Potentially Contaminated Land Code	N/A
C15.0 Landslip Hazard Code	N/A
C16.0 Safeguarding of Airports Code	Exempt in accordance with C16.4.1, development not more



	than 316m AHD.
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C2.0 Parking and Sustainable Transport Code
C2.1 Code Purpose
The purpose of the Parking and Sustainable Transport Code is: C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development. C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas. C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate. C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area. C2.1.5 To ensure that parking spaces and accesses meet appropriate standards. C2.1.6 To provide for parking precincts and pedestrian priority streets.
Comment
The proposal complies with the Code Purpose.

C2.5 Use Standards	
C2.5.1 Car parking numbers	
Objective: That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <p>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p> <p>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p style="padding-left: 40px;">(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</p> <p style="padding-left: 40px;">(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p style="padding-left: 80px;">$N = A + (C - B)$</p> <p style="padding-left: 80px;">N = Number of on-site car parking spaces required</p> <p style="padding-left: 80px;">A = Number of existing on site car parking spaces</p> <p style="padding-left: 80px;">B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p style="padding-left: 80px;">C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>P1.1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <p>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</p> <p>(b) the ability of multiple users to share spaces because of:</p> <p style="padding-left: 40px;">(i) variations in car parking demand over time; or</p> <p style="padding-left: 40px;">(ii) efficiencies gained by consolidation of car parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(g) the effect on streetscape; and</p> <p>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and</p>



	<p>nature of the use and development.</p> <p>P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.
<p>Comment</p> <p>Does not comply with A1</p> <p>The proposal includes two parking spaces, and one visitor parking space located within the driveway of the dwelling of Unit 1. However, that visitor parking space is not readily accessible by occupants of Unit 2 as it is separated by a fence. As such, it is considered that the visitor parking space is not “dedicated” to the use of both units, and that assessment against the provisions of the Performance Criteria is required.</p> <p>Complies with P1.2</p> <p>With consideration of the proposed number of parking spaces for each unit, and the number of bedrooms in the new dwelling (2), combined with the availability of on-street parking and proximity to public transport nodes (there are two bus stops located on Marlborough St that are within 400m of the subject site), it is considered that the property has sufficient parking.</p>	

<p>C2.5.2 Bicycle parking numbers</p>	
<p>Objective: That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Bicycle parking spaces must:</p> <ul style="list-style-type: none"> (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1. 	<p>P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.
<p>Comment Not applicable, multiple dwellings do not require bicycle parking.</p>	

<p>C2.5.3 Motorcycle parking numbers</p>	
<p>Objective: That the appropriate level of motorcycle parking is provided to meet the needs of the use.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 The number of on-site motorcycle parking spaces for all uses must:</p> <ul style="list-style-type: none"> (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained. 	<p>P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the proposed use and development;



	<p>(b) the topography of the site;</p> <p>(c) the location of existing buildings on the site;</p> <p>(d) any constraints imposed by existing development; and</p> <p>(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.</p>
<p>Comment Not applicable, multiple dwellings do not require motorcycle parking.</p>	

<p>C2.5.4 Loading Bays</p>	
<p>Objective: That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.</p>	<p>P1 Adequate space for loading and unloading of vehicles must be provided, having regard to: (a) the type of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the location of the site; (e) the nature of traffic in the surrounding area; (f) the area and dimensions of the site; and (g) the topography of the site; (h) the location of existing buildings on the site; and (i) any constraints imposed by existing development.</p>
<p>Comment Not applicable</p>	

<p>C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone</p>	
<p>Objective: (a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and (b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the</p>	<p>P1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to: (a) car parking demand generated by the proposed use during its proposed hours of operation; (b) the availability of on-street and public car parking in the surrounding area; (c) the availability and frequency of public transport within a 400m walking distance of the site; (d) the availability and likely use of other modes of transport; (e) the availability and suitability of alternative arrangements for car</p>



relevant zone.	<p>parking provision;</p> <p>(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</p> <p>(g) any car parking deficiency or surplus associated with the existing use of the land;</p> <p>(h) any relevant parking plan for the area adopted by council;</p> <p>(i) any existing on-street car parking restrictions; and</p> <p>(j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.</p>
<p>Comment Not applicable to multiple dwellings.</p>	

<p>C2.6 Development Standards for Buildings and Works C2.6.1 Construction of parking areas</p>	
<p>Objective: That parking areas are constructed to an appropriate standard.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</p>	<p>P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.</p>
<p>Comment Complies with A1 The proposed parking spaces will be constructed with a combination of concrete and permeable pavers with gravel infill. The driveways will be drained to the public stormwater system.</p>	

<p>C2.6.2 Design and layout of parking areas</p>	
<p>Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.</p>	
Acceptable Solutions	Performance Criteria
<p>A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4</p>	<p>P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions;</p>



<p>parking spaces;</p> <p>(iii) have an access width not less than the requirements in Table C2.2;</p> <p>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</p> <p>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with Australian Standard AS 2890-Parking facilities, Parts 1-6.</p> <p>A1.2 Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.¹</p> <p>¹ Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.</p>	<p>(d) vehicle and pedestrian traffic safety;</p> <p>(e) the nature and use of the development;</p> <p>(f) the expected number and type of vehicles;</p> <p>(g) the likely use of the parking areas by persons with a disability;</p> <p>(h) the nature of traffic in the surrounding area;</p> <p>(i) the proposed means of parking delineation; and</p> <p>(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</p>
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Comment

Complies with A1.1

- (i) The land at the subject site is effectively flat, with a slight fall to the kerb within the road reserve. As such, the driveway gradient is in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;
 - (ii) Not applicable. The development and proposed access provides for only two parking spaces;
 - (iii) The existing driveway is 3.5m wide. A width of 3m is required by Table C2.2;
 - (iv) The proposed dwelling will include one parking space located within an attached garage, which will have dimensions of 3m wide and 6m long. The second parking space is located within the frontage of the dwelling, and is aligned with the proposed driveway, which is at 70 degrees to the frontage boundary and manoeuvring area. The parking space can accommodate a parking area with dimensions of 2.6m wide, and 5.4m long, which is in accordance with the provisions of Table C2.3;
 - (v) Not applicable. The proposal provides for two parking spaces for each dwelling;
 - (vi) There is no vertical obstruction to the proposed external parking space, and the garaged parking space will have a minimum clearance greater than 2.1m above the parking surface level; and
 - (vii) The proposed dwelling, whilst part of a multiple dwelling site, will not share access or parking with another dwelling, and therefore does not require delineation of parking spaces.
- A1.2 does not apply to multiple dwellings.

C2.6.3 Number of accesses for vehicles

Objective:

That:



<p>(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</p> <p>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</p> <p>(c) the number of accesses minimise impacts on the streetscape.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses, whichever is the greater.</p>	<p>P1</p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <p>(a) any loss of on-street parking; and</p> <p>(b) pedestrian safety and amenity;</p> <p>(c) traffic safety;</p> <p>(d) residential amenity on adjoining land; and</p> <p>(e) the impact on the streetscape.</p>
<p>Comment</p> <p>Complies with A1</p> <p>The proposal includes one access for each of the two frontages.</p>	
<p>A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>	<p>P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must:</p> <p>(a) not have an adverse impact on:</p> <p>(i) pedestrian safety and amenity; or</p> <p>(ii) traffic safety; and</p> <p>(b) be compatible with the streetscape.</p>
<p>Comment</p> <p>Not applicable</p>	

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	
<p>Objective:</p> <p>That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which:</p> <p>(a) enables easy and efficient use;</p> <p>(b) promotes the safety of users;</p> <p>(c) minimises opportunities for crime or anti-social behaviour; and</p> <p>(d) prevents unreasonable light overspill impacts.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements</i>.</p>	<p>P1</p> <p>In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to:</p> <p>(a) enabling easy and efficient use of the area;</p> <p>(b) minimising potential for conflicts involving pedestrians, cyclists and vehicles;</p> <p>(c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces;</p> <p>(d) any unreasonable impact on the amenity</p>



	of adjoining properties through light overspill; and (e) the hours of operation of the use.
Comment Not applicable	

C2.6.5 Pedestrian access	
Objective: That pedestrian access within parking areas is provided in a safe and convenient manner.	
Acceptable Solutions	Performance Criteria
<p>A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p>A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>	<p>P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.</p>
Comment Not applicable	

C2.6.6 Loading bays	
Objective: That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.	
Acceptable Solutions	Performance Criteria
<p>A1 The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.</p>	<p>P1 Loading bays must have an area and dimensions suitable for the use, having regard to: (a) the types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the topography of the site; (f) the location of existing buildings</p>



	on the site; and (g) any constraints imposed by existing development.
Comment Not applicable	
A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.	P2 Access for commercial vehicles to and from the site must be safe, having regard to: (a) the types of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the location of the site and nature of traffic in the area of the site; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.
Comment Not applicable	

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	
Objective: That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.	
Acceptable Solutions	Performance Criteria
A1 Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must: (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located within 50m from an entrance; (c) be visible from the main entrance or otherwise signed; and (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.	P1 Bicycle parking must be provided in a safe, secure and convenient location, having regard to: (a) the accessibility to the site; (b) the characteristics of the site; (c) the nature of the proposed use; (d) the number of employees; (e) the users of the site and the likelihood of travel by bicycle; (f) the location and visibility of proposed parking for bicycles; (g) whether there are other parking areas on the site; and (h) the opportunity for sharing bicycle parking on nearby sites.
Comment	



Not applicable	
<p>A2</p> <p>Bicycle parking spaces must:</p> <p>(a) have dimensions not less than:</p> <p>(i) 1.7m in length;</p> <p>(ii) 1.2m in height; and</p> <p>(iii) 0.7m in width at the handlebars;</p> <p>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</p> <p>(c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.</p>	<p>P2</p> <p>Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the space available;</p> <p>(c) the safety of cyclists; and</p> <p>(d) the provisions of Australian Standard AS 2890.3- 2015 Parking facilities - Part 3: Bicycle parking.</p>
<p>Comment</p> <p>Not applicable</p>	

<p>C2.6.8 Siting of parking and turning areas</p>	
<p>Objective:</p> <p>That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>	<p>P1</p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(a) topographical or other site constraints;</p> <p>(b) availability of space behind the building line;</p> <p>(c) availability of space for vehicle access to the side or rear of the property;</p> <p>(d) the gradient between the front and the rear of existing or proposed buildings;</p> <p>(e) the length of access or shared access required to service the car parking;</p> <p>(f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling;</p> <p>(g) the visual impact of the vehicle parking and access on the site;</p> <p>(h) the streetscape character and amenity;</p> <p>(i) the nature of the zone in which the site is located and its preferred uses; and</p> <p>(j) opportunities for passive surveillance of the road.</p>
<p>Comment</p> <p>Not applicable</p>	
<p>A2</p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p>	<p>P2</p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the</p>



<p>(a) have no new vehicle accesses, unless an existing access is removed;</p> <p>(b) retain an active street frontage; and</p> <p>(c) not result in parked cars being visible from public places in the adjacent roads.</p>	<p>views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:</p> <p>(a) the streetscape;</p> <p>(b) any unreasonable loss of amenity of the occupants of adjoining properties; and</p> <p>(c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.</p>
<p>Comment Not applicable</p>	

<p>C2.7 Parking Precinct Plan C2.7.1 Parking precinct plan</p>	
<p>Objective: To minimise the amount of on-site car parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Within a parking precinct plan, on-site car parking must: (a) not be provided; or (b) not be increased above existing parking numbers.</p>	<p>P1 Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to: (a) the availability of off-street public parking spaces within reasonable walking distance; (b) the ability of multiple users to share spaces because of: (i) variations in parking demand over time; or (ii) efficiencies gained by consolidation of parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (f) the streetscape; (g) the topography of the site; (h) the location of existing buildings on the site; (i) any constraints imposed by existing development; and (j) any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development, and not exceed the number specified in Table C2.1.</p>
<p>Comment Not applicable</p>	

PARTICULAR PURPOSE ZONES		
NOR-P1.0	Particular Purpose Zone – Campbell Town Service Station	Not applicable
NOR-P2.0	Particular Purpose Zone – Epping Forest	Not applicable

SPECIFIC AREA PLANS		
NOR-S1.0	Translink Specific Area Plan	Not applicable
NOR-S2.0	Campbell Town Specific Area Plan	Not applicable
NOR-S3.0	Cressy Specific Area Plan	Not applicable
NOR-S4.0	Devon Hills Specific Area Plan	Not applicable



NOR-S5.0	Evandale Specific Area Plan	Not applicable
NOR-S6.0	Longford Specific Area Plan	Applies
NOR-S7.0	Perth Specific Area Plan	Not applicable
NOR-S8.0	Ross Specific Area Plan	Not applicable

NOR-S6.0 Longford Specific Area Plan

NOR-S6.1 Plan Purpose

The purpose of the Longford Specific Area Plan is:

NOR-S6.1.1 To protect and enhance the unique and intact history and character of the village.

NOR-S6.1.2 To provide for development that is compatible with the existing streetscape settings, building forms and the rural village character.

NOR-S6.1.3 To provide for the subdivision of key development sites and provide for appropriately located public open space.

NOR-S6.1.4 To encourage subdivision that provides for large lots and minimises internal lots.

NOR-S6.1.5 To maintain existing character and land use conflict.

NOR-S6.1.6 That as part of any new subdivision, new trees are provided to increase the township's tree canopy cover.

Comment

Complies with the SAP Purpose

NOR-S6.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

NOR-S6.5 Use Table

This clause is a substitution for Low Density Residential Zone – 10.2 Use Table

Comment

Not applicable

NOR-S6.6 Use Standards

This sub-clause is not used in this specific area plan.

NOR-S6.7 Development Standards for Buildings and Works

NOR-S6.7.1 Residential density for multiple dwellings

This clause is in substitution for General Residential Zone – clause 8.4.1 Residential density for multiple dwellings

Objective:

That the density of multiple dwellings:

- (a) makes efficient use of land for housing;
- (b) maintains the historic and rural character of Longford; and
- (c) optimises the use of infrastructure and community services.

Acceptable Solutions

A1
Multiple dwellings must have a site area per dwelling of not less than 400m².

Performance Criteria

P1
Multiple dwellings must only have a site area per dwelling that is less than 400m², if the development will not exceed the capacity of infrastructure services and:
(a) is compatible with the density of existing development on established properties within the area; or
(b) provides for a significant social or community benefit and is:
(i) wholly or partly within 400m walking distance of a public transport stop;
or
(ii) wholly or partly within 400m walking distance of a Village Zone, Local



	Business Zone, or General Business Zone.
<p>Comment Does not comply with A1 The subject site has a total area of 735m², and the site area per dwelling will be 367.5m² and the application therefore requires assessment against the provisions of the Performance Criteria.</p> <p>Complies with P1 The application has been reviewed by Councils Engineering Officer, who has not raised concerns in relation to the capacity of infrastructure services. TasWater has provided a SPAN and not raised concerns in relation to the capacity of their infrastructure services. The proposed site area per dwelling is consistent with that of established multiple dwellings in the surrounding area, including six properties within 200m of the subject site that have a site area per dwelling between 354m² and 386.5m².</p>	

<p>NOR-S6.7.2 Roof form and materials This clause is in addition to General Residential Zone – clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings.</p>	
<p>Objective: That roof forms are designed to be compatible with, and not detract from, the existing streetscape or rural village character.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Roof form for new buildings, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be as per the roof forms shown in Figure NOR-S6.7.2, with the roof pitch being within a range of 22.5 – 40 degrees.</p>	<p>P1 Roof form for new buildings, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with, and not detract from, the existing streetscape or rural village character, having regard to: (a) the design and period of construction of the existing buildings in the street; (b) the design and period of construction of the existing buildings or rural village character; and (c) visibility from any road or public open space.</p>
<p>Comment Does not comply with A1 The proposed dwelling will have a roof pitch of 15 degrees and the application therefore requires assessment against the provisions of the Performance Criteria. Complies with P1 The proposed dwelling will have a roof pitch that is consistent with the roof pitch of the existing dwelling at the site, which is approximately 12 degrees. Being less than 25 degrees, the proposed 15 degree roof pitch is consistent with other dwellings on the street, including dwellings on the southern side of Malcombe Street, between Laycock and Wellington Street, which have roof pitches of 20 and 22 degrees.</p>	

<p>NOR-S6.7.3 Wall materials This clause is in addition to General Residential Zone – clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings</p>	
<p>Objective: That wall materials used are compatible with the existing streetscape or rural village character.</p>	
Acceptable Solutions	Performance Criteria
A1	P1



<p>Wall materials, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be of a form and material that matches the existing building or not be visible from any road or public open space adjoining the site.</p>	<p>Wall materials of buildings, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with the design and period of construction of the existing buildings on the site and in the street, and be compatible with the design and period of construction of the existing buildings or rural village character, having regard to:</p> <ul style="list-style-type: none"> (a) use of bull-nosed timber weatherboards, or materials that have the appearance of bull-nosed timber weatherboards; or (b) use of brickwork with mortar of a neutral earth colour and struck flush with the brickwork; or (c) use of concrete blocks specifically chosen to: <ul style="list-style-type: none"> (i) blend with dressed sandstone; or (ii) rendered with coloured finishes in neutral earth tones.
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<p>Comment Does not comply with A1 The existing dwelling is constructed with a combination of weatherboard, corrugated steel and fibre cement sheeting. Complies with P1 (b) The proposed dwelling will feature walls clad in white face brickwork, which is consistent with the cladding used on buildings in the surrounding area.</p>

<p>NOR-S6.7.4 Windows</p>	
<p>This clause is in addition to General Residential Zone – clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings.</p>	
<p>Objective:</p>	
<p>That window form and details are compatible with the streetscape or rural village character.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Window heads in all buildings, excluding places listed in Table C6.1, sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be a minimum of 300mm below the eaves line, or match the level of the window heads in the existing building.</p>	<p>P1 No Performance Criterion.</p>
<p>Comment</p>	
<p>Complies with A1 The proposed dwelling will feature windows no less than 300mm beneath the eaves line.</p>	
<p>A2 Windows in a façade facing a frontage, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must have no greater than 30% of the total surface area consisting of windows.</p>	<p>P2 Windows in the front façade of a building, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with the design and period of construction of the existing buildings in the street.</p>
<p>Comment</p>	
<p>Complies with A2 The proposed frontage façade will feature a window with a surface area of 2.7m², which is less than 30% of the total surface area of the façade.</p>	
<p>A3</p>	<p>P3</p>



<p>Windows for new buildings and extensions to existing buildings, or alterations to existing buildings, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must not be visible from public spaces.</p>	<p>Windows for new buildings and extensions to existing buildings, or alterations to existing buildings, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with the design and period of construction of the existing buildings in the street, having regard to:</p> <ul style="list-style-type: none">(a) the period and style of the building;(b) the use of multi-pane sashes conforming to the patterns per sash with size and profile glazing bars as shown in Figure NOR-S6.7.4 (b);(c) the use of projecting brick or stone sills that match the existing if in a brick or masonry building;(d) the use clear glass; and(e) the division of large areas of glass panelling with vertical mullions to achieve a vertical orientation of glazing.
<p>Comment Does not comply with A3 The proposed dwelling will feature a window on its façade, which will be visible from Malcombe Street. Complies with P3 Windows on dwelling facades that are visible from Malcombe Street and Laycock Street have a variety of forms and styles and are part of buildings that were constructed in different time periods. As such, the frontage facing window of the proposed development is consistent with those of windows on buildings in the surrounding area.</p>	
<p>NOR-S6.8 Development Standards for Subdivision NOR-S6.8.1 Lot design in development precinct This clause is in addition to General Residential Zone – clause 8.6.1 Lot design and Open Space Zone – clause 29.5.1 Lot design.</p>	
<p>Comment Not applicable</p>	
<p>NOR-S6.8.2 Lot design - urban This clause is in substitution for General Residential Zone – clause 8.6.1 Lot design.</p>	
<p>Comment Not applicable</p>	
<p>NOR-S6.8.3 Lot design – rural fringe This clause is in substitution for Low Density Residential Zone – clause 10.6.1 Lot design.</p>	
<p>Comment Not applicable</p>	
<p>NOR-S6.8.4 Internal lots This clause is an addition to General Residential Zone– clause 8.6.1 Lot design.</p>	
<p>Comment Not applicable</p>	
<p>NOR-S6.8.5 Roads This clause is in substitution for General Residential Zone – clause 8.6.2 Roads.</p>	
<p>Comment Not applicable</p>	



SPECIAL PROVISIONS	
7.1 Changes to an Existing Non-conforming Use	N/a
7.2 Development for Existing Discretionary Uses	N/a
7.3 Adjustment of a Boundary	N/a
7.4 Demolition	N/a
7.4 Change of Use of a Place listed on the Tasmanian Heritage Register or a Local Heritage Place	N/a
7.5 Change of Use	N/a
7.6 Access and Provision of Infrastructure Across Land in Another Zone	N/a
7.7 Buildings Projecting onto Land in a Different Zone	N/a
7.8 Port and Shipping in Proclaimed Wharf Areas	N/a
7.9 Demolition	N/a
7.10 Development Not Required to be Categorised into a Use Class	N/a
7.11 Use or Development Seaward of the Municipal District	N/a
7.12 Sheds on Vacant Sites	N/a
7.13 Temporary Housing	N/a

4.7 Representations

Notice of the application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*. A review of Council's Records management system after completion of the public exhibition period revealed that no representations were received.

4.8 Objectives of the Land Use Planning and Approvals Act 1993

The proposal is consistent with the objectives of the Land Use Planning and Approvals Act 1993.

4.9 State Policies

The proposal is consistent with all State Policies.

4.10 Strategic Plan/Annual Plan/Council Policies

Strategic Plan - Statutory Planning

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions or refuse and state reasons for refusal.

7 DISCUSSION

Discretion to refuse the application is limited to:

- NOR-S6.7.1 P1 - Site area per dwelling less than 400m².
- NOR-S6.7.2 P1 - Roof pitch less than 22.5 degrees
- NOR-S6.7.3 P1 – Wall materials not matching the existing building
- NOR-S6.7.4 P3 - Windows
- 8.4.7 P1.2 – Solid frontage fences higher than 1.2m Frontage fences for all dwellings
- C2.5.1 P1.2 – no dedicated visitor car parking space for unit 2.

The proposed development will be consistent with development in the surrounding area including density for multiple dwellings.



Conditions that relate to any aspect of the application can be placed on a permit.

It is recommended that the application be approved to be developed and used in accordance with the proposal plans.

8 ATTACHMENTS

1. PL N-23-0056 public exhibition documents [**11.2.1** - 18 pages]
2. PL N-23-0056 - Additional Information Request [**11.2.2** - 1 page]
3. Tas Water SPAN Request for Additional Information - DA 202300433- NMC - 7 LAYCOCK S T, LONGFORD [**11.2.3** - 2 pages]
4. Infrastructure Plan - TWDA 2023 00433- NMC - 7 LAYCOCK ST LONGFORD [**11.2.4** - 1 page]
5. Tas Water Submission to Planning Authority Notice - Conditions - DA 202300433- NMC - 7 LAYCOCK S T, [**11.2.5** - 2 pages]



11.3 PLN23-0042: MULTIPLE DWELLINGS (3), 17 BULWER STREET LONGFORD

File: 101700.255; PLN23-0042
Responsible Officer: Des Jennings, General Manager
Report prepared by: Rebecca Green, Consultant Planner

RECOMMENDATION

That application PLN-23-0042 to develop and use the land at 17 Bulwer Street, Longford for Multiple Dwellings x 3 (3 New) including Demolition of Existing Shed (Staged) (Longford SAP) be approved subject to the following conditions:

1 Layout not altered

The use and development must be in accordance with the endorsed documents **P1 – P14** (Plans prepared by Adorn Drafting, Drawing No: 649, Sheet No's: 1-14, Dated: 9/1/2023 (Received 4/4/2023)); and **P15** (Building Envelope, Adorn Drafting, Drawing No: 649, Sheet No: 7, Dated: 9/1/2023 (Received 27.03.2023)); and **D1** (Additional Information Required for Planning Application PLN-23-0042, Adorn Drafting, Received 4 April 2023); and **D2** (Stormwater Design Report, Exceed Engineering, Job No: P23001_557, Rev: 02, Dated: 06/04/2023).

2 Council's Works Department conditions

2.1 Stormwater

- a) Each dwelling must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- b) Concentrated stormwater must not be discharged into neighbouring properties
- c) Landscaping and hardstand areas must not interfere with natural stormwater run-off from neighbouring properties.
- d) All driveways and hardstand areas must be designed to allow stormwater run-off to be adequately drained to the Council stormwater system.
- e) Prior to the issue of a building permit, or the commencement of development authorised by this permit, the applicant must design and provide plans for underground stormwater drainage to collect stormwater from the driveways and roofed area of buildings. The system must connect through properly-jointed pipes to the stormwater main, inter-allotment drainage or other lawful point of discharge to the satisfaction of the Plumbing Inspector.
- f) A plumbing permit is required prior to commencing any plumbing or civil works within the property.
- g) An onsite stormwater detention system must be installed in accordance with the approved plans
- h) Prior to the commencement of use an operations and maintenance manual must be provided to Council for approval.
- i) Prior to the commencement of use certification must be provided by a suitably qualified person confirming that the stormwater detention system has been installed in accordance with the approved plans and all relevant standards.
- j) A notice is to be placed on the detention tank with the words "on site stormwater detention tank do not reduce the volume of the tank or interfere with the outflow control"

2.2 Municipal standards & approvals

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. All works must be constructed to the satisfaction of Council. Where works are required to be designed prior to construction, such designs and specifications must be approved by Council prior to commencement of any in situ works.

2.3 Works in Council road reserve

- a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works Manager.
- b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within



road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

2.4 Pollutants

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- b) Prior to the commencement of development authorised by this permit the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

2.5 Works damage bond

- a) Prior to the issue of a building permit, or the commencement of development authorised by this permit, a \$1000 bond must be provided to Council, which will be refunded if Council's infrastructure is not damaged.
- b) This bond is not taken in place of the Building Department's construction compliance bond.
- c) The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure must be reinstated to Council's standards if damaged.
- d) The bond will be returned after building completion if no damage has been done to Council's infrastructure and all engineering works are done to the satisfaction of the Works & Infrastructure Department.

2.6 Nature strips

Any new nature strips, or areas of nature strip that are disturbed during construction, must be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

3 TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2023/00352-NMC) – Appendix A.

4 Landscaping

- Landscaping works shall be in accordance with the endorsed plans, and landscaping works for each dwelling shall be completed, prior to the commencement of use of that dwelling and then maintained for the duration of the use.
- A bond of \$500 per dwelling shall be provided prior to the commencement of development authorised by this permit – the bond will be refunded if the landscape works are completed within the timeframe mentioned in this permit.

5 Driveways and Parking Areas

- Driveways and parking areas around each dwelling shall be sealed in accordance with the endorsed documents prior to the commencement of use of the dwelling.

6 Required prior to the application for a building permit

Prior to the issue of a building permit, or the commencement of development authorised by this permit, the applicant shall:

- Pay works damage bond of \$1000 (as per condition 2.5);
- Pay a \$500 per dwelling landscape bond (as per condition 4).

7 Prior to commencement of use

Prior to the commencement of the use of each dwelling, the following must be completed:

- Landscaping works for each dwelling including mailboxes, fencing, and garden shed (as per condition 4 – landscaping);
- Driveways and parking areas around each dwelling sealed (as per condition 5).



1 INTRODUCTION

This report assesses an application for 17 Bulwer Street, Longford to Multiple Dwellings x 3 (3 New) including Demolition of Existing Shed (Staged) (Longford SAP).

2 BACKGROUND

Applicant:

Stephen Lawes

Zone:

8.0 General Residential

Owner:

James Graeme Kaine

Codes:

C2.0 Parking and Sustainable Transport Code

C16.0 Safeguarding of Airports - Obstacle Limitation Area

S6.0 Longford Specific Area Plan,

Existing Use:

Vacant - shed

Classification under the Scheme:

Residential (multiple dwellings)

Deemed Approval Date:

26-May-23 (EOT received: 30 June 2023)

Recommendation:

Approve

Discretionary Aspects of the Application:

- 8.4.2 Setbacks and building envelope for all dwellings P3;
- 8.4.4 Sunlight to private open space of multiple dwellings P1;
- 8.4.7 Frontage fences for all dwellings P1.2;
- C2.5.1 Car parking numbers P1.2;
- NOR-S6.7.1 Residential density for multiple dwellings P1;
- NOR-S6.7.2 Roof form and materials P1;
- NOR-S6.7.3 Wall materials P1;
- NOR-S6.7.4 Windows P3.

Planning Instrument:

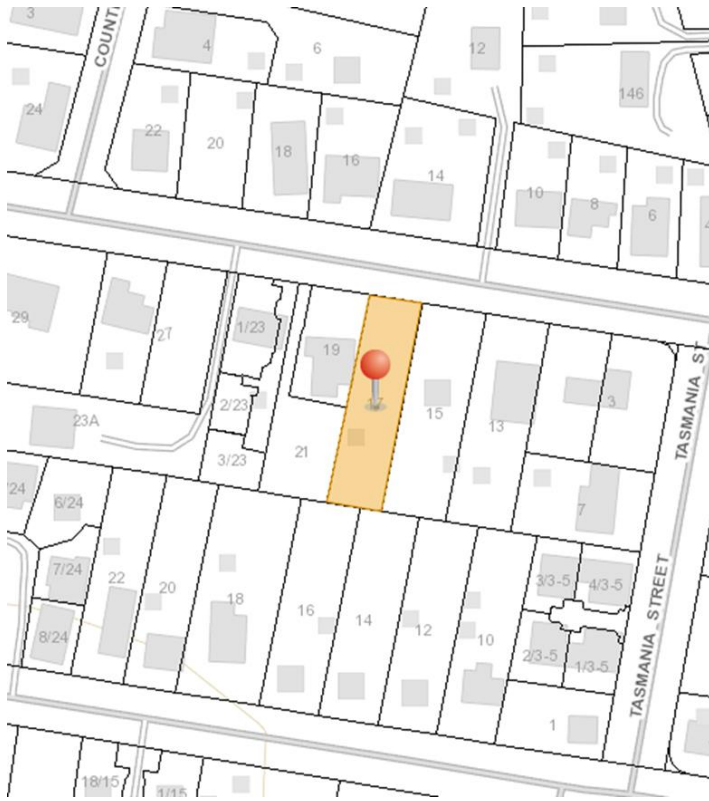
- *Tasmanian Planning Scheme – Northern Midlands, effective from 9th November 2022.*

Preliminary Discussion:

- Prior to the application being placed on public exhibition, further information was requested from the applicant – copies of outgoing correspondence attached.



Subject Site



3 STATUTORY REQUIREMENTS

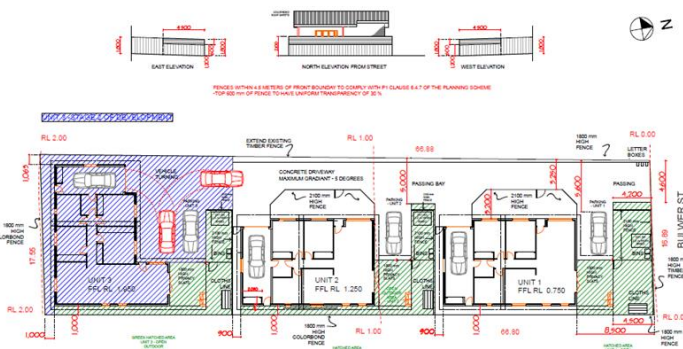
The proposal is an application pursuant to section 57 of the Land Use Planning & Approvals Act 1993 (i.e. a discretionary application). Section 48 of the Land Use Planning & Approvals Act 1993 requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the Land Use Planning & Approvals Act 1993 states that a person must not commence any use or development where a permit is required without such permit.

4 ASSESSMENT

4.1 Proposal

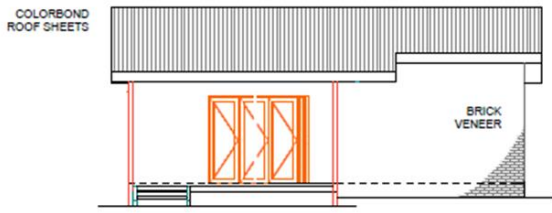
It is proposed to develop and use Multiple Dwellings x 3 including Demolition of Existing Shed (Staged) (Longford SAP).

Site Plan (extract)

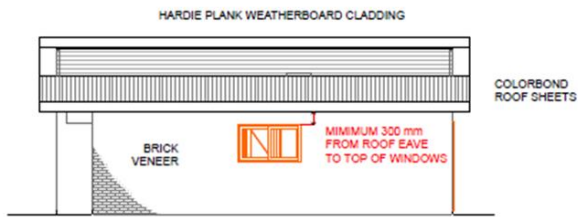


Received 28.03.2023

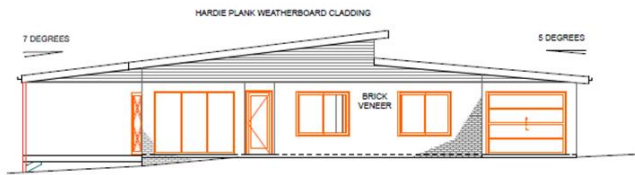
Elevations



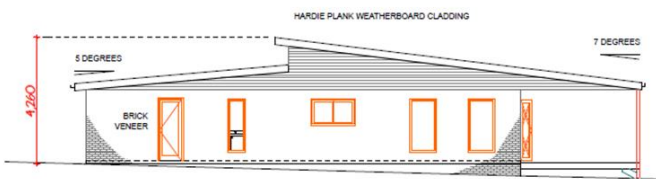
NORTH ELEVATION - UNITS 1 & 2



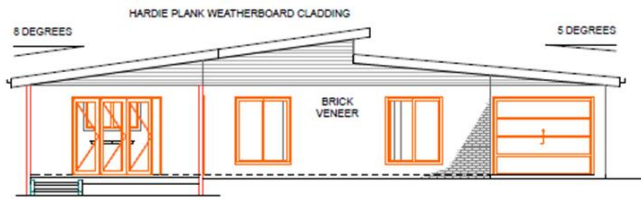
SOUTH ELEVATION - UNITS 1 & 2



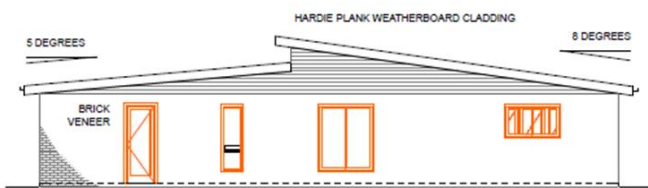
WEST ELEVATION - UNITS 1 & 2



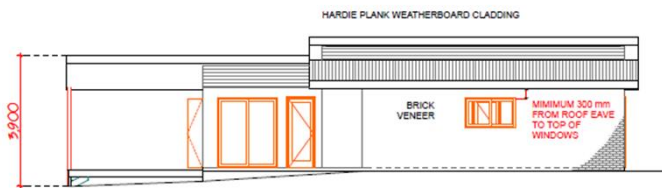
EAST ELEVATION - UNITS 1 & 2



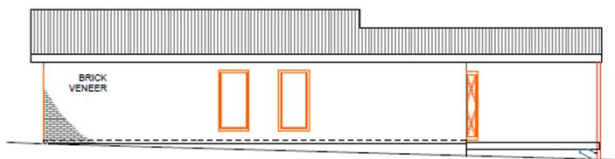
NORTH ELEVATION - UNIT 3



SOUTH ELEVATION - UNIT 3



WEST ELEVATION - UNIT 3



EAST ELEVATION - UNIT 3

4.2 Zone and Land Use

Zone Map – 8.0 General Residential



The land is zoned General Residential, and is within the Longford Specific Area Plan, and Airport obstacle limitation area overlay.

The relevant Planning Scheme definition is:

<i>multiple dwellings</i>	<i>means 2 or more dwellings on a site.</i>
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Residential, if for multiple dwellings, is Permitted in the Zone.

4.3 Subject Site and Locality

A site inspection was carried out on 21st April 2023. The rectangular shaped lot comprises an area of 1150m² and accommodates a small outbuilding. The site is surrounded by residential uses.

Aerial photograph of area





Photographs of subject site



4.4 Permit/Site History

Relevant permit history includes:

- PLN21-0235 – 3 Lot Subdivision



4.5 Referrals

The following referrals were required:

Council's Works Department

Council's Works & Infrastructure Department (Jonathan Galbraith) reported on 19 May 2023 and their recommended conditions are included in the conditions of approval.

TasWater

TasWater issued a Submission to Planning Authority Notice on 22/03/2023 (TasWater Ref: TWDA 2023/00352-NMC).

4.6 Planning Scheme Assessment

8.0 General Residential Zone

8.1 Zone Purpose

The purpose of the General Residential Zone is:

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

Comment

Complies with the Zone Purpose.

8.2 Use Table

Comment

Multiple Dwellings are Permitted if not listed as No Permit Required.

8.3 Use Standards

8.3.1 Discretionary uses

Comment

Not applicable.

8.3.2 Visitor Accommodation

Comment

Not applicable.

8.4 Development Standards for Dwellings

8.4.1 Residential density for multiple dwellings

Comment

Clause 8.4.1 is substituted by Clause NOR-S6.7.1.

8.4.2 Setbacks and building envelope for all dwellings

Objective:

The siting and scale of dwellings:

(a) provides reasonably consistent separation between dwellings and their frontage within a street;

(b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;

(c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and

(d) provides reasonable access to sunlight for existing solar energy installations.



Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <p>(a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;</p> <p>(b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;</p> <p>(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or</p> <p>(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.</p>	<p>P1</p> <p>A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.</p>
<p>Comment</p> <p>Complies with A1.</p> <p>The proposed setback to Unit 1 from the primary frontage is 8.5m.</p>	
<p>A2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</p> <p>(a) 5.5m, or alternatively 1m behind the building line;</p> <p>(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</p> <p>(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>	<p>P2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.</p>
<p>Comment</p> <p>Complies, the single garage for Unit 1 is located to the rear of the unit and at least 5.5m from the primary frontage.</p>	
<p>A3</p> <p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:</p> <p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above</p>	<p>P3</p> <p>The siting and scale of a dwelling must:</p> <p>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;</p> <p>(ii) overshadowing the private open space of a dwelling on an adjoining property;</p> <p>(iii) overshadowing of an adjoining vacant property; and</p> <p>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling</p>



<p>existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and</p> <p>(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</p> <p>(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</p>	<p>when viewed from an adjoining property;</p> <p>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and</p> <p>(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:</p> <p>(i) an adjoining property; or</p> <p>(ii) another dwelling on the same site.</p>
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Comment

Does not comply with A3.

The eastern walls of all units have a combined total length exceeding 9m and within 1.5m of the side boundary. As such, the proposed development requires assessment against the provisions of P3.

Complies with P3.

The proposed development is only likely to cause shadow to 15 Bulwer Street to the east in the afternoon, however existing fencing and vegetation screening is located between the adjoining residence and the boundary which would cause a level of overshadowing greater than the proposed development would.

It is considered that the proposed development complies with the Performance Criteria.

8.4.3 Site coverage and private open space for all dwellings

Objective:

That dwellings are compatible with the amenity and character of the area and provide:

- (a) for outdoor recreation and the operational needs of the residents;
- (b) opportunities for the planting of gardens and landscaping; and
- (c) private open space that is conveniently located and has access to sunlight.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Dwellings must have:</p> <p>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and</p> <p>(b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).</p>	<p>P1</p> <p>Dwellings must have:</p> <p>(a) site coverage consistent with that existing on established properties in the area;</p> <p>(b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate:</p> <ul style="list-style-type: none"> (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying and storage; and <p>(c) reasonable space for the planting of gardens and landscaping.</p>

Comment

Complies with A1.

The total site coverage is 427m² or 37.13% of the 1150m² site.

Each multiple dwelling will have greater than 60m² of private open space.

<p>A2</p> <p>A dwelling must have private open space that:</p>	<p>P2</p> <p>A dwelling must have private open space that includes</p>
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<p>(a) is in one location and is not less than:</p> <ul style="list-style-type: none"> (i) 24m²; or (ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); <p>(b) has a minimum horizontal dimension of not less than:</p> <ul style="list-style-type: none"> (i) 4m; or (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); <p>(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(d) has a gradient not steeper than 1 in 10.</p>	<p>an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children’s play and is:</p> <ul style="list-style-type: none"> (a) conveniently located in relation to a living area of the dwelling; and (b) orientated to take advantage of sunlight.
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Comment

Complies with A2.

Each multiple dwelling will have an area of private open space that is greater than 24m², and has a minimum width of 4m, and is on land with a gradient less than 1 in 10 and is not located within the frontage of the relevant dwelling.

8.4.4 Sunlight to private open space of multiple dwellings

Objective:

That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space for dwellings on the same site.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c):</p> <p>(a) the multiple dwelling is contained within a line projecting (see Figure 8.4):</p> <ul style="list-style-type: none"> (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal; <p>(b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and</p> <p>(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:</p> <ul style="list-style-type: none"> (i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling. 	<p>P1</p> <p>A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 8.4.3 of this planning scheme.</p>



Comment

Does not comply with A1.

Unit 1 is located within 3m of the northern boundary of the private open space dedicated to Unit 2, and Unit 2 is located within 3m of the northern boundary of the private open space dedicated to Unit 3.

Complies with P1.

A significant distance (approximately 6.5m) is provided between the unit to the north and northern wall of the southern located unit adjoining, with an area used for utilities for each unit between the larger area of private open space and the northern located adjacent unit i.e. clothes lines and bins. The roof profile will minimise any shadowing and not much more than the 2100mm high fencing proposed would create.

It is considered that the proposed development complies with the Performance Criteria.

8.4.5 Width of openings for garages and carports for all dwellings

Objective:

To reduce the potential for garage or carport openings to dominate the primary frontage.

Acceptable Solutions

A1

A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).

Performance Criteria

P1

A garage or carport for a dwelling must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.

Comment

Not applicable, no garage is within 12 metres of a primary frontage.

8.4.6 Privacy for all dwellings

Objective:

To provide a reasonable opportunity for privacy for dwellings.

Acceptable Solutions

A1

A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:

- (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;
- (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and
- (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:
 - (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or
 - (ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.

Performance Criteria

P1

A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of:

- (a) a dwelling on an adjoining property or its private open space; or
- (b) another dwelling on the same site or its private open space.

Comment

Not applicable.

A2

P2



<p>A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):</p> <p>(a) the window or glazed door:</p> <ul style="list-style-type: none"> (i) is to have a setback of not less than 3m from a side boundary; (ii) is to have a setback of not less than 4m from a rear boundary; (iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site. <p>(b) the window or glazed door:</p> <ul style="list-style-type: none"> (i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; (ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%. 	<p>A window or glazed door to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to:</p> <ul style="list-style-type: none"> (a) a window or glazed door, to a habitable room of another dwelling; and (b) the private open space of another dwelling.
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Comment

Not applicable.

A3

A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:

- (a) 2.5m; or
- (b) 1m if:

- (i) it is separated by a screen of not less than 1.7m in height; or
- (ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.

P3

A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.

Comment

Complies with A3, a 2100mm high fence is located between the western habitable room windows of Unit 1 and Unit 2 and the shared driveway, and the windows have a separation of at least 2.5m.

8.4.7 Frontage fences for all dwellings

Objective:

The height and transparency of frontage fences:

- (a) provides adequate privacy and security for residents;
- (b) allows the potential for mutual passive surveillance between the road and the dwelling; and
- (c) is reasonably consistent with that on adjoining properties.



Acceptable Solutions	Performance Criteria
<p>A1</p> <p>No Acceptable Solution.¹</p> <p>¹ An exemption applies for fences in this zone – see Table 4.6</p>	<p>P1</p> <p>A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:</p> <p>(a) provide for security and privacy while allowing for passive surveillance of the road; and</p> <p>(b) be compatible with the height and transparency of fences in the street, having regard to:</p> <p style="padding-left: 40px;">(i) the topography of the site; and</p> <p style="padding-left: 40px;">(ii) traffic volumes on the adjoining road.</p>
<p>Comment</p> <p>Does not comply with A1.</p> <p>Complies with P1.</p> <p>The frontage fences are to be constructed in a manner that is compatible with frontage fences in the vicinity of the subject site, including fences with a height of between 1.5m and 2.1m, that are constructed of solid materials, such as sheet steel or timber.</p> <p>The top 600mm of the fence will have uniform transparency of 30% allowing for a degree of visibility between the road and dwelling, which supports limited passive surveillance.</p> <p>It is considered that the proposed development complies with the Performance Criteria.</p>	

8.4.8 Waste storage for multiple dwellings	
<p>Objective:</p> <p>To provide for the storage of waste and recycling bins for multiple dwellings.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m² per dwelling and is within one of the following locations:</p> <p>(a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or</p> <p>(b) a common storage area with an impervious surface that:</p> <p style="padding-left: 40px;">(i) has a setback of not less than 4.5m from a frontage;</p> <p style="padding-left: 40px;">(ii) is not less than 5.5m from any dwelling; and</p> <p style="padding-left: 40px;">(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.</p>	<p>P1</p> <p>A multiple dwelling must have storage for waste and recycling bins that is:</p> <p>(a) capable of storing the number of bins required for the site;</p> <p>(b) screened from the frontage and any dwellings; and</p> <p>(c) if the storage area is a common storage area, separated from any dwellings to minimise impacts caused by odours and noise.</p>
<p>Comment</p> <p>Complies with A1 (a).</p> <p>The proposed multiple dwellings will include a dedicated area for the storage of waste and recycling bins that is screened from the road and driveway by a 2.1m high fence.</p>	

8.5 Development Standards for Non-dwellings
8.5.1 Non-dwelling development
<p>Comment</p> <p>Not applicable</p>

8.5.2 Non-residential garages and carports
<p>Comment</p> <p>Not applicable</p>



8.6 Development Standards for Subdivision

8.6.1 Lot design

Comment

Not applicable

8.6.2 Roads

Comment

Not applicable

8.6.3 Services

Comment

Not applicable

CODES		
E1.0	Signs Code	N/a
E2.0	Parking and Sustainable Transport Code	Complies, see code assessment below.
E3.0	Road and Railway Assets Code	N/a
E4.0	Electricity Transmission Infrastructure Protection Code	N/a
E.5.0	Telecommunications Code	N/a
E6.0	Local Historic Heritage Code	N/a
E7.0	Natural Assets Code	N/a
E8.0	Scenic Protection Code	N/a
E9.0	Attenuation Code	N/a
E10.0	Coastal Erosion Hazard Code	N/a
E11.0	Coastal Inundation Hazard Code	N/a
E12.0	Flood-Prone Areas Hazard Code	N/a
E13.0	Bushfire-Prone Areas Code	N/a
E14.0	Potentially Contaminated Land Code	N/a
E15.0	Landslip Hazard Code	N/a
E16.0	Safeguarding of Airports Code	Exempt in accordance with C16.4.1, development not more than 316m AHD.

C2.0 Parking and Sustainable Transport Code

C2.1 Code Purpose

The purpose of the Parking and Sustainable Transport Code is:

C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.

C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.

C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.

C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.

C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.

C2.1.6 To provide for parking precincts and pedestrian priority streets.

Comment

The proposal complies with the Code Purpose.

C2.5 Use Standards

C2.5.1 Car parking numbers

Objective:



That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <p>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p> <p>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</p> <p>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p style="padding-left: 40px;">$N = A + (C - B)$</p> <p style="padding-left: 40px;">N = Number of on-site car parking spaces required</p> <p style="padding-left: 40px;">A = Number of existing on site car parking spaces</p> <p style="padding-left: 40px;">B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p style="padding-left: 40px;">C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>P1.1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <p>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</p> <p>(b) the ability of multiple users to share spaces because of:</p> <p style="padding-left: 40px;">(i) variations in car parking demand over time; or</p> <p style="padding-left: 40px;">(ii) efficiencies gained by consolidation of car parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(g) the effect on streetscape; and</p> <p>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p> <p>P1.2</p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <p>(a) the nature and intensity of the use and car parking required;</p> <p>(b) the size of the dwelling and the number of bedrooms; and</p> <p>(c) the pattern of parking in the surrounding area.</p>
<p>Comment</p> <p>Does not comply with A1.</p> <p>The proposal includes two parking spaces for each multiple dwelling but no provision for a visitor parking space has been proposed. As such, assessment against the provisions of the Performance Criteria is required.</p> <p>Complies with P1.2.</p>	



With consideration of the proposed number of parking spaces for each unit, and the number of bedrooms in the new dwellings (2 for Units 1 and 2 and 3 for Unit 3), combined with the availability of on-street parking (16.89m frontage) and proximity to public transport nodes (there is one bus stop located on Marlborough St that is approximately 520m of the subject site), it is considered that the property has sufficient parking.

C2.5.2 Bicycle parking numbers

Objective:

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solutions

A1

Bicycle parking spaces must:

- (a) be provided on the site or within 50m of the site; and
- (b) be no less than the number specified in Table C2.1.

Performance Criteria

P1

Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:

- (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and
- (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

Comment

Not applicable.

C2.5.3 Motorcycle parking numbers

Objective:

That the appropriate level of motorcycle parking is provided to meet the needs of the use.

Acceptable Solutions

A1

The number of on-site motorcycle parking spaces for all uses must:

- (a) be no less than the number specified in Table C2.4; and
- (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.

Performance Criteria

P1

Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:

- (a) the nature of the proposed use and development;
- (b) the topography of the site;
- (c) the location of existing buildings on the site;
- (d) any constraints imposed by existing development; and
- (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.

Comment

Not applicable.

C2.5.4 Loading Bays

Objective:

That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.

Acceptable Solutions

A1

A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.

Performance Criteria

P1

Adequate space for loading and unloading of vehicles must be provided, having regard to:

- (a) the type of vehicles associated with the use;



	<ul style="list-style-type: none"> (b) the nature of the use; (c) the frequency of loading and unloading; (d) the location of the site; (e) the nature of traffic in the surrounding area; (f) the area and dimensions of the site; and (g) the topography of the site; (h) the location of existing buildings on the site; and (i) any constraints imposed by existing development.
<p>Comment Not applicable.</p>	

<p>C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone</p>	
<p>Objective: (a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and (b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.</p>	<p>P1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to: (a) car parking demand generated by the proposed use during its proposed hours of operation; (b) the availability of on-street and public car parking in the surrounding area; (c) the availability and frequency of public transport within a 400m walking distance of the site; (d) the availability and likely use of other modes of transport; (e) the availability and suitability of alternative arrangements for car parking provision; (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; (g) any car parking deficiency or surplus associated with the existing use of the land; (h) any relevant parking plan for the area adopted by council; (i) any existing on-street car parking restrictions; and (j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.</p>
<p>Comment Not applicable.</p>	

<p>C2.6 Development Standards for Buildings and Works</p>	
<p>C2.6.1 Construction of parking areas</p>	
<p>Objective: That parking areas are constructed to an appropriate standard.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p>	<p>P1</p>



<p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement. 	<p>All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.
<p>Comment Complies with A1. The proposed parking spaces will be constructed with concrete. The driveway will be drained to the public stormwater system.</p>	

<p>C2.6.2 Design and layout of parking areas</p>	
<p>Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1.1 Parking, access ways, manoeuvring and circulation spaces must either:</p> <ul style="list-style-type: none"> (a) comply with the following: <ul style="list-style-type: none"> (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with Australian Standard AS 2890-Parking facilities, Parts 1-6. <p>A1.2 Parking spaces provided for use by persons with a disability must satisfy the following:</p> <ul style="list-style-type: none"> (a) be located as close as practicable to the main entry point to the building; 	<p>P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.



<p>(b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.¹ ¹ Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.</p>	
<p>Comment Complies with A1.1. The parking area and access have dimensions in accordance with those specified in Tables C2.2 and C2.3. The site is flat, but the concrete driveway will include drainage so the site can be accessed in all weather conditions. A1.2 does not apply.</p>	

<p>C2.6.3 Number of accesses for vehicles</p>	
<p>Objective: That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.</p>	<p>P1 The number of accesses for each frontage must be minimised, having regard to: (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.</p>
<p>Comment Complies with A1. The proposal includes one access.</p>	
<p>A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>	<p>P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (a) not have an adverse impact on: (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.</p>
<p>Comment Not applicable.</p>	

<p>C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone</p>	
<p>Objective: That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which: (a) enables easy and efficient use; (b) promotes the safety of users; (c) minimises opportunities for crime or anti-social behaviour; and (d) prevents unreasonable light overspill impacts.</p>	



Acceptable Solutions	Performance Criteria
<p>A1</p> <p>In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements</i>.</p>	<p>P1</p> <p>In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to:</p> <ul style="list-style-type: none"> (a) enabling easy and efficient use of the area; (b) minimising potential for conflicts involving pedestrians, cyclists and vehicles; (c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces; (d) any unreasonable impact on the amenity of adjoining properties through light overspill; and (e) the hours of operation of the use.
<p>Comment Not applicable.</p>	

C2.6.5 Pedestrian access	
<p>Objective: That pedestrian access within parking areas is provided in a safe and convenient manner.</p>	
Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>Uses that require 10 or more car parking spaces must:</p> <ul style="list-style-type: none"> (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: <ul style="list-style-type: none"> (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. <p>A1.2</p> <p>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>	<p>P1</p> <p>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.
<p>Comment Not applicable.</p>	

C2.6.6 Loading bays
<p>Objective:</p>



That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.	
Acceptable Solutions	Performance Criteria
A1 The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.	P1 Loading bays must have an area and dimensions suitable for the use, having regard to: (a) the types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the topography of the site; (f) the location of existing buildings on the site; and (g) any constraints imposed by existing development.
Comment Not applicable.	
A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.	P2 Access for commercial vehicles to and from the site must be safe, having regard to: (a) the types of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the location of the site and nature of traffic in the area of the site; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.
Comment Not applicable.	

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	
Objective: That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.	
Acceptable Solutions	Performance Criteria
A1	P1



<p>Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:</p> <p>(a) be accessible from a road, cycle path, bicycle lane, shared path or access way;</p> <p>(b) be located within 50m from an entrance;</p> <p>(c) be visible from the main entrance or otherwise signed; and</p> <p>(d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.</p>	<p>Bicycle parking must be provided in a safe, secure and convenient location, having regard to:</p> <p>(a) the accessibility to the site;</p> <p>(b) the characteristics of the site;</p> <p>(c) the nature of the proposed use;</p> <p>(d) the number of employees;</p> <p>(e) the users of the site and the likelihood of travel by bicycle;</p> <p>(f) the location and visibility of proposed parking for bicycles;</p> <p>(g) whether there are other parking areas on the site; and</p> <p>(h) the opportunity for sharing bicycle parking on nearby sites.</p>
<p>Comment Not applicable.</p>	
<p>A2 Bicycle parking spaces must:</p> <p>(a) have dimensions not less than:</p> <p style="padding-left: 20px;">(i) 1.7m in length;</p> <p style="padding-left: 20px;">(ii) 1.2m in height; and</p> <p style="padding-left: 20px;">(iii) 0.7m in width at the handlebars;</p> <p>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</p> <p>(c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.</p>	<p>P2 Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the space available;</p> <p>(c) the safety of cyclists; and</p> <p>(d) the provisions of Australian Standard AS 2890.3- 2015 Parking facilities - Part 3: Bicycle parking.</p>
<p>Comment Not applicable.</p>	

<p>C2.6.8 Siting of parking and turning areas</p>	
<p>Objective: That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>	<p>P1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(a) topographical or other site constraints;</p> <p>(b) availability of space behind the building line;</p> <p>(c) availability of space for vehicle access to the side or rear of the property;</p> <p>(d) the gradient between the front and the rear of existing or</p>



	<p>proposed buildings;</p> <p>(e) the length of access or shared access required to service the car parking;</p> <p>(f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling;</p> <p>(g) the visual impact of the vehicle parking and access on the site;</p> <p>(h) the streetscape character and amenity;</p> <p>(i) the nature of the zone in which the site is located and its preferred uses; and</p> <p>(j) opportunities for passive surveillance of the road.</p>
<p>Comment Not applicable.</p>	
<p>A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <p>(a) have no new vehicle accesses, unless an existing access is removed;</p> <p>(b) retain an active street frontage; and</p> <p>(c) not result in parked cars being visible from public places in the adjacent roads.</p>	<p>P2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:</p> <p>(a) the streetscape;</p> <p>(b) any unreasonable loss of amenity of the occupants of adjoining properties; and</p> <p>(c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.</p>
<p>Comment Not applicable.</p>	

<p>C2.7 Parking Precinct Plan C2.7.1 Parking precinct plan</p>	
<p>Objective: To minimise the amount of on-site car parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Within a parking precinct plan, on-site car parking must:</p> <p>(a) not be provided; or</p> <p>(b) not be increased above existing parking numbers.</p>	<p>P1 Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to:</p> <p>(a) the availability of off-street public parking spaces within reasonable walking distance;</p> <p>(b) the ability of multiple users to share spaces because of:</p> <p style="padding-left: 40px;">(i) variations in parking demand over time; or</p> <p style="padding-left: 40px;">(ii) efficiencies gained by consolidation of parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(f) the streetscape;</p> <p>(g) the topography of the site;</p> <p>(h) the location of existing buildings on the site;</p> <p>(i) any constraints imposed by existing development; and</p>



	(j) any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development, and not exceed the number specified in Table C2.1.
Comment	
Not applicable.	

PARTICULAR PURPOSE ZONES		
NOR-P1.0	Particular Purpose Zone – Campbell Town Service Station	Not applicable
NOR-P2.0	Particular Purpose Zone – Epping Forest	Not applicable

SPECIFIC AREA PLANS		
NOR-S1.0	Translink Specific Area Plan	Not applicable
NOR-S2.0	Campbell Town Specific Area Plan	Not applicable
NOR-S3.0	Cressy Specific Area Plan	Not applicable
NOR-S4.0	Devon Hills Specific Area Plan	Not applicable
NOR-S5.0	Evandale Specific Area Plan	Not applicable
NOR-S6.0	Longford Specific Area Plan	Applicable, see assessment below
NOR-S7.0	Perth Specific Area Plan	Not applicable
NOR-S8.0	Ross Specific Area Plan	Not applicable

NOR-S6.0 Longford Specific Area Plan	
NOR-S6.1 Plan Purpose	
The purpose of the Longford Specific Area Plan is:	
NOR-S6.1.1 To protect and enhance the unique and intact history and character of the village.	
NOR-S6.1.2 To provide for development that is compatible with the existing streetscape settings, building forms and the rural village character.	
NOR-S6.1.3 To provide for the subdivision of key development sites and provide for appropriately located public open space.	
NOR-S6.1.4 To encourage subdivision that provides for large lots and minimises internal lots.	
NOR-S6.1.5 To maintain existing character and land use conflict.	
NOR-S6.1.6 That as part of any new subdivision, new trees are provided to increase the township's tree canopy cover.	
Comment	
Complies with the SAP Purpose.	

NOR-S6.3 Local Area Objectives
This sub-clause is not used in this specific area plan.

NOR-S6.5 Use Table
This clause is a substitution for Low Density Residential Zone – 10.2 Use Table
Comment
Not applicable.

NOR-S6.6 Use Standards
This sub-clause is not used in this specific area plan.

NOR-S6.7 Development Standards for Buildings and Works
NOR-S6.7.1 Residential density for multiple dwellings
This clause is in substitution for General Residential Zone – clause 8.4.1 Residential density for multiple dwellings



<p>Objective: That the density of multiple dwellings:</p> <p>(a) makes efficient use of land for housing; (b) maintains the historic and rural character of Longford; and (c) optimises the use of infrastructure and community services.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Multiple dwellings must have a site area per dwelling of not less than 400m².</p>	<p>P1 Multiple dwellings must only have a site area per dwelling that is less than 400m², if the development will not exceed the capacity of infrastructure services and: (a) is compatible with the density of existing development on established properties within the area; or (b) provides for a significant social or community benefit and is: (i) wholly or partly within 400m walking distance of a public transport stop; or (ii) wholly or partly within 400m walking distance of a Village Zone, Local Business Zone, or General Business Zone.</p>
<p>Comment Does not comply with A1. The subject site has a total area of 1150m², and the site area per dwelling will be 383.33m² and the application therefore requires assessment against the provisions of the Performance Criteria. Complies with P1. The application has been reviewed by Councils Engineering Officer, who has not raised concerns in relation to the capacity of infrastructure services. The proposed site area per dwelling is consistent with that of established multiple dwellings in the surrounding area, including four properties within 400m of the subject site that have a site area per dwelling less than 400m², at 3-5 George Hudson Place, 15 Laycock Street, 27 Lewis Street and 3-5 Tasman Street.</p>	

<p>NOR-S6.7.2 Roof form and materials This clause is in addition to General Residential Zone – clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings.</p>	
<p>Objective: That roof forms are designed to be compatible with, and not detract from, the existing streetscape or rural village character.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Roof form for new buildings, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be as per the roof forms shown in Figure NOR-S6.7.2, with the roof pitch being within a range of 22.5 – 40 degrees.</p>	<p>P1 Roof form for new buildings, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with, and not detract from, the existing streetscape or rural village character, having regard to: (a) the design and period of construction of the existing buildings in the street; (b) the design and period of construction of the existing buildings or rural village character; and (c) visibility from any road or public open space.</p>
<p>Comment Does not comply with A1. The proposed dwellings will have a roof pitch of 5 degree and 7 degree and the application therefore requires assessment against the provisions of the Performance Criteria.</p>	



Complies with P1.
Being less than 25 degrees, the proposed roof pitch is consistent with other buildings on the street.

NOR-S6.7.3 Wall materials

This clause is in addition to General Residential Zone – clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings

Objective:

That wall materials used are compatible with the existing streetscape or rural village character.

Acceptable Solutions

A1
Wall materials, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be of a form and material that matches the existing building or not be visible from any road or public open space adjoining the site.

Performance Criteria

P1
Wall materials of buildings, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with the design and period of construction of the existing buildings on the site and in the street, and be compatible with the design and period of construction of the existing buildings or rural village character, having regard to:
(a) use of bull-nosed timber weatherboards, or materials that have the appearance of bull-nosed timber weatherboards; or
(b) use of brickwork with mortar of a neutral earth colour and struck flush with the brickwork; or
(c) use of concrete blocks specifically chosen to:
(i) blend with dressed sandstone; or
(ii) rendered with coloured finishes in neutral earth tones.

Comment

Does not comply with A1.
There is no existing building on the site, and the new buildings will be visible from the street.
Complies with P1.
The proposed dwellings will be clad with brick veneer, which is compatible with buildings visible along the street.

NOR-S6.7.4 Windows

This clause is in addition to General Residential Zone – clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings.

Objective:

That window form and details are compatible with the streetscape or rural village character.

Acceptable Solutions

A1
Window heads in all buildings, excluding places listed in Table C6.1, sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be a minimum of 300mm below the eaves line, or match the level of the window heads in the existing building.

Performance Criteria

P1
No Performance Criterion.

Comment

Complies with A1.
The proposed dwelling will feature windows no less than 300mm beneath the eaves line.

A2
Windows in a façade facing a frontage, excluding places listed in Table C6.1 and sites located within

P2
Windows in the front façade of a building, excluding places listed in Table C6.1 and sites located within the Longford



<p>the Longford Historic Heritage Precinct listed in Table C6.2, must have no greater than 30% of the total surface area consisting of windows.</p>	<p>Historic Heritage Precinct listed in Table C6.2, must be compatible with the design and period of construction of the existing buildings in the street.</p>
<p>Comment Complies with A2. The proposed frontage façade will feature windows of Unit 1, with a surface area less than 30% of the total surface area of the façade.</p>	
<p>A3 Windows for new buildings and extensions to existing buildings, or alterations to existing buildings, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must not be visible from public spaces.</p>	<p>P3 Windows for new buildings and extensions to existing buildings, or alterations to existing buildings, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with the design and period of construction of the existing buildings in the street, having regard to: (a) the period and style of the building; (b) the use of multi-pane sashes conforming to the patterns per sash with size and profile glazing bars as shown in Figure NOR-S6.7.4 (b); (c) the use of projecting brick or stone sills that match the existing if in a brick or masonry building; (d) the use clear glass; and (e) the division of large areas of glass panelling with vertical mullions to achieve a vertical orientation of glazing.</p>
<p>Comment Does not comply with A3. The proposed dwellings will feature windows that are visible from a public space (Bulwer Street). Complies with P3. An assessment of established dwellings in the street shows that a variety of window styles are used, which are visible from the street and with which the proposed windows are compatible. Windows on dwelling facades that are visible from Bulwer Street have a variety of forms and styles and are part of buildings that were constructed in different time periods. As such, the frontage facing window of the proposed development is consistent with those of windows on buildings in the surrounding area.</p>	
<p>NOR-S6.8 Development Standards for Subdivision NOR-S6.8.1 Lot design in development precinct This clause is in addition to General Residential Zone – clause 8.6.1 Lot design and Open Space Zone – clause 29.5.1 Lot design.</p>	
<p>Comment Not applicable</p>	
<p>NOR-S6.8.2 Lot design - urban This clause is in substitution for General Residential Zone – clause 8.6.1 Lot design.</p>	
<p>Comment Not applicable</p>	
<p>NOR-S6.8.3 Lot design – rural fringe This clause is in substitution for Low Density Residential Zone – clause 10.6.1 Lot design.</p>	
<p>Comment Not applicable</p>	



NOR-S6.8.4 Internal lots

This clause is an addition to General Residential Zone– clause 8.6.1 Lot design.

Comment

Not applicable

NOR-S6.8.5 Roads

This clause is in substitution for General Residential Zone – clause 8.6.2 Roads.

Comment

Not applicable

GENERAL PROVISIONS

7.1	Changes to an Existing Non-conforming Use	Not applicable
7.2	Development for Existing Discretionary Uses	Not applicable
7.3	Adjustment of a Boundary	Not applicable
7.4	Change of Use of a Place listed on the Tasmanian Heritage Register or a Local Heritage Place	Not applicable
7.5	Change of Use	Not applicable
7.6	Access and Provision of Infrastructure Across Land in Another Zone	Not applicable
7.7	Buildings Projecting onto Land in a Different Zone	Not applicable
7.8	Port and Shipping in Proclaimed Wharf Areas	Not applicable
7.9	Demolition	Complies
7.10	Development Not Required to be Categorised into a Use Class	Not applicable
7.11	Use or Development Seaward of the Municipal District	Not applicable
7.12	Sheds on Vacant Sites	Not applicable

4.7 Representations

Notice of the application was given in accordance with Section 57 of the Land Use Planning & Approvals Act 1993. A review of Council’s Records management system after completion of the public exhibition period revealed that one (1) representation (attached) was received from:

- John Denne, 16 Lewis Street, Longford

Map showing location of representors properties in relation to subject site



The matters raised in the representations are outlined below followed by the planner's comments.

Issue 1

- Why does the council put in new kerbing and guttering before a planning application is made for any new buildings?

Planner's comment:

Kerbing and guttering are generally completed at the subdivision stage, providing for all services to be provided to the lots, including crossovers. It is unknown whether development of vacant lots will be in the near future from the issue of title, and may be left vacant for some period of time. The lot has access to all services and no further consideration is required.

Issue 2

- Council not sending representatives to nearby residents for consultation.

Planner's comment:

Under Section 57 *Land Use Planning and Approvals Act 1993* this is not a requirement.

Issue 3

- Concern due to the number of units in the area for the ability to pick up rubbish bins.

Planner's comment:

The subject site has a frontage of over 16 metres where this will adequately be able to accommodate the allocated bins to each of the three multiple dwellings on the site.

Issue 4

- Issues regarding footpaths.



Planner's comment:

This concern does not relate to the subject proposal and no further consideration is warranted.

4.8 Objectives of the Land Use Planning and Approvals Act 1993

The proposal is consistent with the objectives of the *Land Use Planning and Approvals Act 1993*.

4.9 State Policies

The proposal is consistent with all State Policies.

4.10 Strategic Plan/Annual Plan/Council Policies

Strategic Plan - Statutory Planning

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions or refuse and state reasons for refusal.

7 DISCUSSION

Discretion to refuse the application is limited to:

- 8.4.2 Setbacks and building envelope for all dwellings P3;
- 8.4.4 Sunlight to private open space of multiple dwellings P1;
- 8.4.7 Frontage fences for all dwellings P1.2;
- C2.5.1 Car parking numbers P1.2;
- NOR-S6.7.1 Residential density for multiple dwellings P1;
- NOR-S6.7.2 Roof form and materials P1;
- NOR-S6.7.3 Wall materials P1;
- NOR-S6.7.4 Windows P3.

Conditions that relate to any aspect of the application can be placed on a permit.

It is recommended that the proposal be conditioned to be used and developed in accordance with the proposal plans.

8 ATTACHMENTS

1. PL N-23-0042 public exhibition documents [**11.3.1** - 47 pages]
2. Additional Information Request - PL N-23-0042 - 17 Bulwer Street, Longford [**11.3.2** - 2 pages]
3. Additional Information Request no 2 - PL N-23-0042 - 17 Bulwer Street, Longford [**11.3.3** - 2 pages]
4. Additional Information Request no 3 - PL N-23-0042 - 17 Bulwer Street, Longford [**11.3.4** - 1 page]
5. FIR Letter [**11.3.5** - 3 pages]
6. request to stage [**11.3.6** - 2 pages]
7. Tas Water SPAN [**11.3.7** - 2 pages]
8. 1. Representation - J Denne [**11.3.8** - 1 page]



11.4 PLN23-057: MULTIPLE DWELLINGS (2) 21 UNION STREET LONGFORD

File: 113500.16; PLN23-0057
Responsible Officer: Des Jennings, General Manager
Report prepared by: Rebecca Green, Consultant Planner

RECOMMENDATION

That application PLN-23-0057 to develop and use the land at 21 Union Street, Longford for Multiple Dwellings (1 Existing, 1 New) and New Shed Including Demolition of Existing Outbuildings (C9.0 Attenuation, C6.0 Local Historic Heritage - Local Heritage Precinct, Longford SAP) be approved subject to the following conditions:

1 Layout not altered

The use and development must be in accordance with the endorsed documents P1 – P15 (Plans prepared by Prime Design, Drawing No: PD22076, Sheet No's: Coversheet and 01-14, Rev: 06, Dated: 31-03-2023); and P16-P18 (Onsite Stormwater Detention, Exceed Engineering, Project No: P22001-568, Sheet No's: C1, 01 and N1, Rev: 01, Dated: 24/03/23); and D1 (Planning Scheme Response, Prime Design, Dated: 3 April 2023); and D2 (Site Specific Study, Dated: 10/02/2022); and D3 (Draft Stormwater Design Report, Exceed Engineering, Project No: P230001_568, dated: 22/03/2023).

2 Council's Works Department conditions

2.1 Stormwater

- a) Each dwelling must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- b) Concentrated stormwater must not be discharged into neighbouring properties
- c) Landscaping and hardstand areas must not interfere with natural stormwater run-off from neighbouring properties.
- d) All driveways and hardstand areas must be designed to allow stormwater run-off to be adequately drained to the Council stormwater system.
- e) Prior to the issue of a building permit, or the commencement of development authorised by this permit, the applicant must design and provide plans for underground stormwater drainage to collect stormwater from the driveways and roofed area of buildings. The system must connect through properly-jointed pipes to the stormwater main, inter-allotment drainage or other lawful point of discharge to the satisfaction of the Plumbing Inspector.
- f) A plumbing permit is required prior to commencing any plumbing or civil works within the property.
- g) An onsite stormwater detention system must be installed in accordance with the approved plans
- h) Prior to the commencement of use an operations and maintenance manual must be provided to Council for approval.
- i) Prior to the commencement of use certification must be provided by a suitably qualified person confirming that the stormwater detention system has been installed in accordance with the approved plans and all relevant standards.
- j) A notice is to be placed on the detention tank with the words "on site stormwater detention tank do not reduce the volume of the tank or interfere with the outflow control"

2.2 Municipal standards & approvals

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. All works must be constructed to the satisfaction of Council. Where works are required to be designed prior to construction, such designs and specifications must be approved by Council prior to commencement of any in situ works.

2.3 Works in Council road reserve

- a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works Manager.
- b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

2.4 Pollutants

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from



the site.

- b) Prior to the commencement of development authorised by this permit the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

2.5 Works damage bond

- a) Prior to the issue of a building permit, or the commencement of development authorised by this permit, a \$500 bond must be provided to Council, which will be refunded if Council's infrastructure is not damaged.
- b) This bond is not taken in place of the Building Department's construction compliance bond.
- c) The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure must be reinstated to Council's standards if damaged.
- d) The bond will be returned after building completion if no damage has been done to Council's infrastructure and all engineering works are done to the satisfaction of the Works & Infrastructure Department.

2.6 Nature strips

Any new nature strips, or areas of nature strip that are disturbed during construction, must be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

3 TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2023/00457-NMC) – Appendix A.

4 Landscaping

- Landscaping works shall be in accordance with the endorsed plans, and landscaping works for each dwelling shall be completed, prior to the commencement of use of Unit 2 and then maintained for the duration of the use.
- A bond of \$500 per dwelling shall be provided prior to the commencement of development authorised by this permit – the bond will be refunded if the landscape works are completed within the timeframe mentioned in this permit.

5 Driveways and Parking Areas

- Driveways and parking areas around each dwelling shall be sealed in accordance with the endorsed documents prior to the commencement of use of the dwelling.
- The visitor car parking space must be clearly and permanently labelled as a visitor parking space prior to the commencement of use.

6 Required prior to the application for a building permit

Prior to the issue of a building permit, or the commencement of development authorised by this permit, the applicant shall:

- Pay works damage bond of \$500 (as per condition 2.5);
- Pay a \$500 per dwelling landscape bond (as per condition 4).

7 Prior to commencement of use

Prior to the commencement of the use of each dwelling, the following must be completed:

- Landscaping works for each dwelling including mailboxes, fencing, (as per condition 4 – landscaping);
- Driveways and parking areas around each dwelling sealed (as per condition 5).

1 INTRODUCTION

This report assesses an application for 21 Union Street, Longford to develop and use multiple dwellings (1 existing, 1 new), new shed and demolition of existing outbuildings.

2 BACKGROUND

Applicant:

Prime Design

Zone:

Owner:

James Gregory & Gregory Bruce & Nerida Anne Kabak

Codes:



8.0 General Residential

C2.0 Parking and Sustainable Transport Code
C6.0 Local Historic Heritage - Local Heritage Precinct
C9.0 Attenuation
NOR-S6 Longford Specific Area Plan

Classification under the Scheme:

Residential (multiple dwelling)

Deemed Approval Date:

30 June 2023

Existing Use:

Residential (single dwelling)

Recommendation:

Approve

Discretionary Aspects of the Application:

Discretion to refuse the application is limited to:

- Reliance on performance criteria of the Local Historic Heritage Code:
 - C6.7.1 P1 – Demolition within a local heritage precinct
 - C6.7.3 P1.1 – Buildings and works
- Reliance on performance criteria of the Longford Specific Area Plan.
 - NOR-S6.7.4 Windows

Planning Instrument:

- *Tasmanian Planning Scheme – Northern Midlands, effective from 9th November 2022.*

Preliminary Discussion:

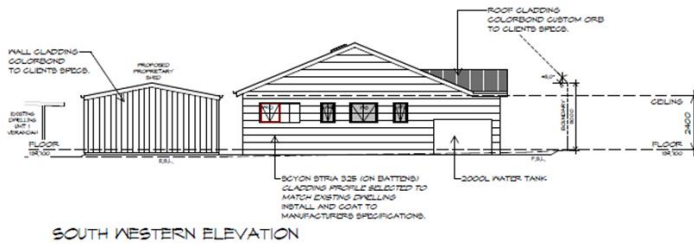
Prior to the application being placed on public exhibition, further information was requested from the applicant.

Subject Site

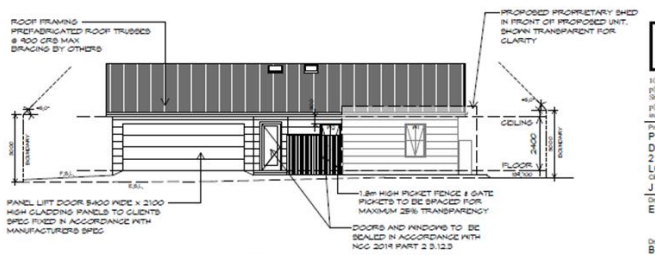


3 STATUTORY REQUIREMENTS

The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application). Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.



SOUTH WESTERN ELEVATION 1:100

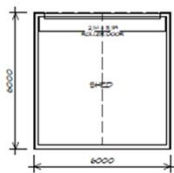


NORTH WESTERN ELEVATION 1:100

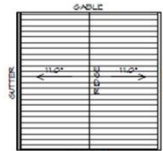
Received 14/04/2023

H.G. Pitt
Supt.
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TOD
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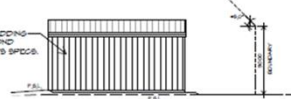
SHED FLOOR PLAN 1:100



SHED ROOF PLAN 1:100



SHED NORTH EASTERN ELEVATION 1:100



SHED NORTH WESTERN ELEVATION 1:100



SHED SOUTH EASTERN ELEVATION 1:100

PLEASE REFER TO PROPOSED UNIT 2 SOUTH WESTERN ELEVATION FOR PROPOSED SHED SOUTH WESTERN ELEVATION

Exhibited

Received 14/04/2023

bd

4.2 Zone and Land Use

Zone Map – 8.0 General Residential





The land is zoned General Residential, and is within the Longford Specific Area Plan, Local Heritage Precinct and Attenuation overlay.

The application requires assessment against the provisions of the Longford Specific Area Plan, General Residential Zone, and the Parking and Sustainable Transport Code.

The relevant Planning Scheme definition is:

<i>multiple dwellings</i>	<i>means 2 or more dwellings on a site</i>
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Residential, if for multiple dwellings, is Permitted in the Zone.

4.3 Subject Site and Locality

A site inspection was undertaken on 9th December 2022 and 21st April 2023. The site is located on south-eastern side of Union Street and comprises an area of 1019m². The site accommodates an existing single dwelling and shed. Single dwellings surround the site to the north-east, south-east and south-west. Vacant land is located on the northern side of Union Street and opposite the subject site and is zoned Light Industrial.

Aerial photograph of area



Photographs of subject site





4.4 Permit/Site History

Relevant permit history includes:

- PLN-22-0217 –multiple dwellings (3) – refused.

4.5 Referrals

The following referrals were required:

Council's Works Department

Council's Engineering Officer, Jonathan Galbraith, provided the attached advice and the recommended conditions are included in the conditions of approval.

TasWater

TasWater issued a Submission to Planning Authority Notice on 18/04/2023 (TasWater Ref: TWDA 2023/00457-NMC).

Heritage Advisor

Council's Heritage Advisor, David Denman, advised on 9th May 2023 that he has no objections to the proposal and his comments form part of the Heritage Code assessment of this report.

Mr Denman advised that, "The new dwelling unit and garage will be located at the rear of the existing house and will not have an adverse impact on the historic streetscape character. The form, scale and architectural style of the proposed unit and garage are sympathetic with the surrounding precinct character".

4.6 Planning Scheme Assessment

8.0 General Residential Zone

8.1 Zone Purpose

The purpose of the General Residential Zone is:

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

Comment

Complies with the Zone Purpose

8.2 Use Table

Comment



Multiple Dwellings are Permitted.

8.3 Use Standards

8.3.1 Discretionary uses

Comment

Not applicable

8.3.2 Visitor Accommodation

Comment

Not applicable

8.4 Development Standards for Dwellings

8.4.1 Residential density for multiple dwellings

Comment

Clause 8.4.1 is substituted by Clause NOR-S6.7.1

8.4.2 Setbacks and building envelope for all dwellings

Objective:

The siting and scale of dwellings:

- (a) provides reasonably consistent separation between dwellings and their frontage within a street;
- (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;
- (c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and
- (d) provides reasonable access to sunlight for existing solar energy installations.

Acceptable Solutions

A1

Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:

- (a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;
- (b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;
- (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or
- (d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.

Performance Criteria

P1

A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.

Comment

Complies with A1

The proposed additional dwelling and outbuilding will be located behind the existing dwelling and therefore at least 4.5m from the frontage to Union Street.

A2

A garage or carport for a dwelling must have a setback from a primary frontage of not less than:

- (a) 5.5m, or alternatively 1m behind the building line;
- (b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or

P2

A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.



<p>carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>	
<p>Comment Complies with A2 The proposed garage will be located behind the existing dwelling and therefore at least 5.5m from the frontage to Union Street.</p>	
<p>A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</p>	<p>P3 The siting and scale of a dwelling must: (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to: (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; and (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; (b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and (c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on: (i) an adjoining property; or (ii) another dwelling on the same site.</p>
<p>Comment Complies with A3 The proposed additional dwelling and outbuilding are set back a minimum of 3.15m from a side boundary and 2.871m from the rear boundary.</p>	

<p>8.4.3 Site coverage and private open space for all dwellings</p>	
<p>Objective: That dwellings are compatible with the amenity and character of the area and provide: (a) for outdoor recreation and the operational needs of the residents; (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is conveniently located and has access to sunlight.</p>	
<p>Acceptable Solutions A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and (b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).</p>	<p>Performance Criteria P1 Dwellings must have: (a) site coverage consistent with that existing on established properties in the area; (b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate: (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying</p>



	and storage; and (c) reasonable space for the planting of gardens and landscaping.
<p>Comment Complies with A1 The building footprint is 330m², and the site has an area of 1019m². The total site coverage is 32.4%. Each multiple dwelling will have greater than 60m² of private open space.</p>	
<p>A2 A dwelling must have private open space that: (a) is in one location and is not less than: (i) 24m²; or (ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (b) has a minimum horizontal dimension of not less than: (i) 4m; or (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and (d) has a gradient not steeper than 1 in 10.</p>	<p>P2 A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is: (a) conveniently located in relation to a living area of the dwelling; and (b) orientated to take advantage of sunlight.</p>
<p>Comment Complies with A2 Each multiple dwelling will have an area of private open space that is greater than 24m², and has a minimum width of 4m, and is on land with a gradient less than 1 in 10, and is not located within the frontage of the relevant dwelling.</p>	

<p>8.4.4 Sunlight to private open space of multiple dwellings</p> <p>Comment Not applicable as a multiple dwelling is not to the north of the private open space of another dwelling on the same site.</p>
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<p>8.4.5 Width of openings for garages and carports for all dwellings</p> <p>Objective: To reduce the potential for garage or carport openings to dominate the primary frontage.</p>	
<p>Acceptable Solutions</p> <p>A1 A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</p>	<p>Performance Criteria</p> <p>P1 A garage or carport for a dwelling must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</p>
<p>Comment Not applicable – new garages are more than 12m from the frontage.</p>	

<p>8.4.6 Privacy for all dwellings</p> <p>Objective: To provide a reasonable opportunity for privacy for dwellings.</p>	
<p>Acceptable Solutions</p> <p>A1 A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing</p>	<p>Performance Criteria</p> <p>P1 A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface</p>



<p>ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:</p> <p>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;</p> <p>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and</p> <p>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:</p> <p>(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</p> <p>(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.</p>	<p>or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of:</p> <p>(a) a dwelling on an adjoining property or its private open space; or</p> <p>(b) another dwelling on the same site or its private open space.</p>
<p>Comment Not applicable</p>	
<p>A2</p> <p>A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):</p> <p>(a) the window or glazed door:</p> <p>(i) is to have a setback of not less than 3m from a side boundary;</p> <p>(ii) is to have a setback of not less than 4m from a rear boundary;</p> <p>(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and</p> <p>(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.</p> <p>(b) the window or glazed door:</p> <p>(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;</p> <p>(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or</p> <p>(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.</p>	<p>P2</p> <p>A window or glazed door to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to:</p> <p>(a) a window or glazed door, to a habitable room of another dwelling; and</p> <p>(b) the private open space of another dwelling.</p>
<p>Comment Not applicable</p>	
<p>A3</p> <p>A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:</p> <p>(a) 2.5m; or</p> <p>(b) 1m if:</p> <p>(i) it is separated by a screen of not less than 1.7m in height; or</p> <p>(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.</p>	<p>P3</p> <p>A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.</p>



Comment

Complies with A3

The shared driveway and parking spaces are separated from windows or glazed door to the dwelling by 2.6m from Unit 1 (existing dwelling).

8.4.7 Frontage fences for all dwellings

Objective:

The height and transparency of frontage fences:

- (a) provides adequate privacy and security for residents;
- (b) allows the potential for mutual passive surveillance between the road and the dwelling; and
- (c) is reasonably consistent with that on adjoining properties.

Acceptable Solutions

A1

No Acceptable Solution.¹

¹ An exemption applies for fences in this zone – see Table 4.6

Performance Criteria

P1

A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:

- (a) provide for security and privacy while allowing for passive surveillance of the road; and
- (b) be compatible with the height and transparency of fences in the street, having regard to:
 - (i) the topography of the site; and
 - (ii) traffic volumes on the adjoining road.

Comment

Not applicable – no new frontage fence proposed.

8.4.8 Waste storage for multiple dwellings

Objective:

To provide for the storage of waste and recycling bins for multiple dwellings.

Acceptable Solutions

A1

A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m² per dwelling and is within one of the following locations:

- (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or
- (b) a common storage area with an impervious surface that:
 - (i) has a setback of not less than 4.5m from a frontage;
 - (ii) is not less than 5.5m from any dwelling; and
 - (iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.

Performance Criteria

P1

A multiple dwelling must have storage for waste and recycling bins that is:

- (a) capable of storing the number of bins required for the site;
- (b) screened from the frontage and any dwellings; and
- (c) if the storage area is a common storage area, separated from any dwellings to minimise impacts caused by odours and noise.

Comment

Complies with A1 (a)

The proposed multiple dwellings will include a dedicated area for the storage of waste and recycling bins that is not in front of the dwelling.

8.5 Development Standards for Non-dwellings

8.5.1 Non-dwelling development

Comment

Not applicable

8.5.2 Non-residential garages and carports

Comment

Not applicable

8.6 Development Standards for Subdivision



8.6.1 Lot design

Comment

Not applicable – applies only to subdivision.

8.6.2 Roads

Comment

Not applicable – applies only to subdivision.

8.6.3 Services

Comment

Not applicable – applies only to subdivision.

CODES		
E1.0	Signs Code	N/a
E2.0	Parking and Sustainable Transport Code	Complies, see code assessment below.
E3.0	Road and Railway Assets Code	N/a
E4.0	Electricity Transmission Infrastructure Protection Code	N/a
E.5.0	Telecommunications Code	N/a
E6.0	Local Historic Heritage Code	Complies, see code assessment below.
E7.0	Natural Assets Code	N/a
E8.0	Scenic Protection Code	N/a
E9.0	Attenuation Code	Complies, see code assessment below.
E10.0	Coastal Erosion Hazard Code	N/a
E11.0	Coastal Inundation Hazard Code	N/a
E12.0	Flood-Prone Areas Hazard Code	N/a
E13.0	Bushfire-Prone Areas Code	N/a
E14.0	Potentially Contaminated Land Code	N/a
E15.0	Landslip Hazard Code	N/a
E16.0	Safeguarding of Airports Code	Exempt in accordance with C16.4.1, development not more than 316m AHD.

C2.0 Parking and Sustainable Transport Code

C2.1 Code Purpose

The purpose of the Parking and Sustainable Transport Code is:

- C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.
- C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
- C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
- C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.
- C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.
- C2.1.6 To provide for parking precincts and pedestrian priority streets.

Comment

The proposal complies with the Code Purpose.

C2.5 Use Standards

C2.5.1 Car parking numbers

Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solutions

A1
The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:
(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;
(b) the site is contained within a parking precinct plan and subject to

Performance Criteria

P1.1
The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:
(a) the availability of off-street public car parking spaces within reasonable walking



<p>Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p style="padding-left: 20px;">$N = A + (C - B)$ N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>distance of the site; (b) the ability of multiple users to share spaces because of:</p> <p style="padding-left: 20px;">(i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p> <p>P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <p style="padding-left: 20px;">(a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.</p>
<p>Comment Complies with A1. Two car parking spaces are provided on site for each multiple dwelling as well as one visitor parking space.</p>	

C2.5.2 Bicycle parking numbers	
Objective: That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.
Comment Not applicable, multiple dwellings do not require bicycle parking.	

C2.5.3 Motorcycle parking numbers
Objective: That the appropriate level of motorcycle parking is provided to meet the needs of the use.



Acceptable Solutions	Performance Criteria
<p>A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.</p>	<p>P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.</p>
<p>Comment Not applicable, multiple dwellings do not require motorcycle parking.</p>	

C2.5.4 Loading Bays	
<p>Objective: That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.</p>	<p>P1 Adequate space for loading and unloading of vehicles must be provided, having regard to: (a) the type of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the location of the site; (e) the nature of traffic in the surrounding area; (f) the area and dimensions of the site; and (g) the topography of the site; (h) the location of existing buildings on the site; and (i) any constraints imposed by existing development.</p>
<p>Comment Not applicable</p>	

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	
<p>Objective: (a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and (b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² floor area, provided the use complies with the hours of operation specified in the</p>	<p>P1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to: (a) car parking demand generated by the proposed use during its proposed hours of operation; (b) the availability of on-street and public car parking in the surrounding area; (c) the availability and frequency of public transport within a 400m walking distance of the site; (d) the availability and likely use of other modes of transport;</p>



<p>relevant Acceptable Solution for the relevant zone.</p>	<p>(e) the availability and suitability of alternative arrangements for car parking provision; (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; (g) any car parking deficiency or surplus associated with the existing use of the land; (h) any relevant parking plan for the area adopted by council; (i) any existing on-street car parking restrictions; and (j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.</p>
<p>Comment Not applicable to multiple dwellings.</p>	

<p>C2.6 Development Standards for Buildings and Works</p>	
<p>C2.6.1 Construction of parking areas</p>	
<p>Objective: That parking areas are constructed to an appropriate standard.</p>	
<p>Acceptable Solutions</p> <p>A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</p>	<p>Performance Criteria</p> <p>P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.</p>
<p>Comment Complies with A1 The proposed parking spaces will be constructed of concrete. The driveway will be drained to the public stormwater system.</p>	

<p>C2.6.2 Design and layout of parking areas</p>	
<p>Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.</p>	
<p>Acceptable Solutions</p> <p>A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring</p>	<p>Performance Criteria</p> <p>P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area;</p>



<p>width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with Australian Standard AS 2890-Parking facilities, Parts 1-6.</p> <p>A1.2 Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.¹</p> <p>¹ Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.</p>	<p>(i) the proposed means of parking delineation; and</p> <p>(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</p>
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<p>Comment</p> <p>Complies with A1.1</p> <p>(i) The land at the subject site is effectively flat, with a slight fall to the kerb within the road reserve. As such, the driveway gradient is in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;</p> <p>(ii) Complies, vehicles can enter and leave the site in a forward direction;</p> <p>(iii) The driveway is minimum 3.5m wide. A width of 3m is required by Table C2.2;</p> <p>(iv) The parking space can accommodate a parking area with dimensions of 2.6m wide, and 5.4m long, which is in accordance with the provisions of Table C2.3;</p> <p>(v) Complies, minimum width of 3.0m;</p> <p>(vi) There is no vertical obstruction to the proposed external parking space, and the garaged parking spaces will have a minimum clearance greater than 2.1m above the parking surface level; and</p> <p>(vii) Delineation of parking spaces is provided within separate structures for each multiple dwelling. The visitor space will require by way of a condition identification and delineation.</p> <p>A1.2 does not apply to multiple dwellings.</p>	
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<p>C2.6.3 Number of accesses for vehicles</p>	
<p>Objective: That:</p> <p>(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</p> <p>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</p> <p>(c) the number of accesses minimise impacts on the streetscape.</p>	
<p>Acceptable Solutions</p> <p>A1 The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses, whichever is the greater.</p>	<p>Performance Criteria</p> <p>P1 The number of accesses for each frontage must be minimised, having regard to:</p> <p>(a) any loss of on-street parking; and</p> <p>(b) pedestrian safety and amenity;</p> <p>(c) traffic safety;</p> <p>(d) residential amenity on adjoining land; and</p> <p>(e) the impact on the streetscape.</p>
<p>Comment</p> <p>Complies with A1</p> <p>The proposal maintains a single access for the frontage to Union Street.</p>	



<p>A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>	<p>P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must:</p> <p>(a) not have an adverse impact on:</p> <p style="padding-left: 40px;">(i) pedestrian safety and amenity; or</p> <p style="padding-left: 40px;">(ii) traffic safety; and</p> <p>(b) be compatible with the streetscape.</p>
<p>Comment Not applicable</p>	

<p>C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone</p>	
<p>Objective: That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which:</p> <p>(a) enables easy and efficient use; (b) promotes the safety of users; (c) minimises opportunities for crime or anti-social behaviour; and (d) prevents unreasonable light overspill impacts.</p>	
<p>Acceptable Solutions</p> <p>A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements</i>.</p>	<p>Performance Criteria</p> <p>P1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to:</p> <p>(a) enabling easy and efficient use of the area; (b) minimising potential for conflicts involving pedestrians, cyclists and vehicles; (c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces; (d) any unreasonable impact on the amenity of adjoining properties through light overspill; and (e) the hours of operation of the use.</p>
<p>Comment Not applicable</p>	

<p>C2.6.5 Pedestrian access</p>	
<p>Objective: That pedestrian access within parking areas is provided in a safe and convenient manner.</p>	
<p>Acceptable Solutions</p> <p>A1.1 Uses that require 10 or more car parking spaces must:</p> <p>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</p> <p style="padding-left: 40px;">(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p style="padding-left: 40px;">(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p>A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry</p>	<p>Performance Criteria</p> <p>P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <p>(a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic</p>



point to the building.	safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.
Comment Not applicable	

C2.6.6 Loading bays	
Objective: That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.	
Acceptable Solutions	Performance Criteria
A1 The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.	P1 Loading bays must have an area and dimensions suitable for the use, having regard to: (a) the types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the topography of the site; (f) the location of existing buildings on the site; and (g) any constraints imposed by existing development.
Comment Not applicable	
A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.	P2 Access for commercial vehicles to and from the site must be safe, having regard to: (a) the types of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the location of the site and nature of traffic in the area of the site; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.
Comment Not applicable	

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone
Objective: That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business



Zone.	
Acceptable Solutions	Performance Criteria
<p>A1 Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:</p> <p>(a) be accessible from a road, cycle path, bicycle lane, shared path or access way;</p> <p>(b) be located within 50m from an entrance;</p> <p>(c) be visible from the main entrance or otherwise signed; and</p> <p>(d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.</p>	<p>P1 Bicycle parking must be provided in a safe, secure and convenient location, having regard to:</p> <p>(a) the accessibility to the site;</p> <p>(b) the characteristics of the site;</p> <p>(c) the nature of the proposed use;</p> <p>(d) the number of employees;</p> <p>(e) the users of the site and the likelihood of travel by bicycle;</p> <p>(f) the location and visibility of proposed parking for bicycles;</p> <p>(g) whether there are other parking areas on the site; and</p> <p>(h) the opportunity for sharing bicycle parking on nearby sites.</p>
<p>Comment Not applicable</p>	
<p>A2 Bicycle parking spaces must:</p> <p>(a) have dimensions not less than:</p> <p style="padding-left: 40px;">(i) 1.7m in length;</p> <p style="padding-left: 40px;">(ii) 1.2m in height; and</p> <p style="padding-left: 40px;">(iii) 0.7m in width at the handlebars;</p> <p>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</p> <p>(c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.</p>	<p>P2 Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the space available;</p> <p>(c) the safety of cyclists; and</p> <p>(d) the provisions of Australian Standard AS 2890.3- 2015 Parking facilities - Part 3: Bicycle parking.</p>
<p>Comment Not applicable</p>	

C2.6.8 Siting of parking and turning areas	
<p>Objective: That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>	<p>P1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(a) topographical or other site constraints;</p> <p>(b) availability of space behind the building line;</p> <p>(c) availability of space for vehicle access to the side or rear of the property;</p> <p>(d) the gradient between the front and the rear of existing or proposed buildings;</p> <p>(e) the length of access or shared access required to service the car parking;</p> <p>(f) the location of the access driveway at least 2.5m from a</p>



	<p>window of a habitable room of a dwelling; (g) the visual impact of the vehicle parking and access on the site; (h) the streetscape character and amenity; (i) the nature of the zone in which the site is located and its preferred uses; and (j) opportunities for passive surveillance of the road.</p>
<p>Comment Not applicable.</p>	
<p>A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must: (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads.</p>	<p>P2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to: (a) the streetscape; (b) any unreasonable loss of amenity of the occupants of adjoining properties; and (c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.</p>
<p>Comment Not applicable</p>	

<p>C2.7 Parking Precinct Plan C2.7.1 Parking precinct plan</p>	
<p>Objective: To minimise the amount of on-site car parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.</p>	
<p>Acceptable Solutions</p> <p>A1 Within a parking precinct plan, on-site car parking must: (a) not be provided; or (b) not be increased above existing parking numbers.</p>	<p>Performance Criteria</p> <p>P1 Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to: (a) the availability of off-street public parking spaces within reasonable walking distance; (b) the ability of multiple users to share spaces because of: (i) variations in parking demand over time; or (ii) efficiencies gained by consolidation of parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (f) the streetscape; (g) the topography of the site; (h) the location of existing buildings on the site; (i) any constraints imposed by existing development; and (j) any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development, and not exceed the number specified in Table C2.1.</p>
<p>Comment Not applicable</p>	

<p>C6.0 Local Historic Heritage Code C6.1 Code Purpose</p>
<p>The purpose of Local Historic Heritage Code is: C6.1.1 To recognise and protect: (a) The local historic heritage significance of local places, precincts, landscapes and areas of archaeological</p>



<p>potential; and (b) Significant trees. C6.1.2 This code does not apply to the Aboriginal heritage values.</p>
<p>Comment Complies with the Code Purpose</p>

<p>C6.7 Development Standards for Local Heritage Precincts and Local Historic Landscape Precincts</p>	
<p>C6.7.1 Demolition within a local heritage precinct</p>	
<p>Objective: That demolition within a local heritage precinct does not have an unacceptable impact on the local historic heritage significance of the precinct.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Within a local heritage precinct, demolition of a building, works or fabric, including trees, fences, walls and outbuildings must:</p> <ul style="list-style-type: none"> (a) Not be on a local heritage place; (b) Not be visible from any road or public open space; and (c) Not involve a value, feature or characteristic specifically part of a precinct listed in the relevant Local Provisions Schedule. 	<p>P1 Within a local heritage precinct, demolition of a building, works or fabric, including trees, fences, walls and outbuildings, must not cause an unacceptable impact on the local historic heritage significance of the local heritage precinct as identified in the relevant Local Provisions Schedule, having regard to:</p> <ul style="list-style-type: none"> (a) The physical condition of the building, works, structure or trees; (b) The extent and rate of deterioration of the building, works, structure or trees; (c) The safety of the building, works, structure or trees; (d) The streetscape in which the building, works, structure or trees is located; (e) The special or unique contribution that the building, works, structure or trees makes to the streetscape or townscape values of the local heritage precinct identified in the relevant Local Provisions Schedule; (f) Any options to reduce or mitigate deterioration; (g) Whether demolition is a reasonable option to secure the long-term future of a building, works or structure; and (h) Any economic considerations.
<p>Comment Complies with P1. The proposed demolition of the existing shed will not cause unacceptable impact on the local heritage significance. The shed at the side of the property is a small, in poor condition and of no heritage value. It is not an original building with heritage significance. The removal of this shed provides for the opportunity to construct new buildings that are sympathetic to the surrounding heritage character.</p>	

<p>C6.7.2 Demolition within a local historic landscape precinct</p>
<p>Not applicable.</p>

<p>C6.7.3 Buildings and works, excluding demolition</p>	
<p>Objective: That development within a local heritage precinct or a local historic landscape precinct is sympathetic to the character of that particular precinct.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Within a local heritage precinct, building and works, excluding demolition, must:</p> <ul style="list-style-type: none"> (d) Not be on a local heritage place; (e) Not be visible from any road or public open space; and (f) Not involve a value, feature or characteristic specifically part of a precinct listed in the relevant Local Provisions Schedule. 	<p>P1.1 Within a local heritage precinct, design and siting of buildings and works, excluding demolition, must be compatible with the local heritage precinct, except if a local heritage plan of an architectural style different from that characterising the precinct, having regard to:</p> <ul style="list-style-type: none"> (a) The streetscape or townscape values identified in the local historic heritage significance of the local heritage precinct, as identified in the relevant Local Provisions Schedule; (b) The character and appearance of the surrounding area; (c) The height and bulk of other buildings in the surrounding area; (d) The setbacks of other buildings in the surrounding area; and (e) Any relevant design criteria or conservation policies for the local heritage precinct, as identified in the relevant Local Provisions Schedule.



	<p>P1.2 Within a local heritage precinct, extensions to existing buildings must be compatible with the local heritage precinct, having regard to:</p> <ul style="list-style-type: none"> (a) The streetscape or townscape values identified in the local historic heritage significance of the local heritage precinct, as identified in the relevant Local Provisions Schedule; (b) The character and appearance of the surrounding area; (c) The height and bulk of other buildings in the surrounding area; (d) The setbacks of other buildings in the surrounding area; and (e) Any relevant design criteria or conservation policies for the local heritage precinct, as identified in the relevant Local Provisions Schedule. <p>P1.3 Within a local historic landscape precinct, design and siting of buildings and works, excluding demolition, must be compatible with the local historic landscape precinct, having regard to:</p> <ul style="list-style-type: none"> (a) The landscape values identified in the statement of local historic heritage significance for the local historic landscape precinct, as identified in the relevant Local Provisions Schedule; and (b) Any relevant design criteria or conservation policies for the local historic landscape precinct, as identified in the relevant Local Provisions Schedule.
<p>Comment Proposal complies with P1.1. The proposed secondary residence is set back behind the existing dwelling and back from the streetscape. Its bulk and height will have minimal impact from the street. The character and appearance of the proposed dwelling and outbuilding will be in keeping with that of the surrounding area and local heritage precinct with colours, profiles and materials proposed to match the existing dwelling. P1.2 and P1.3 – not applicable.</p>	
<p>A2 Within a local heritage precinct, new front fences and gates must be designed and constructed to match the existing original fences on the site.</p>	<p>P2 Within a local heritage precinct, new front fences and gates must be compatible with the local heritage precinct, having regard to:</p> <ul style="list-style-type: none"> (a) The streetscape or townscape values identified in the local historic heritage significance of the local heritage precinct, as identified in the relevant Local Provisions Schedule; (b) Height, form, style and materials of the proposed fence; and (c) The style, characteristics and setbacks of fences and gates in the surrounding area.
<p>Comment A1 Not applicable, no new front fencing is proposed.</p>	

C6.8 – C6.10 – Not applicable.

<p>NOR-Table C6.2 Local Heritage Precincts</p> <p>NOR-C6.2.3 Longford</p> <p>The Longford Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, rich with significant structures and the atmosphere of a centre of trade and commerce for the district. Traditional commercial buildings line the main street, flanked by two large public areas containing the Christ Church grounds and the War Memorial. The street then curves gently at Heritage Corner towards Cressy, and curves gently at Heritage Corner towards Cressy, and links Longford to the surrounding rural farmland, creating views to the surrounding countryside and a gateway to the World Heritage listed Woolmers and Brickendon estates. Heritage residential buildings are tucked behind the main street comprising traditional styles from the mid-nineteenth century to the early twentieth century, including significant trees, picket fences and cottage gardens. The rural township feel is complemented by a mix of businesses servicing local needs, tourism and historic interpretation. Longford's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.</p>
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<p>C9.0 Attenuation Code C9.1 Code Purpose</p>
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The purpose of the Attenuation Code is:

C9.1.1 To minimise adverse impacts on the health, safety and amenity of sensitive use from activities which have the potential to cause emissions.

C9.1.2 To minimise the likelihood for sensitive use to conflict with, interfere with, or constrain, activities which have the potential to cause emissions.

Comment

Complies with the Code Purpose

C9.5 Use Standards

C9.5.2 Sensitive use within an attenuation area

Objective: That sensitive use located within an attenuation area does not interfere with or constrain the operation of an existing activity listed in Tables C9.1 or C9.2.

Acceptable Solutions

A1 No Acceptable Solution.

Performance Criteria

P1 Sensitive use within an attenuation area, must not interfere with or constrain an existing activity listed in Tables C9.1 or C9.2, having regard to:

- (a) The nature of the activity with potential to cause emissions including:
 - (i) Operational characteristics of the activity;
 - (ii) scale and intensity of the activity; and
 - (iii) degree of hazard or pollution that may be emitted from the activity;
- (b) The nature of the sensitive use;
- (c) The extent of encroachment by the sensitive use into the attenuation area;
- (d) Measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions of the activity;
- (e) Any advice from the Director, Environment Protection Authority; and
- (f) Any advice from the Director of Mines.

Comment

The attenuation code applies as the site is within 1500m of the Longford Abattoir site, The site is unlikely to be impacted negatively by the operations of the abattoir, with approximately 420m separating the subject site to the source. A number of residences and other sensitive uses are located between the subject site and the abattoir. Although odour may occasionally be observed, this is not likely to be of any significant concern given the orientation and distance.

Performance criteria met.

PARTICULAR PURPOSE ZONES

NOR-P1.0	Particular Purpose Zone – Campbell Town Service Station	Not applicable
NOR-P2.0	Particular Purpose Zone – Epping Forest	Not applicable

SPECIFIC AREA PLANS

NOR-S1.0	Translink Specific Area Plan	Not applicable
NOR-S2.0	Campbell Town Specific Area Plan	Not applicable
NOR-S3.0	Cressy Specific Area Plan	Not applicable
NOR-S4.0	Devon Hills Specific Area Plan	Not applicable
NOR-S5.0	Evandale Specific Area Plan	Not applicable
NOR-S6.0	Longford Specific Area Plan	See assessment below
NOR-S7.0	Perth Specific Area Plan	Not applicable
NOR-S8.0	Ross Specific Area Plan	Not applicable

NOR-S6.0 Longford Specific Area Plan

NOR-S6.1 Plan Purpose

The purpose of the Longford Specific Area Plan is:

NOR-S6.1.1 To protect and enhance the unique and intact history and character of the village.

NOR-S6.1.2 To provide for development that is compatible with the existing streetscape settings, building forms



and the rural village character.
 NOR-S6.1.3 To provide for the subdivision of key development sites and provide for appropriately located public open space.
 NOR-S6.1.4 To encourage subdivision that provides for large lots and minimises internal lots.
 NOR-S6.1.5 To maintain existing character and land use conflict.
 NOR-S6.1.6 That as part of any new subdivision, new trees are provided to increase the township's tree canopy cover.

Comment

Complies with the SAP Purpose

NOR-S6.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

NOR-S6.5 Use Table

This clause is a substitution for Low Density Residential Zone – 10.2 Use Table

Comment

Not applicable

NOR-S6.6 Use Standards

This sub-clause is not used in this specific area plan.

NOR-S6.7 Development Standards for Buildings and Works

NOR-S6.7.1 Residential density for multiple dwellings

This clause is in substitution for General Residential Zone – clause 8.4.1 Residential density for multiple dwellings

Objective:

That the density of multiple dwellings:

- (a) makes efficient use of land for housing;
- (b) maintains the historic and rural character of Longford; and
- (c) optimises the use of infrastructure and community services.

Acceptable Solutions

A1
 Multiple dwellings must have a site area per dwelling of not less than 400m².

Performance Criteria

P1
 Multiple dwellings must only have a site area per dwelling that is less than 400m², if the development will not exceed the capacity of infrastructure services and:
 (a) is compatible with the density of existing development on established properties within the area; or
 (b) provides for a significant social or community benefit and is:
 (i) wholly or partly within 400m walking distance of a public transport stop;
 or
 (ii) wholly or partly within 400m walking distance of a Village Zone, Local Business Zone, or General Business Zone.

Comment

Complies with A1.

The subject site has a total area of 1019m², and the site area per dwelling will be 509.5m².

NOR-S6.7.2 Roof form and materials

This clause is in addition to General Residential Zone – clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings.

Objective:

That roof forms are designed to be compatible with, and not detract from, the existing streetscape or rural village character.

Acceptable Solutions

A1
 Roof form for new buildings, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be as per the roof forms shown in Figure NOR-

Performance Criteria

P1
 Roof form for new buildings, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with, and not detract from, the



<p>S6.7.2, with the roof pitch being within a range of 22.5 – 40 degrees.</p>	<p>existing streetscape or rural village character, having regard to:</p> <ul style="list-style-type: none"> (a) the design and period of construction of the existing buildings in the street; (b) the design and period of construction of the existing buildings or rural village character; and (c) visibility from any road or public open space.
<p>Comment Complies with A1 The proposed additional dwelling will have a roof pitch of 22.5 degrees. The proposed outbuilding is excluded from this provision.</p>	

<p>NOR-S6.7.3 Wall materials This clause is in addition to General Residential Zone – clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings</p>	
<p>Objective: That wall materials used are compatible with the existing streetscape or rural village character.</p>	
<p>Acceptable Solutions</p> <p>A1 Wall materials, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be of a form and material that matches the existing building or not be visible from any road or public open space adjoining the site.</p>	<p>Performance Criteria</p> <p>P1 Wall materials of buildings, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with the design and period of construction of the existing buildings on the site and in the street, and be compatible with the design and period of construction of the existing buildings or rural village character, having regard to:</p> <ul style="list-style-type: none"> (a) use of bull-nosed timber weatherboards, or materials that have the appearance of bull-nosed timber weatherboards; or (b) use of brickwork with mortar of a neutral earth colour and struck flush with the brickwork; or (c) use of concrete blocks specifically chosen to: <ul style="list-style-type: none"> (i) blend with dressed sandstone; or (ii) rendered with coloured finishes in neutral earth tones.
<p>Comment Complies with A1 The existing dwelling is clad in a wide square profile cement weatherboard. The cladding proposed for the new dwelling (unit 2) is Scyon Stria 325 which has been selected to best match the cladding of the existing dwelling with current available product. The proposed outbuilding is excluded from this provision.</p>	

<p>NOR-S6.7.4 Windows This clause is in addition to General Residential Zone – clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings.</p>	
<p>Objective: That window form and details are compatible with the streetscape or rural village character.</p>	
<p>Acceptable Solutions</p> <p>A1 Window heads in all buildings, excluding places listed in Table C6.1, sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be a minimum of 300mm below the eaves line, or match the level of the window heads in the existing building.</p>	<p>Performance Criteria</p> <p>P1 No Performance Criterion.</p>
<p>Comment Complies with A1 The proposed additional dwelling will feature windows no less than 300mm beneath the eaves line.</p>	



<p>A2 Windows in a façade facing a frontage, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must have no greater than 30% of the total surface area consisting of windows.</p>	<p>P2 Windows in the front façade of a building, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with the design and period of construction of the existing buildings in the street.</p>
<p>Comment Complies with A2 The proposed frontage façade of the additional dwelling will feature windows less than 30% of the total surface area of the façade.</p>	
<p>A3 Windows for new buildings and extensions to existing buildings, or alterations to existing buildings, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must not be visible from public spaces.</p>	<p>P3 Windows for new buildings and extensions to existing buildings, or alterations to existing buildings, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with the design and period of construction of the existing buildings in the street, having regard to: (a) the period and style of the building; (b) the use of multi-pane sashes conforming to the patterns per sash with size and profile glazing bars as shown in Figure NOR-S6.7.4 (b); (c) the use of projecting brick or stone sills that match the existing if in a brick or masonry building; (d) the use clear glass; and (e) the division of large areas of glass panelling with vertical mullions to achieve a vertical orientation of glazing.</p>
<p>Comment Does not comply with A3 The proposed additional dwelling will feature window on its façade, which will be partially visible from Union Street. Complies with P3 Windows on the additional dwelling front facade that are visible from Union Street will be of a form and style that are compatible with existing buildings in the street. The use of mullions and sashes will be sympathetic to the heritage precinct and the glass will be clear in all windows except for the bathroom, which will be opaque to provide for privacy. As such, the frontage facing windows of the proposed development is consistent with those of dwellings on buildings in the surrounding area.</p>	

<p>NOR-S6.8 Development Standards for Subdivision NOR-S6.8.1 Lot design in development precinct This clause is in addition to General Residential Zone – clause 8.6.1 Lot design and Open Space Zone – clause 29.5.1 Lot design.</p>
<p>Comment Not applicable</p>

<p>NOR-S6.8.2 Lot design - urban This clause is in substitution for General Residential Zone – clause 8.6.1 Lot design.</p>
<p>Comment Not applicable</p>

<p>NOR-S6.8.3 Lot design – rural fringe This clause is in substitution for Low Density Residential Zone – clause 10.6.1 Lot design.</p>
<p>Comment Not applicable</p>

<p>NOR-S6.8.4 Internal lots This clause is an addition to General Residential Zone– clause 8.6.1 Lot design.</p>



Comment

Not applicable

NOR-S6.8.5 Roads

This clause is in substitution for General Residential Zone – clause 8.6.2 Roads.

Comment

Not applicable

GENERAL PROVISIONS		
7.1	Changes to an Existing Non-conforming Use	Not applicable
7.2	Development for Existing Discretionary Uses	Not applicable
7.3	Adjustment of a Boundary	Not applicable
7.4	Change of Use of a Place listed on the Tasmanian Heritage Register or a Local Heritage Place	Not applicable
7.5	Change of Use	Not applicable
7.6	Access and Provision of Infrastructure Across Land in Another Zone	Not applicable
7.7	Buildings Projecting onto Land in a Different Zone	Not applicable
7.8	Port and Shipping in Proclaimed Wharf Areas	Not applicable
7.9	Demolition	Complies
7.10	Development Not Required to be Categorised into a Use Class	Not applicable
7.11	Use or Development Seaward of the Municipal District	Not applicable
7.12	Sheds on Vacant Sites	Not applicable

4.7 Representations

Notice of the application was given in accordance with Section 57 of the Land Use Planning & Approvals Act 1993. A review of Council's Records management system after completion of the public exhibition period revealed that one representation (attached) was received from:

- Shannon Millwood, 23-25 Union Street, Longford

Map showing location of representor properties in relation to subject site



The matters raised in the representations are outlined below followed by the planner's comments.

Issue 1

- Concerns that any new build will not fit in with the heritage precinct area.

Planner's comment:

Council's Heritage Advisor has raised no objections to the proposal and noted in his assessment that the location of the proposed development to the rear of the existing dwelling will not have an adverse impact on the historic streetscape character and the form, scale and architectural style are sympathetic with the surrounding precinct character.

Issue 2

- Concerns regarding the representor's privacy including noise.

Planner's comment:

The subject site is located within the General Residential zone together with the property owned by the representor. The proposed development is single storey in height and exceeds the minimum setback requirements. Residential use for multiple dwellings is permitted in the zone. There are no discretions that the proposal relies upon that consider privacy and/or noise and therefore there is no further consideration of these issues of concern that can be undertaken.

Issue 3

- Concerns regarding sewage and water and how this will impact the representor's property.

Planner's comment:

The proposal does not rely on any discretion which relates to the provision of sewage or water supply. TasWater have provided a SPAN, and therefore the relevant authority has no concerns with the ability to service the proposed development.

4.8 Objectives of the *Land Use Planning and Approvals Act 1993*

The proposal is consistent with the objectives of the *Land Use Planning and Approvals Act 1993*.

4.9 State Policies

The proposal is consistent with all State Policies.



4.10 Strategic Plan/Annual Plan/Council Policies

Strategic Plan - Statutory Planning

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions or refuse and state reasons for refusal.

7 DISCUSSION

Discretion to refuse the application is limited to:

- Reliance on performance criteria of the Local Historic Heritage Code:
 - C6.7.1 P1 – Demolition within a local heritage precinct
 - C6.7.3 P1.1 – Buildings and works
- Reliance on performance criteria of the Longford Specific Area Plan.
 - NOR-S6.7.4 Windows

The additional dwelling and outbuilding will be located at the rear of the existing dwelling and will not have an adverse impact on the historic streetscape character. The proposed development is sympathetic with the surrounding development.

Conditions that relate to any aspect of the application can be placed on a permit.

It is recommended that the proposal be conditioned to be used and developed in accordance with the proposal plans.

8 ATTACHMENTS

1. PL N-23-0057 public exhibition documents [11.4.1 - 38 pages]
2. Additional Information Request - PL N-23-0057 - 21 Union Street, Longford [11.4.2 - 1 page]
3. TWDA 2023-00457- NMC [11.4.3 - 2 pages]
4. Signed EOT - PL N 23-0057 [11.4.4 - 1 page]
5. 1. Representation - S Millwood [11.4.5 - 2 pages]
6. Response to representation - 21 Union Street, Longford [11.4.6 - 1 page]



11.5 PLN23-0008: MULTIPLE DWELLINGS, 5A LAYCOCK STREET LONGFORD

File: 108000.016; PLN23-0008
Responsible Officer: Des Jennings, General Manager
Report prepared by: Rebecca Green, Consultant Planner

RECOMMENDATION

That the land at Lot 12, 7 Laycock Street, Longford be approved to be developed and used for a Multiple Dwellings x 2 (2 new) in accordance with application PLN-23-0008, and subject to the following conditions:

1 Layout not altered

The use and development shall be in accordance with the endorsed plans numbered P1 – P12 (Plans prepared by Mark Evans Building Designs & Drafting, Drawing No: 22TUR1, Sheet No's: P01-P03, P03, P05-P12, Ver: P2, Dated: Feb 2023 (Received 11/05/2023)).

2 TasWater conditions

Sewer and water services shall be provided in accordance with TasWater's Planning Authority Notice (reference number TWDA 2023/00597-NMC) – Appendix A.

3 Screening from shared driveway – Unit 1

Prior to the use commencing of Unit 1, the southern facing windows of Unit 1 must be provided with a screen of not less than 1.7m in height located between the window and the shared driveway, or alternatively the windows may be fitted with fixed obscure glazing extending to a height of not less than 1.7m above the floor level.

4 Landscaping

- Landscaping works shall be in accordance with the endorsed plans, and landscaping works for each dwelling shall be completed, prior to the commencement of use of the dwelling and then maintained for the duration of the use.
- A bond of \$500 per dwelling shall be provided prior to the commencement of development authorised by this permit – the bond will be refunded if the landscape works are completed within the timeframe mentioned in this permit.

5 Driveways and Parking Areas

- Driveways and parking areas around each dwelling shall be sealed in accordance with the endorsed documents prior to the commencement of use of the dwelling.

6 Required prior to the application for a building permit

Prior to the issue of a building permit, or the commencement of development authorised by this permit, the applicant shall:

- Pay a \$500 per dwelling landscape bond (as per condition 4).

7 Prior to commencement of use

Prior to the commencement of the use of each dwelling, the following must be completed:

- Screening southern facing windows of Unit 1 (as per Condition 3 – Screening from shared driveway);
- Landscaping works for each dwelling including mailboxes, fencing (as per condition 4 – landscaping); and
- Driveways and parking areas around each dwelling sealed (as per condition 5).

1 INTRODUCTION

This report assesses an application for Lot 12, 7 Laycock St (to be known as 5A Laycock Street), Longford to construct Multiple Dwellings x 2 (2 new).

2 BACKGROUND

Applicant:
Kyle Turmine

Owner:
PJH Tas Pty Ltd



Zone:

8.0 General Residential

Codes:

C2.0 Parking and Sustainable Transport Code,
C16.0 Safeguarding of Airports - Obstacle Limitation Area,
NOR-S6.0 Longford Specific Area Plan.

Classification under the Scheme:

Residential (multiple dwelling)

Existing Use:

Vacant

Deemed Approval Date:

30 June 2023

Recommendation:

Approve

Discretionary Aspects of the Application:

- 8.4.2 Setbacks and building envelope for all dwellings P3;
- C2.5.1 Car parking numbers P1.2;
- NOR-S6.7.1 Residential density for multiple dwellings P1;
- NOR-S6.7.3 Wall materials P1; and
- NOR-S6.7.4 Windows P3.

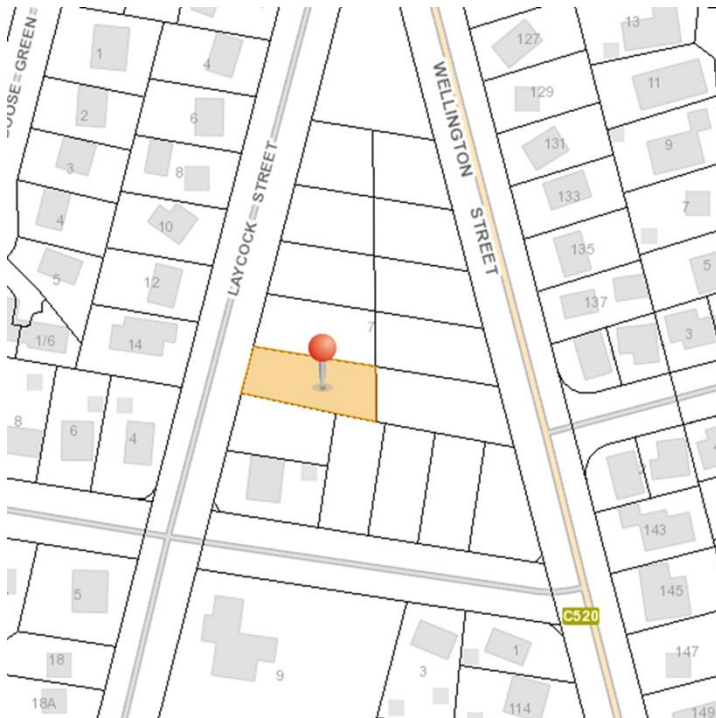
Planning Instrument:

- *Tasmanian Planning Scheme – Northern Midlands, effective 9th November 2022.*

Preliminary Discussion:

- Prior to the application being placed on public exhibition, further information was requested from the applicant.

Subject Site



3 STATUTORY REQUIREMENTS

The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application). Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.

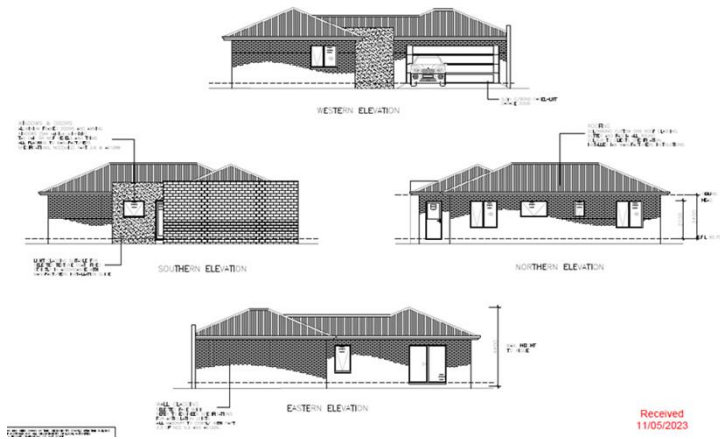


Elevations

Unit 1

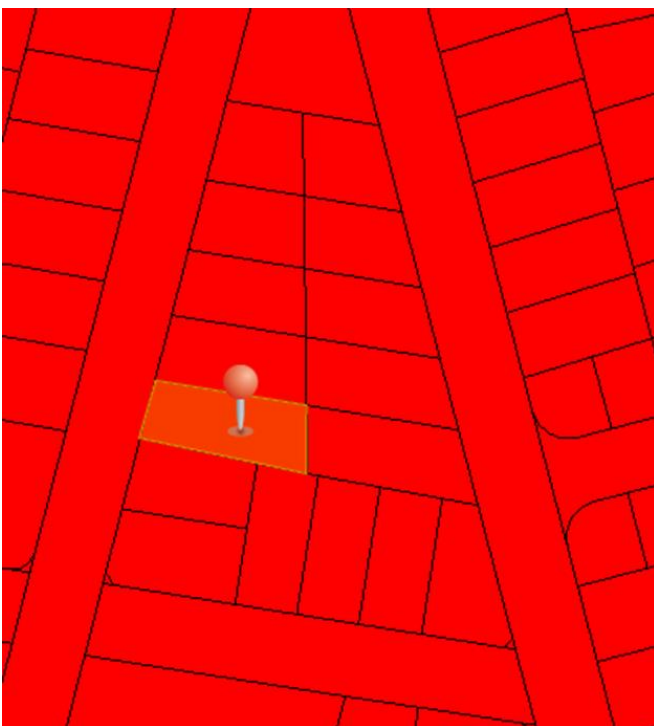


Unit 2



4.2 Zone and Land Use

Zone Map – 8.0 General Residential





The land is zoned General Residential, and is within the Longford Specific Area Plan, and Airport obstacle limitation area overlay.

The relevant Planning Scheme definition is:

<i>multiple dwellings</i>	<i>means 2 or more dwellings on a site.</i>
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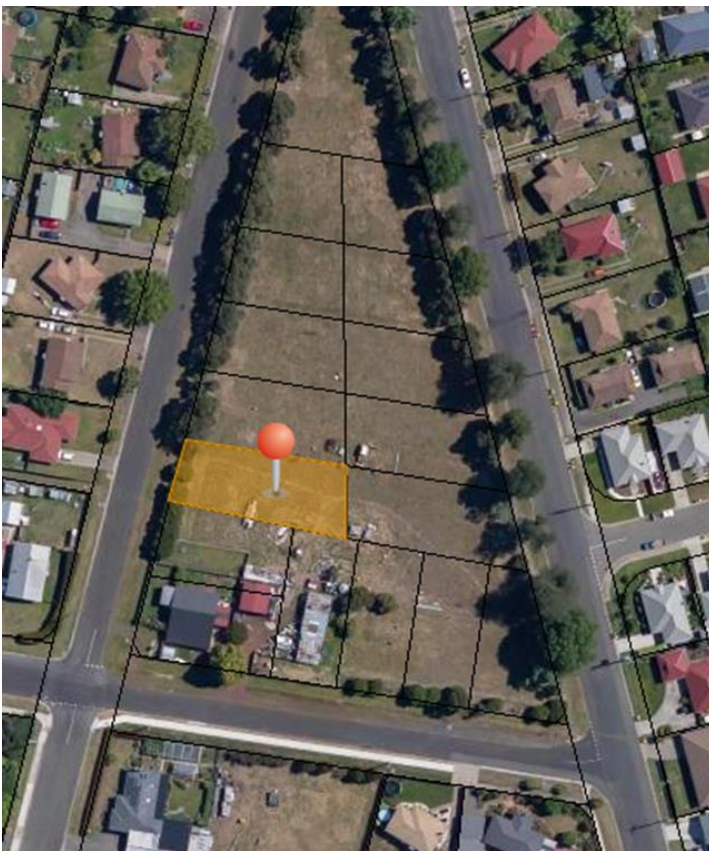
Residential, if for multiple dwellings, is Permitted in the Zone. The application has a discretionary status as performance criterion are relied upon.

4.3 Subject Site and Locality

A site inspection was undertaken on 12th May 2023.

The subject site is part of a recently constructed subdivision fronting Laycock Street to the west. The site is vacant and there is an existing crossover to Laycock Street. The site comprises an area of 765m².

Aerial photograph of area





Photographs of subject site



4.4 Permit/Site History

Relevant permit history includes:

- P18-106 - 18 Lot Subdivision
- PLN21-0260 - 17 Lot Subdivision

4.5 Representations

Notice of the application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*. A review of Council's Records management system after completion of the public exhibition period revealed that no representations were received.

4.6 Referrals

The following referrals were required:

Council's Works Department

Summary: Council's Works & Infrastructure Department (Jonathan Galbraith) reported on 19 May 2023 and advised that the Department have no comment to make on this application.

TasWater

Summary: A TasWater Submission to Planning Authority Notice was issued on 16/05/2023 (TasWater Ref: TWDA 2023/00597-NMC).

4.7 Planning Scheme Assessment

8.0 General Residential Zone

8.1 Zone Purpose

The purpose of the General Residential Zone is:

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

Comment

Complies with the Zone Purpose.



8.2 Use Table

Multiple Dwellings are Permitted if not listed as No Permit Required

8.3 Use Standards

8.3.1 Discretionary uses

Comment

Not applicable.

8.3.2 Visitor Accommodation

Comment

Not applicable.

8.4 Development Standards for Dwellings

8.4.1 Residential density for multiple dwellings

This Clause is substituted by Clause NOR-S6.7.1

8.4.2 Setbacks and building envelope for all dwellings

Objective:

The siting and scale of dwellings:

- (a) provides reasonably consistent separation between dwellings and their frontage within a street;
- (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;
- (c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and
- (d) provides reasonable access to sunlight for existing solar energy installations.

Acceptable Solutions

A1

Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:

- (a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;
- (b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;
- (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or
- (d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.

Performance Criteria

P1

A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.

Comment

Complies with A1.

A2

A garage or carport for a dwelling must have a setback from a primary frontage of not less than:

- (a) 5.5m, or alternatively 1m behind the building line;
- (b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or
- (c) 1m, if the existing ground level slopes up or down at a

P2

A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.



<p>gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>	
<p>Comment Complies with A2.</p>	
<p>A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</p>	<p>P3 The siting and scale of a dwelling must: (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to: (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; and (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; (b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and (c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on: (i) an adjoining property; or (ii) another dwelling on the same site.</p>
<p>Comment Does not comply with A3. The southern wall of the garage of proposed Unit 2 is located on the southern (side) boundary of the lot and has a height of 3.2m. As such, the proposed development is not contained within the building envelope and requires assessment against the provisions of P3. Complies with P3. The application is lodged with shadow diagrams, which show that the proposed Unit 2 will cast a shadow as far as approximately 15m into the vacant adjoining properties at Lots 11 and 9, at 9am and 4pm respectively on the 21st of June. Noting that this level of overshadowing is only greater than would be permitted in accordance with the Acceptable Solution, it is considered that the proposed development complies with the Performance Criteria.</p>	

<p>8.4.3 Site coverage and private open space for all dwellings</p>	
<p>Objective: That dwellings are compatible with the amenity and character of the area and provide: (a) for outdoor recreation and the operational needs of the residents; (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is conveniently located and has access to sunlight.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and (b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).</p>	<p>P1 Dwellings must have: (a) site coverage consistent with that existing on established properties in the area; (b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate: (i) outdoor recreational space consistent with the projected requirements of the occupants</p>



	<p>and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and</p> <p>(ii) operational needs, such as clothes drying and storage; and</p> <p>(c) reasonable space for the planting of gardens and landscaping.</p>
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Comment

Complies with A1.
The total site coverage is 303.4m² or 39.7% of the 765m² site.
Each multiple dwelling will have greater than 60m² of private open space.

<p>A2 A dwelling must have private open space that:</p> <p>(a) is in one location and is not less than:</p> <ul style="list-style-type: none"> (i) 24m²; or (ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); <p>(b) has a minimum horizontal dimension of not less than:</p> <ul style="list-style-type: none"> (i) 4m; or (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); <p>(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(d) has a gradient not steeper than 1 in 10.</p>	<p>P2 A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children’s play and is:</p> <ul style="list-style-type: none"> (a) conveniently located in relation to a living area of the dwelling; and (b) orientated to take advantage of sunlight.
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Comment

Complies with A2.
Each multiple dwelling will have an area of private open space that is greater than 24m², and has a minimum width of 4m, and is on land with a gradient less than 1 in 10 and is not located within the frontage of the relevant dwelling.

8.4.4 Sunlight to private open space of multiple dwellings

Objective:
That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space for dwellings on the same site.

Acceptable Solutions	Performance Criteria
<p>A1 A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c):</p> <p>(a) the multiple dwelling is contained within a line projecting (see Figure 8.4):</p> <ul style="list-style-type: none"> (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal; <p>(b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and</p> <p>(c) this Acceptable Solution excludes that part of a</p>	<p>P1 A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 8.4.3 of this planning scheme.</p>



<p>multiple dwelling consisting of:</p> <ul style="list-style-type: none"> (i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling. 	
<p>Comment Not applicable.</p>	

<p>8.4.5 Width of openings for garages and carports for all dwellings</p>	
<p>Objective: To reduce the potential for garage or carport openings to dominate the primary frontage.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</p>	<p>P1 A garage or carport for a dwelling must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</p>
<p>Comment Not applicable. There are no garage openings within 12m of the frontage.</p>	

<p>8.4.6 Privacy for all dwellings</p>	
<p>Objective: To provide a reasonable opportunity for privacy for dwellings.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:</p> <ul style="list-style-type: none"> (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary; (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m: <ul style="list-style-type: none"> (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site. 	<p>P1 A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of:</p> <ul style="list-style-type: none"> (a) a dwelling on an adjoining property or its private open space; or (b) another dwelling on the same site or its private open space.
<p>Comment Not applicable.</p>	
<p>A2 A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):</p> <ul style="list-style-type: none"> (a) the window or glazed door: <ul style="list-style-type: none"> (i) is to have a setback of not less than 3m from a side boundary; (ii) is to have a setback of not less than 4m from a rear boundary; 	<p>P2 A window or glazed door to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to:</p> <ul style="list-style-type: none"> (a) a window or glazed door, to a habitable room of another dwelling; and



<p>(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and</p> <p>(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.</p> <p>(b) the window or glazed door:</p> <p>(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;</p> <p>(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or</p> <p>(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.</p>	<p>(b) the private open space of another dwelling.</p>
<p>Comment Not applicable.</p>	
<p>A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:</p> <p>(a) 2.5m; or</p> <p>(b) 1m if:</p> <p>(i) it is separated by a screen of not less than 1.7m in height; or</p> <p>(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.</p>	<p>P3 A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.</p>
<p>Comment Does not comply with subclause (a) of A1 for Unit 1, for southern facing windows, which are approximately 1.3m from the shared driveway. It is considered that a condition can be included with any potential permit that requires all windows within 2.5m of the shared driveway to be separated by a screen of not less than 1.7m in height, or be fitted with fixed obscure glazing extending to a height of not less than 1.7m above the floor level, which would allow it to comply with subclause (b) (i) or (ii) of A1.</p>	

<p>8.4.7 Frontage fences for all dwellings</p>	
<p>Objective: The height and transparency of frontage fences:</p> <p>(a) provides adequate privacy and security for residents;</p> <p>(b) allows the potential for mutual passive surveillance between the road and the dwelling; and</p> <p>(c) is reasonably consistent with that on adjoining properties.</p>	
<p>Acceptable Solutions</p> <p>A1 No Acceptable Solution.¹ ¹ An exemption applies for fences in this zone – see Table 4.6</p>	<p>Performance Criteria</p> <p>P1 A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:</p> <p>(a) provide for security and privacy while allowing for passive surveillance of the road; and</p> <p>(b) be compatible with the height and transparency of fences in the street, having regard to:</p> <p>(i) the topography of the site; and</p> <p>(ii) traffic volumes on the adjoining road.</p>
<p>Comment Front fence 1.2m high indicated on landscaping plan, with uniform transparency of not less than 30% (excluding</p>	



posts and uprights) is exempt in accordance with Table 4.6.3.

8.4.8 Waste storage for multiple dwellings

Objective:

To provide for the storage of waste and recycling bins for multiple dwellings.

Acceptable Solutions

A1

A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m² per dwelling and is within one of the following locations:

- (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or
- (b) a common storage area with an impervious surface that:
 - (i) has a setback of not less than 4.5m from a frontage;
 - (ii) is not less than 5.5m from any dwelling; and
 - (iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.

Performance Criteria

P1

A multiple dwelling must have storage for waste and recycling bins that is:

- (a) capable of storing the number of bins required for the site;
- (b) screened from the frontage and any dwellings; and
- (c) if the storage area is a common storage area, separated from any dwellings to minimise impacts caused by odours and noise.

Comment

Complies with A1.

8.5 Development Standards for Non-dwellings

8.5.1 Non-dwelling development

Comment

Not applicable.

8.5.2 Non-residential garages and carports

Comment

Not applicable.

8.6 Development Standards for Subdivision

8.6.1 Lot design

This Clause is substituted by Clause NOR-S6.8.2

Comment

Not applicable.

8.6.2 Roads

This Clause is substituted by Clause NOR-S6.8.5

Comment

Not applicable.

8.6.3 Services

Objective:

That the subdivision of land provides services for the future use and development of the land.

Comment

Not applicable.

CODES

C1.0	Signs Code	N/A
C2.0	Parking and Sustainable Transport Code	Complies, see code assessment below
C3.0	Road and Railway Assets Code	N/A
C4.0	Electricity Transmission Infrastructure Protection Code	N/A
C5.0	Telecommunications Code	N/A



C6.0	Local Historic Heritage Code	N/A
C7.0	Natural Assets Code	N/A
C8.0	Scenic Protection Code	N/A
C9.0	Attenuation Code	N/A
C10.0	Coastal Erosion Hazard Code	N/A
C11.0	Coastal Inundation Hazard Code	N/A
C12.0	Flood-Prone Areas Hazard Code	N/A
C13.0	Bushfire-Prone Areas Code	N/A
C14.0	Potentially Contaminated Land Code	N/A
C15.0	Landslip Hazard Code	N/A
C16.0	Safeguarding of Airports Code	N/A

C2.0 Parking and Sustainable Transport Code

C2.1 Code Purpose

The purpose of the Parking and Sustainable Transport Code is:

C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.

C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.

C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.

C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.

C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.

C2.1.6 To provide for parking precincts and pedestrian priority streets.

Comment

The proposal complies with the Code Purpose.

C2.5 Use Standards

C2.5.1 Car parking numbers

Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solutions

A1

The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;

(b) the site is contained within a parking precinct plan and subject to Clause C2.7;

(c) the site is subject to Clause C2.5.5; or

(d) it relates to an intensification of an existing use or development or a change of use where:

(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or

(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:

$$N = A + (C - B)$$

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in

Performance Criteria

P1.1

The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;

(b) the ability of multiple users to share spaces because of:

(i) variations in car parking demand over time; or

(ii) efficiencies gained by consolidation of car parking spaces;

(c) the availability and frequency of public transport within reasonable walking distance of the site;

(d) the availability and frequency of other transport alternatives;

(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;

(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management



<p>Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p> <p>P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.</p>
<p>Comment Does not comply with A1. In accordance with Table C2.1 the proposed development requires two parking spaces per dwelling, and one shared visitor parking space. The proposal includes two garaged parking spaces for each dwelling, but no visitor parking space.</p> <p>Clause P1.1 does not apply.</p> <p>Complies with P1.2 The proposal is for two dwellings, with two and three bedrooms respectively. On-site visitor parking is not considered to be necessary as the additional parking space is not likely to be used frequently, or for extended periods. Laycock Street has sufficient width to allow for on-street parking and the site has a frontage of 16.2 metres.</p>	

<p>C2.5.2 Bicycle parking numbers</p>
<p>Comment Not applicable</p>

<p>C2.5.3 Motorcycle parking numbers</p>
<p>Comment Not applicable</p>

<p>C2.5.4 Loading Bays</p>
<p>Comment Not applicable</p>

<p>C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone</p>
<p>Objective: (a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and (b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.</p>
<p>Comment Not applicable</p>

<p>C2.6 Development Standards for Buildings and Works</p>	
<p>C2.6.1 Construction of parking areas</p>	
<p>Objective: That parking areas are constructed to an appropriate standard.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p>	<p>P1</p>



<p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement. 	<p>All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.
<p>Comment Complies with A1 The proposal will include a concrete driveway and associated manoeuvring area, which incorporates drainage for discharge to the reticulated system.</p>	

<p>C2.6.2 Design and layout of parking areas</p>	
<p>Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1.1 Parking, access ways, manoeuvring and circulation spaces must either:</p> <ul style="list-style-type: none"> (a) comply with the following: <ul style="list-style-type: none"> (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with Australian Standard AS 2890-Parking facilities, Parts 1-6. <p>A1.2 Parking spaces provided for use by persons with a disability must satisfy the following:</p> <ul style="list-style-type: none"> (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.¹ <p>¹ Requirements for the number of accessible car parking spaces are specified in part D3 of the National</p>	<p>P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.



Construction Code 2016.

Comment

Complies with A1.1.

The parking area and access have dimensions in accordance with those specified in Tables C2.2 and C2.3. The site is flat, but the concrete driveway will include drainage so the site can be accessed in all weather conditions.

A1.2 does not apply.

C2.6.3 Number of accesses for vehicles

Objective:

That:

(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;

(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and

(c) the number of accesses minimise impacts on the streetscape.

Acceptable Solutions

A1

The number of accesses provided for each frontage must:

(a) be no more than 1; or

(b) no more than the existing number of accesses, whichever is the greater.

Performance Criteria

P1

The number of accesses for each frontage must be minimised, having regard to:

(a) any loss of on-street parking; and

(b) pedestrian safety and amenity;

(c) traffic safety;

(d) residential amenity on adjoining land; and

(e) the impact on the streetscape.

Comment

Complies with A1.

The proposal includes one access.

A2

Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.

P2

Within the Central Business Zone or in a pedestrian priority street, any new accesses must:

(a) not have an adverse impact on:

(i) pedestrian safety and amenity; or

(ii) traffic safety; and

(b) be compatible with the streetscape.

Comment

Not applicable.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

Comment

Not applicable.

C2.6.5 Pedestrian access

Comment

Not applicable.

C2.6.6 Loading bays

Comment

Not applicable.

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

Comment

Not applicable.

C2.6.8 Siting of parking and turning areas

Comment

Not applicable.



C2.7 Parking Precinct Plan
C2.7.1 Parking precinct plan
Comment
Not applicable.

PARTICULAR PURPOSE ZONES		
NOR-P1.0	Particular Purpose Zone – Campbell Town Service Station	Not applicable
NOR-P2.0	Particular Purpose Zone – Epping Forest	Not applicable

SPECIFIC AREA PLANS	
Translink Specific Area Plan	Not applicable
Campbell Town Specific Area Plan	Not applicable
Cressy Specific Area Plan	Not applicable
Devon Hills Specific Area Plan	Not applicable
Evandale Specific Area Plan	Not applicable
Longford Specific Area Plan	Applies
Perth Specific Area Plan	Not applicable
Ross Specific Area Plan	Not applicable

NOR-S6.0 Longford Specific Area Plan
NOR-S6.1 Plan Purpose
The purpose of the Longford Specific Area Plan is: NOR-S6.1.1 To protect and enhance the unique and intact history and character of the village. NOR-S6.1.2 To provide for development that is compatible with the existing streetscape settings, building forms and the rural village character. NOR-S6.1.3 To provide for the subdivision of key development sites and provide for appropriately located public open space. NOR-S6.1.4 To encourage subdivision that provides for large lots and minimises internal lots. NOR-S6.1.5 To maintain existing character and land use conflict. NOR-S6.1.6 That as part of any new subdivision, new trees are provided to increase the township’s tree canopy cover.
Comment
Complies with the Specific Area Plan Purpose.

NOR-S6.3 Local Area Objectives
This sub-clause is not used in this specific area plan.

NOR-S6.5 Use Table
This clause is a substitution for Low Density Residential Zone – 10.2 Use Table
Comment
Not applicable.

NOR-S6.6 Use Standards
This sub-clause is not used in this specific area plan.

NOR-S6.7 Development Standards for Buildings and Works
NOR-S6.7.1 Residential density for multiple dwellings
This clause is in substitution for General Residential Zone – clause 8.4.1 Residential density for multiple Objective: That the density of multiple dwellings: (a) makes efficient use of land for housing; (b) maintains the historic and rural character of Longford; and (c) optimises the use of infrastructure and community services.



Acceptable Solutions	Performance Criteria
A1 Multiple dwellings must have a site area per dwelling of not less than 400m ² .	P1 Multiple dwellings must only have a site area per dwelling that is less than 400m ² , if the development will not exceed the capacity of infrastructure services and: (a) is compatible with the density of existing development on established properties within the area; or (b) provides for a significant social or community benefit and is: (i) wholly or partly within 400m walking distance of a public transport stop; or (ii) wholly or partly within 400m walking distance of a Village Zone, Local Business Zone, or General Business Zone.
<p>Comment Does not comply with A1. The lot size is 765m², which allows for a site area per dwelling of only 382.5m² and the application therefore requires assessment against the provisions of the Performance Criteria.</p> <p>Complies with P1 (a). The application has been reviewed by Councils Engineering Officer, who has not raised concerns in relation to the capacity of infrastructure services. TasWater has provided a SPAN and not raised concerns in relation to the capacity of their infrastructure services. A review of established properties in the area surrounding the subject site reveals six properties (within 350m of the subject site) featuring multiple dwellings with a site area per dwelling less than 400m². Five of which have a site area per dwelling less than 382.5m² as is proposed for the subject site. It is therefore considered that the proposed multiple dwellings are compatible with the density of existing development on established properties within the area.</p>	

NOR-S6.7.2 Roof form and materials	
This clause is in addition to General Residential Zone – clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings.	
Objective: That roof forms are designed to be compatible with, and not detract from, the existing streetscape or rural village character.	
Acceptable Solutions	Performance Criteria
A1 Roof form for new buildings, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be as per the roof forms shown in Figure NOR-S6.7.2, with the roof pitch being within a range of 22.5 – 40 degrees.	P1 Roof form for new buildings, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with, and not detract from, the existing streetscape or rural village character, having regard to: (a) the design and period of construction of the existing buildings in the street; (b) the design and period of construction of the existing buildings or rural village character; and (c) visibility from any road or public open space.
<p>Comment Complies with A1. The proposed dwellings will have a roof pitch of 22.5 degrees.</p>	

NOR-S6.7.3 Wall materials	
This clause is in addition to General Residential Zone – clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings	
Objective: That wall materials used are compatible with the existing streetscape or rural village character.	
Acceptable Solutions	Performance Criteria
A1 Wall materials, excluding outbuildings, places listed in Table C6.1, and sites located within the	P1 Wall materials of buildings, excluding outbuildings, places listed in Table C6.1, and sites located within the Longford Historic



<p>Longford Historic Heritage Precinct listed in Table C6.2, must be of a form and material that matches the existing building or not be visible from any road or public open space adjoining the site.</p>	<p>Heritage Precinct listed in Table C6.2, must be compatible with the design and period of construction of the existing buildings on the site and in the street, and be compatible with the design and period of construction of the existing buildings or rural village character, having regard to:</p> <ul style="list-style-type: none"> (a) use of bull-nosed timber weatherboards, or materials that have the appearance of bull-nosed timber weatherboards; or (b) use of brickwork with mortar of a neutral earth colour and struck flush with the brickwork; or (c) use of concrete blocks specifically chosen to: <ul style="list-style-type: none"> (i) blend with dressed sandstone; or (ii) rendered with coloured finishes in neutral earth tones.
<p>Comment Does not comply with A1. There is no existing building on the site, and the new buildings will be visible from the street.</p> <p>Complies with P1. The proposed dwellings will be clad in a combination of brick and “light cladding”, which is compatible with buildings visible along the street.</p>	

<p>NOR-S6.7.4 Windows</p>	
<p>This clause is in addition to General Residential Zone – clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings.</p>	
<p>Objective: That window form and details are compatible with the streetscape or rural village character.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Window heads in all buildings, excluding places listed in Table C6.1, sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be a minimum of 300mm below the eaves line, or match the level of the window heads in the existing building.</p>	<p>P1 No Performance Criterion.</p>
<p>Comment Complies with A1. The proposed dwelling will feature windows no less than 300mm beneath the eaves line.</p>	
<p>A2 Windows in a façade facing a frontage, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must have no greater than 30% of the total surface area consisting of windows.</p>	<p>P2 Windows in the front façade of a building, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with the design and period of construction of the existing buildings in the street.</p>
<p>Comment Complies with A2. The proposed frontage façade will feature windows of Unit 1, with a surface area less than 30% of the total surface area of the façade.</p>	
<p>A3 Windows for new buildings and extensions to existing buildings, or alterations to existing buildings, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must not be visible from public spaces.</p>	<p>P3 Windows for new buildings and extensions to existing buildings, or alterations to existing buildings, excluding places listed in Table C6.1 and sites located within the Longford Historic Heritage Precinct listed in Table C6.2, must be compatible with the design and period of construction of the existing buildings in the street, having regard to:</p> <ul style="list-style-type: none"> (a) the period and style of the building; (b) the use of multi-pane sashes conforming to the patterns per sash with size and profile glazing bars as shown in Figure

	<p>NOR-S6.7.4 (b); (c) the use of projecting brick or stone sills that match the existing if in a brick or masonry building; (d) the use clear glass; and (e) the division of large areas of glass panelling with vertical mullions to achieve a vertical orientation of glazing.</p>
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Comment

Does not comply with A3.

The proposed dwellings will feature windows that are visible from a public space (Laycock Street).

Complies with P3.

An assessment of established dwellings in the street shows that a variety of window styles are used, which are visible from the street and with which the proposed windows are compatible with:



Windows on dwelling facades that are visible from Laycock Street have a variety of forms and styles and are part of buildings that were constructed in different time periods. As such, the frontage facing window of the proposed development is consistent with those of windows on buildings in the surrounding area.

NOR-S6.8 Development Standards for Subdivision

NOR-S6.8.1 Lot design in development precinct

This clause is in addition to General Residential Zone – clause 8.6.1 Lot design and Open Space Zone – clause 29.5.1 Lot design.

Comment

Not applicable.

NOR-S6.8.2 Lot design - urban

This clause is in substitution for General Residential Zone – clause 8.6.1 Lot design.

Comment

Not applicable.

NOR-S6.8.3 Lot design – rural fringe

This clause is in substitution for Low Density Residential Zone – clause 10.6.1 Lot design.

Comment



Not applicable.

NOR-S6.8.4 Internal lots

This clause is an addition to General Residential Zone– clause 8.6.1 Lot design.

Comment

Not applicable.

NOR-S6.8.5 Roads

This clause is in substitution for General Residential Zone – clause 8.6.2 Roads.

Comment

Not applicable.

SPECIAL PROVISIONS

7.1 Changes to an Existing Non-conforming Use	N/a
7.2 Development for Existing Discretionary Uses	N/a
7.3 Adjustment of a Boundary	N/a
7.4 Demolition	N/a
7.4 Change of Use of a Place listed on the Tasmanian Heritage Register or a Local Heritage Place	N/a
7.5 Change of Use	N/a
7.6 Access and Provision of Infrastructure Across Land in Another Zone	N/a
7.7 Buildings Projecting onto Land in a Different Zone	N/a
7.8 Port and Shipping in Proclaimed Wharf Areas	N/a
7.9 Demolition	N/a
7.10 Development Not Required to be Categorised into a Use Class	N/a
7.11 Use or Development Seaward of the Municipal District	N/a
7.12 Sheds on Vacant Sites	N/a
7.13 Temporary Housing	N/a

STATE POLICIES

The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993

The proposal is consistent with the objectives of the *Land Use Planning & Approvals Act 1993*.

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES

Strategic Plan 2017-2027

- *Statutory Planning*

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions or refuse and state reasons for refusal.

7 DISCUSSION

Discretion to refuse the application is limited to:

- 8.4.2 Setbacks and building envelope for all dwellings P3;
- C2.5.1 Car parking numbers P1.2;



- NOR-S6.7.1 Residential density for multiple dwellings P1;
- NOR-S6.7.3 Wall materials P1; and
- NOR-S6.7.4 Windows P3.

The proposed development will be consistent with development in the surrounding area including density for multiple dwellings.

Conditions that relate to any aspect of the application can be placed on a permit.

It is recommended that the proposal be conditioned to be used and developed in accordance with the proposal plans.

8 ATTACHMENTS

1. PL N-23-0008 public exhibition documents [**11.5.1** - 15 pages]
2. PL N-22-0008 Additional Information Request 230124 [**11.5.2** - 1 page]
3. Tas Water SPAN [**11.5.3** - 2 pages]



11.6 PLN23-0079: BOUNDARY ADJUSTMENT; 38 GEORGE STREET & 4 WILLIAM STREET LONGFORD

File: 113700.02; 105600.11; PLN23-0079
Responsible Officer: Des Jennings, General Manager
Report prepared by: Rebecca Green, Consultant Planner

RECOMMENDATION

That application PLN-23-0079 to develop and use the land at 4 William Street & 38 George Street, Longford for a Boundary Adjustment (Vary Lot Size; Longford SAP) be approved subject to the following conditions:

1 Layout not altered

The use and development must be in accordance with the endorsed documents P1 (Plan of Subdivision, Cohen & Associates P/L, Ref: 83-46 (8515-01), Rev: 5, Dated: 17-05-23); and D1 (Planning Scheme Response, Cohen & Associates Pty. Ltd., Ref: 83-46 (8515), Dated: 4 May 2023).

2 TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2023/00598-NMC) - Appendix A.

3 Sealing of plans

All conditions must be complied with prior to sealing of the final plan of survey. Council may, at the developer's request, accept a bond or bank guarantee, for particular works or maintenance, to enable early seal and release of the final plan of survey.

1 INTRODUCTION

This report assesses an application for 4 William Street & 38 George Street, Longford to Boundary Adjustment (Vary Lot Size; Longford Specific Area Plan).

2 BACKGROUND

Applicant:

Cohen & Associates Pty Ltd

Zone:

8.0 General Residential

Owner:

Anastasios & Elli Tsaloukis

Codes:

C2.0 Carparking and Sustainable Transport Code

C6.0 Local Historic Heritage Code

C9.0 Attenuation Code

C16.0 Safeguarding of Airports - Obstacle Limitation Area

NOR-S6.0 Longford Specific Area Plan

Classification under the Scheme:

Subdivision

Existing Use:

Residential

Deemed Approval Date:

30 June 2023

Recommendation:

Approve

Discretionary Aspects of the Application:

- 8.6.1 Lot Design P2.

Planning Instrument:

- *Tasmanian Planning Scheme – Northern Midlands, effective from 9th November 2022.*



Preliminary Discussion:

- Not applicable.

Subject Site



3 STATUTORY REQUIREMENTS

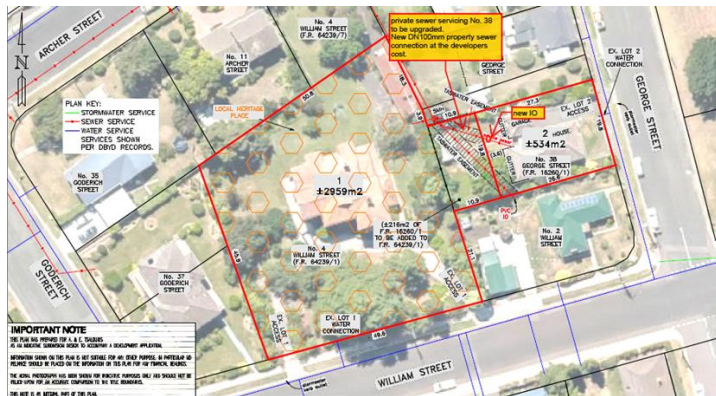
The proposal is an application pursuant to section 57 of the Land Use Planning & Approvals Act 1993 (i.e. a discretionary application). Section 48 of the Land Use Planning & Approvals Act 1993 requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the Land Use Planning & Approvals Act 1993 states that a person must not commence any use or development where a permit is required without such permit.

4 ASSESSMENT

4.1 Proposal

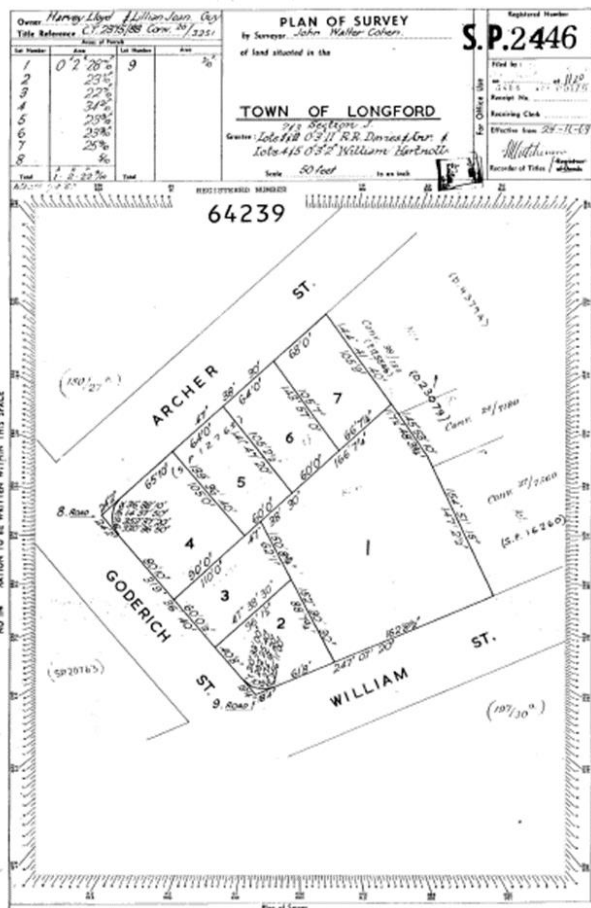
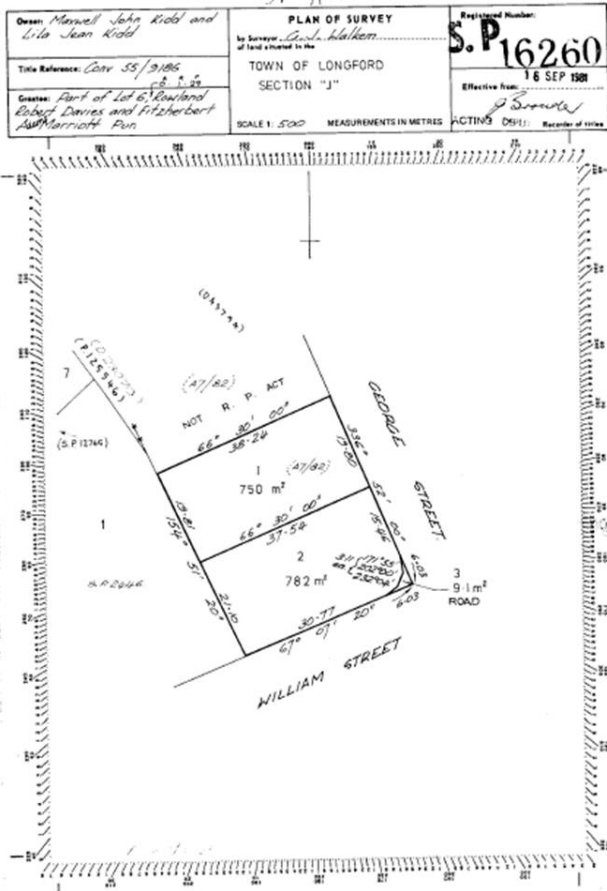
It is proposed to undertake a Boundary Adjustment (Vary Lot Size; Longford Specific Area Plan).

Site Plan (extract)





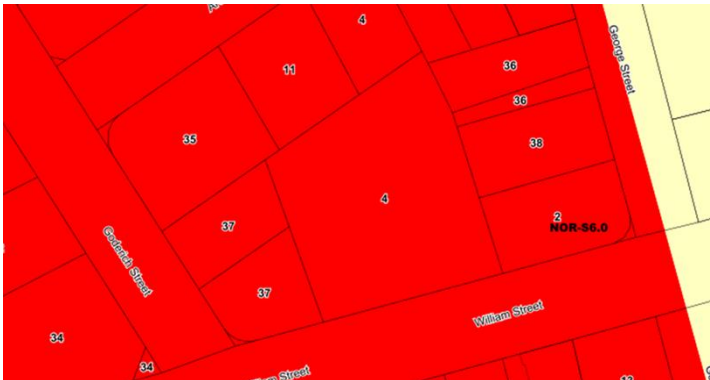
Current Title Plans





4.2 Zone and Land Use

Zone Map – 8.0 General Residential



The land is zoned General Residential.

The relevant Planning Scheme definition is:

Subdivide	<p><i>means to divide the surface of a lot by creating estates or interests giving separate rights of occupation otherwise than by:</i></p> <p><i>(a) a lease of a building or of the land belonging to and contiguous to a building between the occupiers of that building;</i></p> <p><i>(b) a lease of airspace around or above a building;</i></p> <p><i>(c) a lease of a term not exceeding 10 years or for a term not capable of exceeding 10 years;</i></p> <p><i>(d) the creation of a lot on a strata scheme or a staged development scheme under the Strata Titles Act 1998; or</i></p> <p><i>(e) an order adhering existing parcels of land.</i></p>
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The application has a discretionary status as the proposal relies upon performance criteria.

4.3 Subject Site and Locality

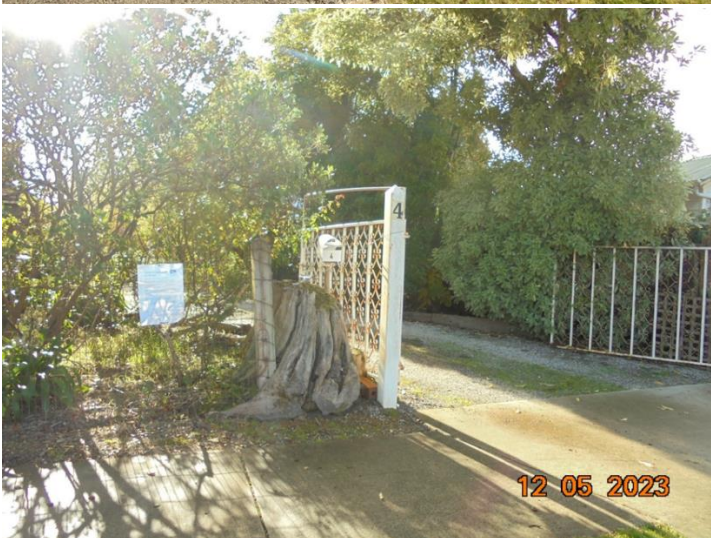
A site inspection was undertaken on 12th May 2023. The site comprises of two titles, each accommodating an existing single dwelling. The land is surrounded by established residential use and development.

Aerial photograph of area





Photographs of subject site





4.4 Permit/Site History

Relevant permit history includes:

4 William Street

- P21/84 – Garage

38 George Street

- 26/81 – Dwelling & Carport

4.5 Referrals

The following referrals were required:

TasWater

TasWater issued a Submission to Planning Authority Notice on 23/05/2023 (TasWater Ref: TWDA 2023/00598-NMC).

Tasmanian Heritage Council

The THC issued a Notice of No Interest on 10 May 2023 (THC Works Ref: #8167).

4.6 Planning Scheme Assessment

8.0 GENERAL RESIDENTIAL ZONE

ZONE PURPOSE

To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

To provide for the efficient utilisation of available social, transport and other service infrastructure.

To provide for non-residential use that:

- (a) Primarily serves the local community; and*
- (b) Does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.*

To provide for Visitor Accommodation that is compatible with residential character.

Assessment: The proposal meets the zone purpose.

USE AND DEVELOPMENT STANDARDS

8.3 Use Standards – not applicable.

8.4 Development Standards for Dwellings – not applicable.

8.5 Development Standards for Non-dwellings – not applicable.



8.6 Development Standards for Subdivision

8.6.1 Lot Design

Objective:	<p>That each lot:</p> <ul style="list-style-type: none"> (a) Has an area and dimensions appropriate for use and development in the zone; (b) Is provided with appropriate access to a road; (c) Contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and (d) Is orientated to provide solar access for future dwellings.
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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) Have an area of not less than 450m² and: <ul style="list-style-type: none"> (i) Be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. All setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. Easements or other title restrictions that limit or restrict development; and (ii) Existing buildings are consistent with the setback required by Clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; (b) Be required for public use by the Crown, a council or a State authority; (c) Be required for the provision of Utilities; or (d) Be for the consolidation of a lot with another lot provided each lot is within the same zone. 	<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> (a) The relevant requirements for development of buildings on the lots; (b) The intended location of buildings on the lots; (c) The topography of the site; (d) The presence of any natural hazards; (e) Adequate provision of private open space; and (f) The pattern of development existing on established properties in the area.

Comment
This Clause is substituted by Clause NOR-S6.8.2.

<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.</p>	<p>P2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</p> <ul style="list-style-type: none"> (a) The width of frontage proposed, if any; (b) The number of other lots which has the land subject to the right of carriageway as their sole or principal means of access; (c) The topography of the site; (d) The functionality and useability of the frontage; (e) The ability to manoeuvre vehicles on the site; and (f) The pattern of development existing on established properties in the area, and is not less than 3.6m wide.
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Comment



Complies with A2. Each lot will retain existing frontage with at least 49.6m for Lot 1 and 19.8m for Lot 2.	
<p>A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.</p>	<p>P3 Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <ul style="list-style-type: none"> (a) The topography of the site; (b) The distance between the lot or building area and the carriageway; (c) The nature of the road and the traffic; (d) The anticipated nature of vehicles likely to access the site; and (e) The ability for emergency services to access the site.
<p>Comment Complies with A3. No changes to existing arrangements.</p>	
<p>A4 Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.</p>	<p>P4 Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</p> <ul style="list-style-type: none"> (a) The size, shape and orientation of the lots; (b) The topography of the site; (c) The extent of overshadowing from adjoining properties; (d) Any development on the site; (e) The location of roads and access to lots; and (f) The existing pattern of subdivision in the area.
<p>Comment Not applicable.</p>	

8.6.2 Roads

Objective:	That the arrangement of new roads within a subdivision provides for: <ul style="list-style-type: none"> (a) Safe, convenient and efficient connections to assist accessibility and mobility of the community; (b) The adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and (c) The efficient ultimate subdivision of the entirety of the land and of surrounding land.
Acceptable Solutions	Performance Criteria
<p>A1 The subdivision includes no new roads.</p>	<p>P1 The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:</p> <ul style="list-style-type: none"> (a) Any road network plan adopted by the council; (b) The existing and proposed road hierarchy; (c) The need for connecting roads and pedestrian and cycling paths, to common boundaries with



	<p>adjoining land, to facilitate future subdivision potential;</p> <p>(d) Maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;</p> <p>(e) Minimising the travel distance between key destinations such as shops and services and public transport routes;</p> <p>(f) Access to public transport;</p> <p>(g) The efficient and safe movement of pedestrians, cyclists and public transport;</p> <p>(h) The need to provide bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;</p> <p>(i) The topography of the site; and</p> <p>(j) The future subdivision potential of any balance lots on adjoining or adjacent land.</p>
<p>Comment</p> <p>This Clause is substituted by Clause NOR-S6.7.1.</p>	

8.6.3 Services

Objective:	That the subdivision of land provides services for the future use and development of the land.	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.</p>	<p>P1</p> <p>A lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a limited water supply service, having regard to:</p> <ul style="list-style-type: none"> (a) Flow rates; (b) The quality of potable water; (c) Any existing or proposed infrastructure to provide the water service and its location; (d) The topography of the site; and (e) Any advice from a regulated entity. 	
<p>Comment</p> <p>Complies with A1.</p> <p>No changes to existing arrangements.</p>		
<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</p>	<p>P2</p> <p>No Performance Criterion.</p>	
<p>Comment</p> <p>Complies with A2.</p> <p>No changes to existing arrangements.</p>		
<p>A3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral</p>	<p>P3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral</p>	



<p>reserve or Utilities, must be capable of connecting to a public stormwater system.</p>	<p>reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to:</p> <ul style="list-style-type: none"> (a) The size of the lot; (b) Topography of the site; (c) Soil conditions; (d) Any existing buildings on the site; (e) Any area of the site covered by impervious surfaces; and (f) Any watercourse on the land.
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Comment
Complies with A3.
No changes to existing arrangements.

CODES	
C1.0 SIGNS CODE	N/a
C2.0 PARKING AND SUSTAINABLE TRANSPORT CODE	Complies – see Code Assessment below.
C3.0 ROAD AND RAILWAY ASSETS CODE	N/a
C4.0 ELECTRICITY TRANSMISSION INFRASTRUCTURE PROTECTION CODE	N/a
C5.0 TELECOMMUNICATIONS CODE	N/a
C6.0 LOCAL HISTORIC HERITAGE CODE	Exempt under C6.2.3 as this Code does not apply to a registered place entered on the Tasmanian Heritage Register (4 William St – THR No: 5182)
C7.0 NATURAL ASSETS CODE	N/a
C8.0 SCENIC PROTECTION CODE	N/a
C9.0 ATTENUATION CODE	Complies – see Code Assessment below.
C10.0 COASTAL EROSION HAZARD CODE	N/a
C11.0 COASTAL INUNDATION CODE	N/a
C12.0 FLOOD-PRONE AREAS HAZARD CODE	N/a
C13.0 BUSHFIRE-PRONE AREAS CODE	N/a
C14.0 POTENTIALLY CONTAMINATED LAND CODE	N/a
C15.0 LANDSLIP HAZARD CODE	N/a
C16.0 SAFEGUARDING OF AIRPORTS CODE	Complies – see Code Assessment below.

<p>C2.0 Parking and Sustainable Transport Code</p> <p>C2.1 Code Purpose</p> <p>The purpose of the Parking and Sustainable Transport Code is:</p> <ul style="list-style-type: none"> C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development. C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas. C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate. C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area. C2.1.5 To ensure that parking spaces and accesses meet appropriate standards. C2.1.6 To provide for parking precincts and pedestrian priority streets. <p>Comment Complies with the Code Purpose.</p>
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C2.5 Use Standards	
C2.5.1 Car parking numbers	
Objective: That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
<p>A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <p>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p> <p>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p style="padding-left: 40px;">(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</p> <p style="padding-left: 40px;">(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p style="padding-left: 80px;">$N = A + (C - B)$</p> <p style="padding-left: 80px;">N = Number of on-site car parking spaces required</p> <p style="padding-left: 80px;">A = Number of existing on site car parking spaces</p> <p style="padding-left: 80px;">B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p style="padding-left: 80px;">C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <p>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</p> <p>(b) the ability of multiple users to share spaces because of:</p> <p style="padding-left: 20px;">(i) variations in car parking demand over time; or</p> <p style="padding-left: 20px;">(ii) efficiencies gained by consolidation of car parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(g) the effect on streetscape; and</p> <p>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p> <p>P1.2</p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <p>(a) the nature and intensity of the use and car parking required;</p> <p>(b) the size of the dwelling and the number of bedrooms; and</p> <p>(c) the pattern of parking in the surrounding area.</p>
Comment	
Complies with A1 each lot is to retain an existing single dwelling with the associated car parking for each dwelling within the boundaries of the new lots.	



C2.5.2 Bicycle parking numbers
Not applicable.

C2.5.3 Motorcycle parking numbers
Not applicable.

C2.5.4 Loading Bays
Not applicable.

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone
Not applicable.

C2.6 Development Standards for Buildings and Works	
C2.6.1 Construction of parking areas	
Objective: That parking areas are constructed to an appropriate standard.	
Acceptable Solutions	Performance Criteria
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.
Comment Complies – no changes to existing arrangements.	

C2.6.2 Design and layout of parking areas	
Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solutions	Performance Criteria
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which	P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with



<p>satisfy the requirements in Table C2.3;</p> <p>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with Australian Standard AS 2890-Parking facilities, Parts 1-6.</p> <p>A1.2 Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.¹</p> <p>¹ Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.</p>	<p>a disability;</p> <p>(h) the nature of traffic in the surrounding area;</p> <p>(i) the proposed means of parking delineation; and</p> <p>(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</p>
<p>Comment Complies - No changes to existing arrangements.</p>	

<p>C2.6.3 Number of accesses for vehicles</p>	
<p>Objective: That:</p> <p>(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</p> <p>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</p> <p>(c) the number of accesses minimise impacts on the streetscape.</p>	
<p>Acceptable Solutions</p> <p>A1 The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses, whichever is the greater.</p>	<p>Performance Criteria</p> <p>P1 The number of accesses for each frontage must be minimised, having regard to:</p> <p>(a) any loss of on-street parking; and</p> <p>(b) pedestrian safety and amenity;</p> <p>(c) traffic safety;</p> <p>(d) residential amenity on adjoining land; and</p> <p>(e) the impact on the streetscape.</p>
<p>Comment No changes to existing arrangements.</p>	
<p>A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>	<p>P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must:</p> <p>(a) not have an adverse impact on:</p> <p style="padding-left: 40px;">(i) pedestrian safety and amenity; or</p> <p style="padding-left: 40px;">(ii) traffic safety; and</p> <p>(b) be compatible with the streetscape.</p>
<p>Comment</p>	



Not applicable.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

Not applicable.

C2.6.5 Pedestrian access

Not applicable.

C2.6.6 Loading bays

Not applicable.

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

Not applicable.

C2.6.8 Siting of parking and turning areas

Not applicable.

C2.7 Parking Precinct Plan

Not applicable.

C9.0 Attenuation Code

C9.1 Code Purpose

The purpose of the Attenuation Code is:

C9.1.1 To minimise adverse impacts on the health, safety and amenity of sensitive use from activities which have the potential to cause emissions.

C9.1.2 To minimise the likelihood for sensitive use to conflict with, interfere with, or constrain, activities which have the potential to cause emissions.

Comment

Complies with the Code Purpose.

C9.6 Development Standards for Subdivision

C9.6.1 Lot Design

Objective: To provide for subdivision so that a lot intended for a sensitive use:

- (a) Is located to avoid an activity with potential to cause emissions and enable appropriate levels of amenity; and
- (b) Does not conflict with, interfere with or constrain an existing activity with potential to cause emissions.

Acceptable Solutions

A1 Each lot, or a lot proposed in a plan of subdivision, within an attenuation area must:

- (a) Be for the creation of separate lots for existing buildings;
- (b) Be for the creation of a lot where a building for a sensitive use can be located entirely outside the attenuation area; or
- (c) Not be for the creation of a lot intended for a sensitive use.

Performance Criteria

P1 Each lot, or a lot proposed in a plan of subdivision, within an attenuation area must not result in the potential for a sensitive use to be impacted by emissions, having regard to:

- (a) The nature of the activity with the potential to cause emissions, including:
 - (i) Operational characteristics of the activity;
 - (ii) Scale and intensity of the activity; and
 - (iii) Degree of emissions from the activity; and
- (b) The intended use of the lot.

Comment

Proposal complies with A1 (a).



C16.0 Safeguarding of Airports Code

C16.1 Code Purpose

The purpose of the Safeguarding of Airports Code is:

C16.1.1 To safeguard the operation of airports from incompatible use or development;

C16.1.2 To provide for use and development that is compatible with the operation of airports in accordance with the appropriate future airport noise exposure patterns and with safe air navigation for aircraft approaching and departing an airport.

Comment

Complies with the Code Purpose.

C16.7 Development Standards for Subdivision

C16.7.1 Subdivision

Objective: That provide for subdivision:

- (a) That allows for sensitive use to be suitably located to avoid exposure to excessive aircraft noise; and
- (b) So that future development for sensitive use does not compromise the operation of airports.

Acceptable Solutions

A1

Each lot, or a lot proposed in a plan of subdivision, within an airport noise exposure area must be:

- (a) Be for the creation of separate lots for existing buildings;
- (b) Be required for public use by the Crown, a council or a State authority;
- (c) Be required for the provision of Utilities;
- (d) Be for the consolidation of lots;
- (e) Be for the creation of a lot that contains a building area not less than 10m x 15m entirely located outside of the airport noise exposure area; or
- (f) Not be intended for a sensitive use.

Performance Criteria

P1

Each lot, or a lot proposed in a plan of subdivision, within an airport noise exposure area must not create an opportunity for a sensitive use to be exposed to excessive aircraft noise, having regard to:

- (a) The location, orientation and elevation of the site relative to aircraft flight paths;
- (b) The current and future type and frequency of aircraft operating from the airport;
- (c) The type of use and the operational requirements for the use;
- (d) The layout and construction of buildings associated with the use;
- (e) The need to not compromise the future operation of the airport;
- (f) The requirements of any relevant airport master plan; and
- (g) Any advice from the airport operator or Airservices Australia.

Comment

Not applicable, the sites are not within an airport noise exposure area.

SPECIFIC AREA PLANS

SPECIFIC AREA PLANS	
NOR-S1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
NOR-S2.0 CAMPBELL TOWN SPECIFIC AREA PLAN	N/a
NOR-S3.0 CRESSY SPECIFIC AREA PLAN	N/a
NOR-S4.0 DEVON HILLS SPECIFIC AREA PLAN	N/a
NOR-S5.0 EVANDALE SPECIFIC AREA PLAN	N/a
NOR-S6.0 LONGFORD SPECIFIC AREA PLAN	Complies, see assessment below.
NOR-S7.0 PERTH SPECIFIC AREA PLAN	N/a
NOR-S8.0 ROSS SPECIFIC AREA PLAN	N/a



NOR-S6.0 Longford Specific Area Plan

NOR-S6.1 Plan Purpose

The purpose of the Longford Specific Area Plan is:

NOR-S6.1.1 To protect and enhance the unique and intact history and character of the village.

NOR-S6.1.2 To provide for development that is compatible with the existing streetscape settings, building forms and the rural village character.

NOR-S6.1.3 To provide for the subdivision of key development sites and provide for appropriately located public open space.

NOR-S6.1.4 To encourage subdivision that provides for large lots and minimises internal lots.

NOR-S6.1.5 To maintain existing character and land use conflict.

NOR-S6.1.6 That as part of any new subdivision, new trees are provided to increase the township's tree canopy cover.

Comment

Complies with the Longford Specific Area Plan Purpose.

NOR-S6.8 Development Standards for Subdivision

NOR-S6.8.1 Lot design in development precincts

This clause is in addition to General Residential Zone – clause 8.6.1 Lot design and Open Space Zone – clause 29.5.1 Lot design

Objective: That each development precinct creates an efficient lot design that provides connectivity and optimal location for public open space compatible with the rural township character.

Acceptable Solutions

A1

Each lot, or a lot proposed in a plan of subdivision, must be in accordance with the lot layout shown in the Precinct Masterplans in Figures NOR-S6.2.2.

Performance Criteria

P1

Each lot, or a lot proposed in a plan of subdivision, must be consistent with the rural township character and provide an optimal location for public open space, having regard to:

- (a) Lot layout shown in the applicable precinct masterplans in Figures NOR-S6.2.2;
- (b) The road network as north south grid;
- (c) Fronting new lots onto existing roads where possible;
- (d) Minimising cul-de-sacs;
- (e) The provision of public open spaces that facilitate pedestrian loops around the town;
- (f) Creating connections between new and existing public open spaces;
- (g) Creating road frontages around public open spaces;
- (h) Using public open spaces for stormwater detention;
- (i) The relevant requirements for development of buildings on the lots;
- (j) The intended location of buildings on the lots; and
- (k) The pattern of development existing on established properties within the area.

Comment

Not applicable, as the land is outside the development precinct.

NOR-S6.8.2 Lot design - urban

This clause is in substitution for General Residential Zone – clause 8.6.1 Lot design.

Objective: That each lot:

- (a) Has an area and dimensions appropriate for the use and development;
- (b) Is provided with appropriate access to a road;



<p>(c) Contains areas which are suitable for development appropriate to the purpose of the zone and specific area plan, located to avoid natural hazards; and</p> <p>(d) Is oriented to provide solar access for future dwellings.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Each lot or a lot proposed in a plan of subdivision, must:</p> <p>(a) Have an area of not less than 600m² and:</p> <p>(i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of:</p> <p>a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and</p> <p>b. easements or other title restrictions that limit or restrict development; and</p> <p>(ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; or</p> <p>(b) Be required for public use by the Crown, a council or a State authority; or</p> <p>(c) Be required for the provisions of Utilities; or</p> <p>(d) Be for the consolidation of a lot with another lot provided each lot is within the same zone.</p>	<p>P1 Each lot, or a lot proposed in a plan of subdivision must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <p>(a) The relevant requirements for development of buildings on the lots;</p> <p>(b) The intended location of buildings on the lots;</p> <p>(c) The topography of the site;</p> <p>(d) The presence of any natural hazards;</p> <p>(e) Adequate provision of private open space; and</p> <p>(f) The pattern of development existing on established properties within the area; and</p> <p>(g) Must be no more than 15% smaller than the minimum applicable lot size required by clause NOR-S6.8.2 A1 (a).</p>

Comment
Complies with A1 for Lot 1 which will comprise 2959m². Lot 2 relies on the performance criteria as less than 600m². Lot 2 will comprise an area of 534m² and demonstrates that the lot size is capable of and sufficient to accommodate the intended use, an existing single dwelling together with associated private open space, and car parking. The size of Lot 2 is not more than 15% smaller than the minimum requirement (allowing lots down to 510m²) and has had regard to the pattern of development on established properties in the area.
The proposal is compliant with the performance criteria for proposed Lot 2.

NOR-S6.8.3 Lot design - rural fringe
This clause is in substitution for Low Density Residential Zone – clause 10.6.1 Lot design.
Not applicable, property is not zoned Low Density Residential.

NOR-S6.8.4 Internal lots
This clause is in addition to General Residential Zone – clause 8.6.1 Lot design.
Objective: That subdivision layout of land outside the precinct masterplans in Figures NOR-S6.2.2 and NOR-S6.2.3:

(a) Minimises internal lots;

(b) Is consistent with existing patterns of residential development in the surrounding area; and

(c) Retains the rural township character.

Acceptable Solutions	Performance Criteria
<p>A1 No Acceptable Solution.</p>	<p>P1 Each internal lot, or an internal lot proposed in a plan of subdivision must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <p>(a) Consistency with existing patterns of residential development of the surrounding area;</p> <p>(b) The lot gaining access from a road existing prior to the planning scheme coming into</p>



	<p>effect;</p> <ul style="list-style-type: none"> (c) Site constraints making an internal lot configuration the only reasonable option to efficiently use the land; (d) The lot contributing to the more efficient use of residential land and infrastructure; (e) The amenity of adjacent lots not being unreasonably affected by subsequent development and use; (f) The lot having access to a road via an access strip, which is part of the lot, or a right-of-way, with a width of no less than 3.6m; (g) Passing bays being provided at appropriate distances to service the likely future use of the lot; (h) The access strip being adjacent to or combined with no more than three other internal lot access strips provided that it is otherwise not appropriate to provide access via a public road; (i) The lot addressing and providing for passive surveillance of public open space and public rights of way if it fronts such public spaces; (j) The relevant requirements for development of buildings on the lots; (k) The intended location of buildings on the lots; (l) The topography of the site; (m) The presence of any natural hazards; (n) Adequate provision of private open space; and (o) The pattern of development existing on established properties in the area.
<p>Comment</p> <p>Not applicable.</p>	

<p>NOR-S6.8.5 Roads</p> <p><i>This clause is in substitution for General Residential Zone – clause 8.6.2.</i></p>	
<p>Objective: That the arrangement of new road within a subdivision provides for:</p> <ul style="list-style-type: none"> (a) Safe, convenient and efficient connections to assist accessibility and mobility of the community; (b) The adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; (c) Adequate areas for the planting of street trees in the road reserve; and (d) The efficient ultimate subdivision of the entirety of the land and of surrounding land. 	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The subdivision includes no new roads.</p>	<p>P1</p> <p>The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:</p> <ul style="list-style-type: none"> (a) Any road network plan adopted by the council; (b) The existing and proposed road hierarchy; (c) The need for connecting roads and pedestrian and cycling paths to common boundaries with adjoining land to facilitate future subdivision potential; (d) Maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks; (e) Minimising the travel distance between key destinations such as shops and services and public transport routes; (f) Access to public transport;



	<ul style="list-style-type: none"> (g) The efficient and safe movement of pedestrians, cyclists and public transport; (h) The need to provide bicycle infrastructure on new arterial and collector roads in accordance with the <i>Guide to Road Design Part 6A: Paths for Walking and Cycling 2016</i>; (i) The topography of the site; and (j) The future subdivision potential of any balance lots on adjoining or adjacent land.
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Comment

Complies, no new roads proposed.

A2

Where the subdivision plan includes one or more new roads, street trees must be provided within the road reserve:

- (a) At intervals of not less than 10m measured between the centre of each trunk; or
- (b) At intervals not less than the canopy diameter of the tree species at maturity; and
- (c) In locations where sight distances to vehicle access points are compliant with the following:
 - (i) in the case of non-commercial vehicle accesses, *Australian Standard AS 2890.1:2004, Parking Facilities, Part 1: Off-street car parking, section 3, Access Facilities to Off-street Parking Areas and Queuing Areas*; and
 - (ii) in the case of commercial vehicle accesses, *Australian Standard AS 2890.2:2002, Parking facilities Part 2: Off-street commercial vehicle facilities*.

P2

No Performance Criterion.

Comment

Not applicable, no new roads proposed.

SPECIAL PROVISIONS

7.1 Changes to an Existing Non-conforming Use	N/a
7.2 Development for Existing Discretionary Uses	N/a
7.3 Adjustment of a Boundary	N/a
7.4 Change of Use of a Place Listed on the Tasmanian Heritage Register or a Local Heritage Place	N/a
7.5 Change of Use	N/a
7.6 Access and Provision of Infrastructure Across Land in Another Zone	N/a
7.7 Building Projecting onto Land in a Different Zone	N/a
7.8 Port and Shipping in Proclaimed Wharf Areas	N/a
7.9 Demolition	N/a
7.10 Development Not Required to be Categorised into a Use Class	N/a
7.11 Use or Development Seaward of the Municipal District	N/a
7.12 Sheds on Vacant Sites	N/a
7.13 Temporary Housing	N/a



4.7 Representations

Notice of the application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*. A review of Council's Records management system after completion of the public exhibition period revealed that no representations were received.

4.8 Objectives of the Land Use Planning and Approvals Act 1993

The proposal is consistent with the objectives of the *Land Use Planning and Approvals Act 1993*.

4.9 State Policies

The proposal is consistent with all State Policies.

4.10 Strategic Plan/Annual Plan/Council Policies

Strategic Plan - Statutory Planning

5 LOCAL GOVERNMENT (BUILDINGS AND MISCELLANEOUS PROVISIONS) ACT 1993

Section 83	Approval of plan of subdivision	Yes	No
83 (1)(a)	Does the council require the owner to sell to it for a nominal consideration any land shown on the plan as set apart for a public open space or for drainage purposes?		<input type="checkbox"/>
83(1)(b)	Does the council require the owner to mark on the plan in respect of any proposed way, the words "to be acquired by the highway authority"?		<input type="checkbox"/>
83(5)(a)(ii)	Does the council require the final plan of subdivision to note, in respect of a block, that the council cannot or will not provide means of drainage for all or some specified kind of effluent from the block?		<input type="checkbox"/>
83(5)(a)(iii)	Does the council require the final plan of subdivision to note, in respect of a block, that the council cannot or will not permit a septic tank?		<input type="checkbox"/>
83(5)(b)(i)	Does the council require the final plan of subdivision to note, in respect of a block, that the council may permit a septic tank?		<input type="checkbox"/>
83(5)(b)(ii)	Does the council require the final plan of subdivision to note, in respect of a block, that the council may permit a specific form of on-site sewerage treatment?		<input type="checkbox"/>
83(7)	Does the council require the final plan of subdivision to note, in respect of a block, that the council has been advised by a regulated entity, within the meaning of the <i>Water and Sewerage Industry Act 2008</i> , that the entity cannot or will not –		
83(7)(a)	provide a supply of water to the block?		<input type="checkbox"/>
83(7) (b)	provide means of sewerage for all or some specified kind of effluent from the block?		<input type="checkbox"/>

Section 84	Council not to approve subdivision	Yes	No
84(1)(c)	Does the subdivision include any road or other works whereby drainage will be concentrated and discharged into any drain or culvert on or under any State		<input type="checkbox"/>



	highway, and the Minister administering the <i>Roads and Jetties Act 1935</i> has first not approved so much of the application as affects the drainage?		
	If 'yes', refuse the subdivision.		

Section 85	Refusal of application for subdivision		
	Council may refuse the application for subdivision if it is of the opinion:		
85(a)	that the roads will not suit the public convenience, or will not give satisfactory inter-communication to the inhabitants both of the subdivision and the municipal area in which it is;		<input type="checkbox"/>
85(b)	that the drainage both of roads and of other land will not be satisfactorily carried off and disposed of;		<input type="checkbox"/>
85(ba)	that the land is not suitable for an on-site effluent disposal system for all or specified kinds of effluent from each block;		<input type="checkbox"/>
85(c)	that the site or layout will make unduly expensive the arrangements for supply of water and electricity, connection to drains and sewers and the construction or maintenance of streets;		<input type="checkbox"/>
85(d)	that the layout should be altered to include or omit –		
85(d)(i)	blind roads;		<input type="checkbox"/>
85(d)(ii)	alleys or rights of way to give access to the rear of lots;		<input type="checkbox"/>
85(d)(iii)	public open space;		<input type="checkbox"/>
85(d)(iv)	littoral or riparian reserves of up to 30 metres in from the shore of the sea or the bank of a river, rivulet or lake;		<input type="checkbox"/>
85(d)(v)	private roads, ways or open spaces;		<input type="checkbox"/>
85(d)(vi)	where the ground on one side is higher than on the other, wider roads in order to give reasonable access to both sides;		<input type="checkbox"/>
85(d)(vii)	licences to embank highways under the <i>Highways Act 1951</i> ;		<input type="checkbox"/>
85(d)(viii)	provision for widening or deviating ways on or adjoining land comprised in the subdivision;		<input type="checkbox"/>
85(d)(ix)	provision for the preservation of trees and shrubs;		<input type="checkbox"/>
85(e)	that adjacent land of the owner, including land in which the owner has any estate or interest, ought to be included in the subdivision;		<input type="checkbox"/>
85(f)	that one or more of the lots is by reason of its shape in relation to its size or its contours unsuitable for building on;		<input type="checkbox"/>
85(g)	that one or more of the lots ought not to be sold because of –		
85(g)(i)	easements to which it is subject;		<input type="checkbox"/>
85(g)(ii)	party-wall easements;		<input type="checkbox"/>
85(g)(iii)	the state of a party-wall on its boundary.		<input type="checkbox"/>



Section 86	Security for payment	Yes	No
	Does council require security for payments and the execution of works for -		
86(2)(c)	if the land is not located within 30 metres of the existing public storm water system as shown on the map made available under section 12 of the <i>Urban Drainage Act 2013</i> , payment for a public storm water system by, from, or from within, the land as determined by the council so that all lots may have connecting drains and the concentrated natural water may be lawfully disposed of and for the laying of storm water connections from a place on the boundary of each lot to the public storm water system in accordance with the by-laws of the council and to the satisfaction of its engineer;		<input type="checkbox"/>
86(2)(d)	the works required for the discharge of the owner's obligations under section 10 of the <i>Local Government (Highways) Act 1982</i> in respect of the highways opened or to be opened on the subdivision;		<input type="checkbox"/>
86(2)(e)	the making and draining of footways that are not part of a road and of private roads and similar footways serving 3 lots or more;		<input type="checkbox"/>
86(2)(f)	the filling in of ponds and gullies;		<input type="checkbox"/>
86(2)(g)	the piping of watercourses.		<input type="checkbox"/>
	If 'yes':		
	council may refuse to approve the application until such security is given.		
	See section 86 (3) for the form of the security.		
	See section 86 (4) for when the works are to be executed.		

Section 107	Access orders	Yes	No
107 (2)	Is work of a substantial nature needed to provide access for vehicles from a highway onto the block?		<input type="checkbox"/>
	If 'yes', council may refuse to seal the final plan under which the block is created until the owner has carried out the work specified in the order within the specified period or given the council security for carrying out that work if called upon by it to do so.		

Section 108	Road widening	Yes	No
108 (1) (a)	Does council, in respect of an existing highway, require to obtain a dedication of land for widening or diverting? (compensation is not payable for the dedication of land which lies within 9 metres of the middle line of the highway of a parcel into which the land is subdivided and on which no building stands)		<input type="checkbox"/>
108 (1) (b)	Does council, in respect of an existing highway, require to obtain a licence to embank?		<input type="checkbox"/>



5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions or refuse and state reasons for refusal.

7 DISCUSSION

Discretion to refuse the application is limited to:

- 8.6.1 Lot Design P2.

Conditions that relate to any aspect of the application can be placed on a permit.

It is recommended that the proposal be conditioned to be used and developed in accordance with the proposal plans.

8 ATTACHMENTS

1. PL N-23-0079 public exhibition documents [**11.6.1** - 7 pages]
2. P D 23 52217 4 WILLIAM S T, LONGFORD Tas Water SPAN Request for Additional Information DA 2023 005 [**11.6.2** - 2 pages]
3. 8515-01 Plan of Subdivision Rev 5 [**11.6.3** - 1 page]
4. 4 WILLIAM S T, LONGFORD Tas Water Submission to Planning Authority Notice - Conditions DA ~ NMC [**11.6.4** - 2 pages]



11.7 PLN23-0017: ALTERATIONS & ADDITIONS TO ROSS HOTEL INC WORKS IN ROAD RESERVE, 35 BRIDGE STREET, BRIDGE AND CHURCH STREETS ROSS

File: 400600.372; PLN23-0017
Responsible Officer: Des Jennings, General Manager
Report prepared by: Paul Godier, Senior Planner

RECOMMENDATION

That application PLN-23-0017 to develop and use the land at 35 Church Street, Ross for alterations & additions to the Ross Hotel including partial demolition, ground based solar panels, gardens, realignment of parking in Church Street and Bridge Street, realignment of footpath in Church Street be approved subject to the following conditions:

1 Layout not altered

Except as otherwise required by this permit, the use and development must be in accordance with the endorsed documents:

- Cumulus Drawing Nos. J22106 A000 DA-04, 5/5/2023; A003 DA-03, 26/4/2023; A004 DA-02, 26/4/2023; A005 DA-02, 26/4/2023; A053 DA-04, 5/5/2023; A054 DA-03, 26/4/2023; A055 DA-03, 26/4/2023; A100 DA-03, 26/4/2023; A101 DA-03, 26/4/2023; A102 DA-03, 26/4/2023; A103 DA-02, 26/4/2023; A300 DA-03, 26/4/2023; A301 DA-03, 26/4/2023; A302 DA-03, 26/4/2023; A303 DA-03, 26/4/2023; A500 DA-03, 26/4/2023; A501 DA-03, 26/4/2023; A502 DA-03, 26/4/2023; A503 DA-03, 26/4/2023.
- Radian Surveying Drawing 28/04/2022
- Aldanmark Drawing 24/4/2023
- UGS Survey 26/10/2022
- Praxis Environment Conservation Planning Brief and Heritage Impact Assessment, May 2022
- Pitt&Sherry Traffic Impact Assessment, 31 March 2023.

2 Revised Plans Required

Before any approval under the Building Act 2016, or the commencement or works, whichever occurs first, revised plans must be submitted. The plans must be substantially in accordance with the endorsed plans but revised to show:

- 9 bicycle parking spaces on site with rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.
- On-street car parking layout in accordance with Australian Standard 2890.5 Parking facilities, Part 5: On-street parking and leaving bus parking outside the Ross Town Hall (12 Bridge Street) and existing driveway accesses clear.
- On-street car parking spaces line marked.

The developer must undertake the works shown on the plan required by condition 2 before the completion of the approved development.

3 Tasmanian Heritage Council Requirements

The proposed development must comply with the requirements of the Tasmanian Heritage Council Notice of Heritage Decision (THC Works Ref: 8150) – attached as Appendix A.

4 TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2023/00447-NMC) – attached as Appendix B.

5 Works in Council road reserve

- a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works Manager.
- b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within



road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

6 Mechanical Plant and Service Infrastructure

Mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places. Roof-top mechanical plant and service infrastructure must be contained within the roof.

1 INTRODUCTION

This report assesses an application for 35 Church Street, Ross for alterations and additions to the Ross Hotel including partial demolition, ground based solar panels, gardens, realignment of parking in Church Street and Bridge Street, realignment of footpath in Church Street.

2 BACKGROUND

Applicant:

Malcolm Miller

Zone:

14.0 Local Business Zone

Classification under the Scheme:

Hotel Industry

Deemed Approval Date:

30 June 2023.

Owner:

Four Corners Land Group Pty Limited

Codes:

C2.0 Parking and Sustainable Transport Code

C6.0 Local Historic Heritage Code

Existing Use:

Hotel Industry

Recommendation:

Approve subject to conditions

Discretionary Aspects of the Application:

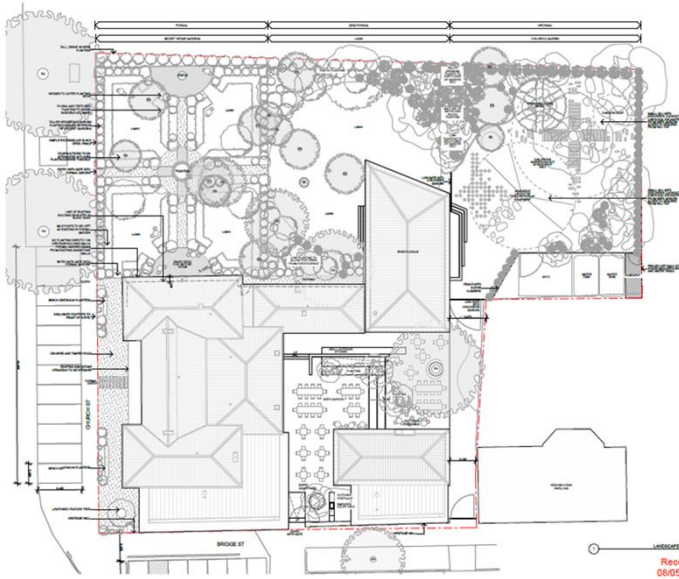
- Heritage works under section 34(2)(c) of the Historic Cultural Heritage Act 1995;
- Variation to car parking numbers (Clause C2.5.1)

Planning Instrument:

- *Tasmanian Planning Scheme – Northern Midlands, effective from 9th November 2022.*

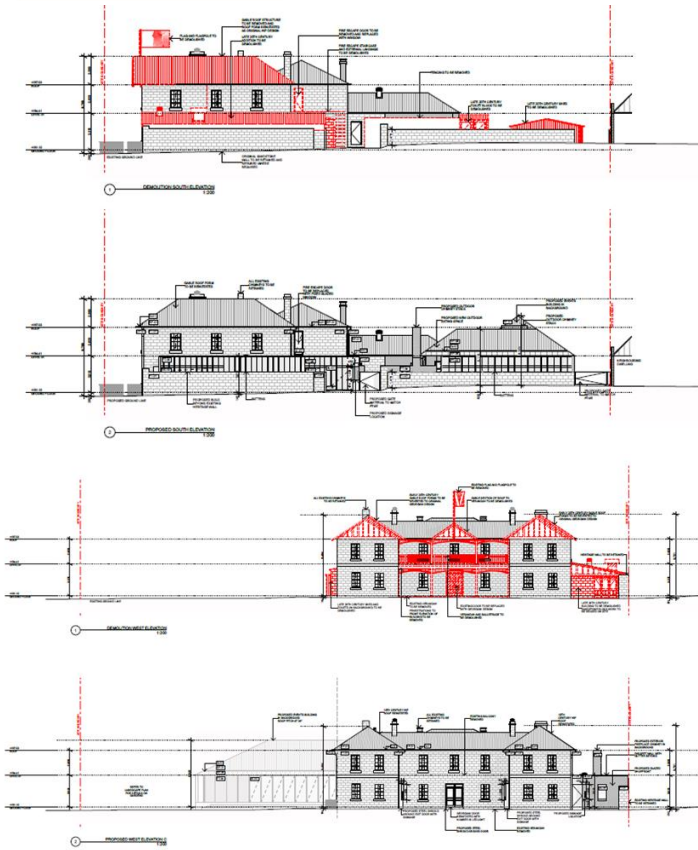
Preliminary Discussion:

Prior to the application being placed on public exhibition, further information was requested from the applicant.



Elevations





4.2 Zone and Land Use

Zone Map – 14.0 Local Business Zone



The land is in the Local Business Zone. The relevant Planning Scheme definition is:

<p>Hotel Industry</p>	<p><i>means use of land to sell liquor for consumption on or off the premises. If the land is so used, the use may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines and gambling. Examples include a hotel, bar, nightclub, adult entertainment venue and tavern.</i></p>
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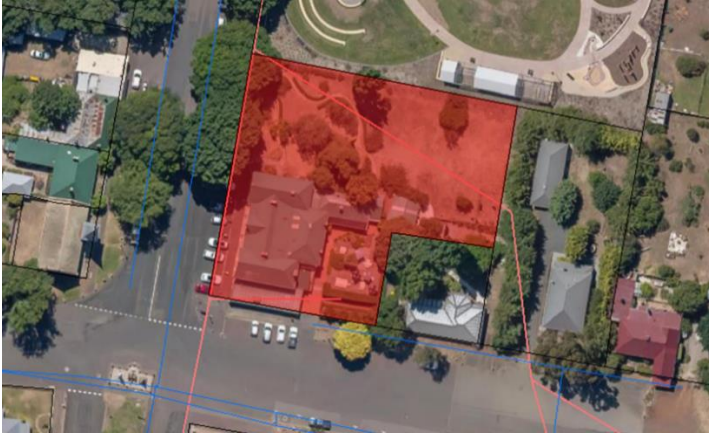
Hotel Industry is Permitted (with permit) in the zone.



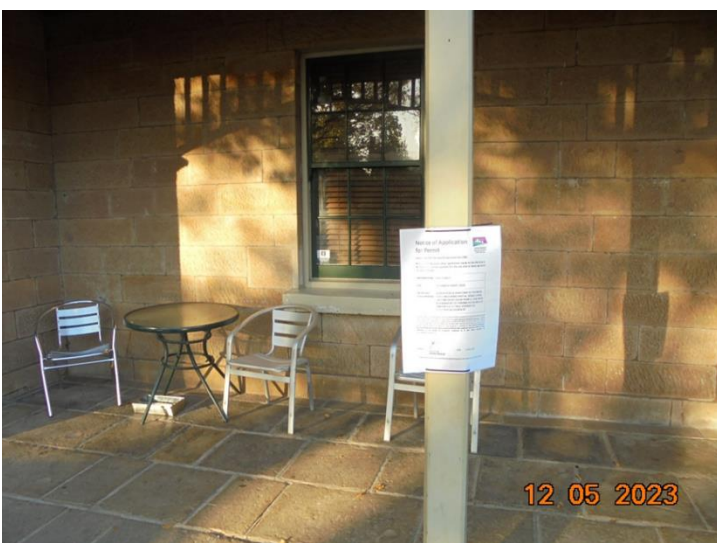
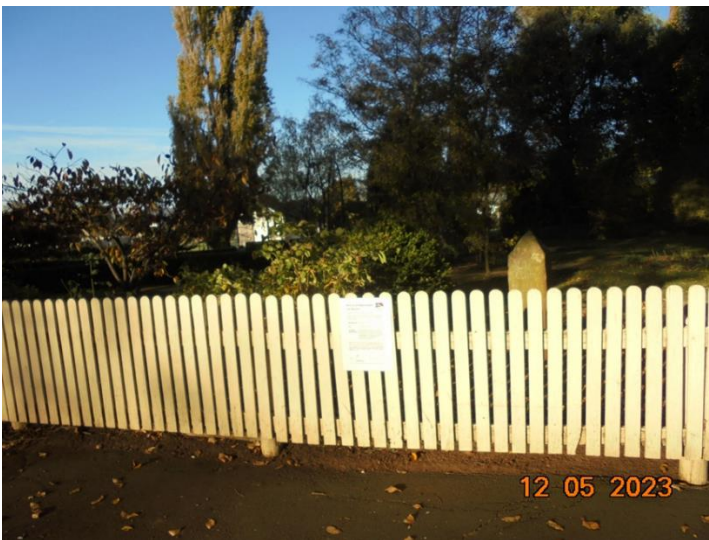
4.3 Subject Site and Locality

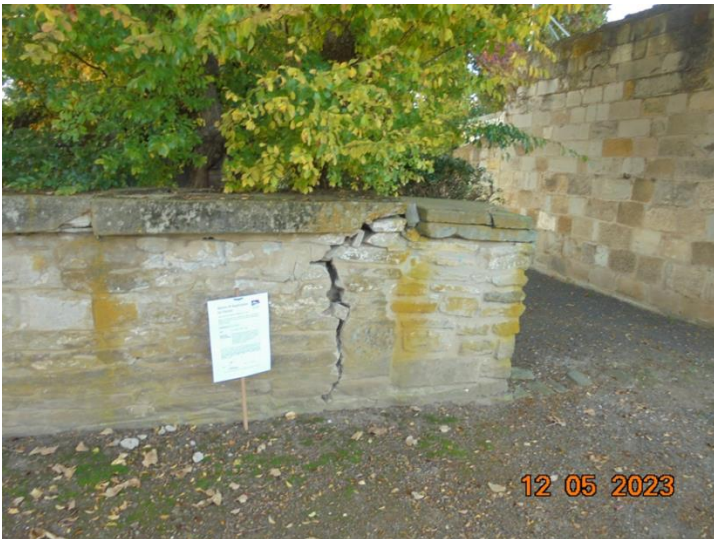
The author of this report carried out a site visit on 12 May 2023. The site contains the Ross Hotel. It adjoins public open space to the north, a residence to the east, and is opposite various business, residential and community uses.

Aerial photograph of area



Photographs of subject site





4.4 Permit/Site History

Relevant permit history includes:

- BA10/91 – Alterations
- DA03/90 – Toilet block – kitchen & bar alterations
- DA04/79 – Extension to toilets



- P03-291 – Hotel extensions (expired)
- P07-212 – Extension (withdrawn)
- P08-301 – Hotel extensions & 10 guest units (units refused)
- P09-294 – Minor works – deck
- P09-309 – Motel units (expired)
- P13-070 – Internal fire door

4.5 Referrals

Council's Works Department

Council's Works & Infrastructure Department (Jonathan Galbraith) made the following comments:

I understand that 74 parking spots are required. The parking plan shows a number of spots that are across driveways once these are removed there are less than 74 spots. The angle parking on the other side of the road does not include dimensions and should take into consideration that there is also a bus stop out the front of the hall that needs to remain.

TasWater

TasWater issued a Submission to Planning Authority Notice on 01/05/2023 (TasWater Ref: TWDA 2023/00447-NMC).

Heritage Advisor

Council's Heritage Advisor, David Denman, advised on 22/05/23 that he has no objection to the proposal.

"A comprehensive heritage impact report has been prepared that guides and supports this proposal.

The proposal will improve the historic cultural heritage values of the streetscape because, the main building is to be reinstated to its original simple Georgian architectural form and style. The proposed additions are setback or screened from the street allowing the main historic building to dominate the streetscape.

Earlier unsympathetic additions are to be removed or altered to be more harmonious and contextual with the existing historic buildings and streetscape."

Tasmanian Heritage Council

The THC issued a Notice of Heritage Decision on 31 May 2023 (Ref: 8150) The Planning Permit will condition the development to be in accordance with the Notice of Heritage Decision.

TasNetworks

TasNetworks advised:

Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

However, TasNetworks notes that there is a low voltage cable and turret installed in Bridge St, running parallel with the property – as shown in drawing below:



If there are to be any footpath or car parking works in this area the customer or their contractor will need to complete a Before You Dig enquiry which will provide further details of the cable location and if there is to be any alteration to ground levels it is recommended that they contact TasNetworks on 1300 137008 to discuss.

It is also recommended that the customer or their electrician contact TasNetworks on 1300 137008 if they have any questions regarding any upgrades they may require to their electricity supply due to this development.



4.6 Planning Scheme Assessment

14.0 Local Business Zone

14.1 Zone Purpose

The purpose of the Local Business Zone is:

14.1.1 To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area.

14.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.

14.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.

14.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.

Comment

The proposal complies with the Zone Purpose.

14.2 Use Table

Comment

The use, Hotel Industry, is a Permitted (with permit) use within the zone.

14.3 Use Standards

14.3.1 All uses

Objective:

That uses do not cause unreasonable loss of amenity to residential zones.

Acceptable Solutions

A1
Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:
(a) 7.00am to 9.00pm Monday to Saturday; and
(b) 8.00am to 9.00pm Sunday and public holidays.

Performance Criteria

P1
Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:
(a) The timing, duration or extent of vehicle movements; and
(b) Noise, lighting or other emissions.

Comment

Not applicable, not within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.

A2
External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must:
(a) Not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and
(b) If for security lighting, be baffled so that direct light does not extend into the adjoining

P2
External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:
(a) The level of illumination and duration of lighting; and
(b) The distance to habitable rooms of an adjacent dwelling.



property in those zones.	
Comment Not applicable, not within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.	
<p>A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:</p> <p>(a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.</p>	<p>P3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding for Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <p>(a) The time and duration of commercial vehicle movements; (b) The number and frequency of commercial vehicle movements; (c) The size of commercial vehicles involved; (d) Manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) Any noise mitigation measures between the vehicle movement areas and the residential zone; and (f) Potential conflicts with other traffic.</p>
Comment Not applicable, not within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.	

14.3.2 Discretionary uses	
Objective: That uses listed as Discretionary do not: Cause unreasonable loss of amenity to adjoining residential zones; and Compromise or distort the activity centre hierarchy.	
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1 A use listed as Discretionary must: Not cause an unreasonable loss of amenity to properties in adjoining residential zones; and Be of an intensity that respects the character of the area.
Comment Not applicable, as the proposal is for a Permitted use.	
A2 No Acceptable Solution.	P2 A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to: The characteristics of the site; The need to encourage activity at pedestrian levels; The size and scale of the proposed use; The functions of the activity centre and the surrounding activity centres; and The extent that the proposed use impacts on other activity centres.
Comment Not applicable, as the proposal is for a Permitted use.	



14.3.3 Retail impact	
Objective: That retail uses do not compromise or distort the activity centre hierarchy.	
Acceptable Solutions	Performance Criteria
A1 The gross floor area for Bulky Goods Sales and General Retail and Hire uses must be not more than 250m ² per tenancy.	P1 Bulky Goods Sales and General Retail and Hire uses must not compromise or distort the activity centre hierarchy, having regard to: The degree to which the proposed use improves and broadens the commercial or retail choice with the area; The extent that the proposed use impacts on other activity centres; and Any relevant local area objectives contained within the relevant Local Provisions Schedule.
Comment Not applicable, the proposal is not for Bulky Goods Sales or General Retail and Hire.	

14.4 Development Standards for Buildings and Works	
14.4.1 Building height	
Objective: That building height: Is compatible with the streetscape; and Does not cause an unreasonable loss of amenity to adjoining residential zones.	
Acceptable Solutions	Performance Criteria
A1 Building height must be not more than 9m.	P1 Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to: The topography of the site; The height, bulk and form of existing buildings on the site and adjacent properties; The bulk and form of proposed buildings; The apparent height when viewed from the adjoining road and public places; and Any overshadowing of adjoining properties and public places.
Comment Not applicable, the proposal does not increase the height of the existing building.	

14.4.2 Setbacks	
Objective: That building setback: Is compatible with the streetscape; Does not cause an unreasonable loss of amenity to adjoining residential zones; and Minimises opportunities for crime and anti-social behaviour through setback of buildings.	
Acceptable Solutions	Performance Criteria
A1 Buildings must be: (a) Built to the frontage at ground level; or (b) Have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.	P1 Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to: Providing small variations in building alignment to break up long building facades; Providing variations in building alignment to provide a forecourt space for public use, such as outdoor dining or landscaping;



	<p>The avoidance of concealment spaces; The ability to achieve passive surveillance; and The availability of lighting.</p>
<p>Comment The proposal complies with A1 (b).</p>	
<p>A2 Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, of not less than: 4m; or Half the wall height of the building, Whichever is the greater.</p>	<p>P2 Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, having regard to: Overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; Overlooking and reduction of privacy to the adjoining properties; or Visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.</p>
<p>Comment Not applicable, the site does not adjoin a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.</p>	
<p>A3 Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.</p>	<p>P3 Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to: The characteristics and frequency of emissions generated; The nature of the proposed use; The topography of the site and location of the sensitive use; and Any proposed mitigation measures.</p>
<p>Comment Not applicable, the site is not within 10m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.</p>	

<p>14.4.3 Design</p>	
<p>Objective: That building facades promote and maintain high levels of pedestrian interaction, amenity, and safety, and are compatible with the streetscape.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 New buildings must be designed to satisfy all the following: (a) Mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places; (b) Roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof; (c) Not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and (d) Provide external lighting to illuminate external</p>	<p>P1 New buildings must be designed to be compatible with the streetscape, having regard to: Minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places; Minimising the visual impact of security shutters or grilles and roof-top service infrastructure, including lift structures; and Providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.</p>



vehicle parking areas and pathways.	
Comment: A condition is required to ensure compliance with A1.	
<p>A2 New buildings or alterations to an existing façade must be designed to satisfy all of the following: Provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site; If for a ground floor level façade facing a frontage: Have not less than 40% of the total surface area consisting of windows or doorways; or Not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%; If for a ground floor level façade facing a frontage must: Not include a single length of blank wall greater than 30% of the length of façade on that frontage; or Not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and Provide awnings over a public footpath if existing on the site or on adjoining properties.</p>	<p>P2 New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to: How the main pedestrian access to the building addresses the street or other public places; Windows on the façade facing the frontage for visual interest and passive surveillance of public spaces; Providing architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces; Installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical; and The need for provision of awning over a public footpath.</p>
Comment: Complies with A2.	

14.4.4 Fencing	
<p>Objective: That fencing: Is compatible with the streetscape; and Does not cause an unreasonable loss of residential amenity to adjoining residential zones.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 No Acceptable Solution.</p>	<p>P1 A fence (including a free-standing wall) within 4.5m of a frontage must contribute positively to the streetscape, having regard to: Its height, design, location and extent; Its degree of transparency; and The proposed materials and construction.</p>
Comment	
<p>The proposed fences comply with P1, except for the proposed new fence to the Church Street boundary, which the Tasmanian Heritage Council has required to be vertical timber pickets no higher than 1500mm from ground level and with a square-top profile.</p>	
<p>A2 Common boundary fences with a property in a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, if not within 4.5m of a frontage, must: (a) Have a height above existing ground level of not more than 2.1m; and (b) Not contain barbed wire.</p>	<p>P2 Common boundary fences with a property in a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, if not within 4.5m of a frontage, must not cause an unreasonable loss of residential amenity, having regard to: Their height, design, location and extent; and the proposed materials and construction.</p>
Comment	



Not applicable.

14.4.5 Outdoor storage areas

Objective:

That outdoor storage areas for non-residential use does not detract from the appearance of the site or surrounding area.

Acceptable Solutions

A1

Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.

Performance Criteria

P1

Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.

Comment

Complies.

14.4.6 Dwellings

Objective:

To provide adequate and useable private open space and storage for the needs of residents.

Acceptable Solutions

A1

A dwelling must have private open space that has an area not less than:
24m² with a minimum horizontal dimension of not less than 4m; or
8m² with a minimum horizontal dimension not less than 1.5m, if the dwelling is located wholly above ground floor level.

Performance Criteria

P1

A dwelling must be provided with sufficient private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining and entertainment.

Comment

Not applicable.

A2

Each dwelling must be provided with a dedicated and secure storage space of not less than 6m³.

P2

Each dwelling must be provided with adequate storage space.

Comment

Not applicable.

CODES

C1.0	Signs Code	Not applicable.
C2.0	Parking and Sustainable Transport Code	See code assessment.
C3.0	Road and Railway Assets Code	Not applicable.
C4.0	Electricity Transmission Infrastructure Protection Code	Not applicable.
C5.0	Telecommunications Code	Not applicable.
C6.0	Local Historic Heritage Code	C6.2.3 This Code does not apply to as the site is a registered place entered on the Tasmanian Heritage Register.
C7.0	Natural Assets Code	Not applicable.
C8.0	Scenic Protection Code	Not applicable.
C9.0	Attenuation Code	Not applicable.
C10.0	Coastal Erosion Hazard Code	Not applicable.



C11.0	Coastal Inundation Hazard Code	Not applicable.
C12.0	Flood-Prone Areas Hazard Code	Not applicable.
C13.0	Bushfire-Prone Areas Code	Not applicable.
C14.0	Potentially Contaminated Land Code	Not applicable.
C15.0	Landslip Hazard Code	Not applicable.
C16.0	Safeguarding of Airports Code	Not applicable.

C2.0 Parking and Sustainable Transport Code	
C2.1 Code Purpose	
The purpose of the Parking and Sustainable Transport Code is:	
C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.	
C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.	
C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.	
C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.	
C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.	
C2.1.6 To provide for parking precincts and pedestrian priority streets.	
Comment	
The proposal complies with the Code Purpose.	

C2.5 Use Standards	
C2.5.1 Car parking numbers	
Objective: That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <p>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p> <p>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</p> <p>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p>$N = A + (C - B)$</p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p>	<p>P1.1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <p>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</p> <p>(b) the ability of multiple users to share spaces because of:</p> <p>(i) variations in car parking demand over time; or</p> <p>(ii) efficiencies gained by consolidation of car parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p>



<p>C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>(g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p> <p>P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.</p>
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Comment

Does not comply with P1. The Planning Scheme requires 28 car parking spaces as detailed below in accordance with clause C2.5.1 A1 (d), and no on-site car parking is proposed on the site.

Land Use	Planning Scheme Parking Rates	Existing Bedrooms/Floor Area/Seats	Proposed Bedrooms/Floor Area/Seats	Parking requirement per in accordance with clause C2.5.1 A1 (d) (difference between proposed and existing requirements)
Restaurant	1 space per 15m ² of floor area (including any outdoor dining area)	452m ² (30 spaces required)	561m ² (38 spaces required)	Plus 8 spaces
Visitor accommodation	1 space per self-contained accommodation unit or 1 space per 4 beds, whichever is the greater	12 rooms	8 rooms	Minus 4 spaces
Function centre	1 space per 15m ² of floor area, or 1 space per 3 seats, whichever is the greater	0 (existing bookable dining rooms included in restaurant floor area)	132m ² (9 spaces) 74 seats (25 spaces)	Plus 25 spaces
General retail and hire	1 space per 30m ² of floor area	39m ² (3 spaces)	31m ² (2 spaces)	Minus 1 space
Total		Requirement for existing use = 45 spaces.	Requirement for proposed use = 73 spaces.	Number of spaces required in accordance with clause C2.5.1 A1 (d) = 28 spaces

The proposal complies with Performance Criteria P1.1, demonstrated in the Traffic Impact Assessment as follows:
A car parking survey was undertaken for the TIA on Friday 9 December 2022 at 6.30pm to align with the expected peak time for the development. The results of the survey are:

Location	Side of Street	Maximum	Percentage Occupancy
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					Occupancy/Supply	
Bridge Street East of South	Intersection				1/10	10%
Bridge Street East of North	Intersection				6/24	25%
Church Street North of East	Intersection				12/41	29%
Church Street North of West	Intersection				5/32	16%
Church Street South of Middle	Intersection				9/26	35%
Bridge Street West of South	Intersection				0/5	0%
Total					33/138	24%

- a) There is currently no off-street public parking spaces within a reasonable walking distance of the site
- b) It is expected that there will be a large variation in car parking demand over the day and when the proposed site is expected to be at its peak, most other surrounding businesses will not be at their peaks.
- c) Bus stops are located within 50m of the site that travel both to the north and south of the state.
- d) As discussed, there are bus stops located within 50m of the site.
- e) The existing Man O Ross Hotel site is a heritage listed site. Provision of car parking on site would impact the heritage frontage and grounds which have been established in the town for many years.
- f) The current occupancy of the on-street parking within 200m walking distance is 24% occupied during the Friday night peak hour resulting in 105 available spaces. Thus, there is a large availability of on-street parking within a reasonable walking distance of the site.
- g) There is no effect on streetscape.
- h) During the site visit it was noted that there were a small amount of vehicle movements and a minimal amount of cars parked surrounding the site during the expected peak hour for the development.

In addition, the application proposes to realign the parallel parking opposite the site in Bridge Street 45 degree angle parking, providing additional parking. Council can require the developer to line mark the parking spaces or delineate them with raised pavement markers.

C2.5.2 Bicycle parking numbers

Objective:

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solutions

A1
Bicycle parking spaces must:
(a) be provided on the site or within 50m of the site; and
(b) be no less than the number specified in Table C2.1.

Performance Criteria

P1
Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:
(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and
(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

Comment

Does not comply with A1. The planning scheme requires 9 bicycle parking spaces.

Complies with P1 There is sufficient space on site to supply bike racks. A condition is required.

C2.5.3 Motorcycle parking numbers

Objective:



That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site motorcycle parking spaces for all uses must:</p> <p>(a) be no less than the number specified in Table C2.4; and</p> <p>(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.</p>	<p>P1</p> <p>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</p> <p>(a) the nature of the proposed use and development;</p> <p>(b) the topography of the site;</p> <p>(c) the location of existing buildings on the site;</p> <p>(d) any constraints imposed by existing development; and</p> <p>(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.</p>
<p>Comment</p> <p>Does not comply with A1. The planning scheme requires 2 motorcycle parking spaces. None are proposed. The application complies with P1 as the current on-street car parking has an occupancy of 23%, there is adequate on-street parking for motorcycles.</p>	

C2.5.4 Loading Bays	
<p>Objective:</p> <p>That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.</p>	<p>P1</p> <p>Adequate space for loading and unloading of vehicles must be provided, having regard to:</p> <p>(a) the type of vehicles associated with the use;</p> <p>(b) the nature of the use;</p> <p>(c) the frequency of loading and unloading;</p> <p>(d) the location of the site;</p> <p>(e) the nature of traffic in the surrounding area;</p> <p>(f) the area and dimensions of the site; and</p> <p>(g) the topography of the site;</p> <p>(h) the location of existing buildings on the site; and</p> <p>(i) any constraints imposed by existing development.</p>
<p>Comment</p> <p>Not applicable</p>	

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	
<p>Objective:</p> <p>(a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and</p> <p>(b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Within existing non-residential buildings in</p>	<p>P1</p> <p>Within existing non-residential buildings in the General Residential</p>



<p>the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:</p> <p>(a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and</p> <p>(b) General Retail and Hire uses up to 100m² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.</p>	<p>Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to:</p> <p>(a) car parking demand generated by the proposed use during its proposed hours of operation;</p> <p>(b) the availability of on-street and public car parking in the surrounding area;</p> <p>(c) the availability and frequency of public transport within a 400m walking distance of the site;</p> <p>(d) the availability and likely use of other modes of transport;</p> <p>(e) the availability and suitability of alternative arrangements for car parking provision;</p> <p>(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</p> <p>(g) any car parking deficiency or surplus associated with the existing use of the land;</p> <p>(h) any relevant parking plan for the area adopted by council;</p> <p>(i) any existing on-street car parking restrictions; and</p> <p>(j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.</p>
<p>Comment Not applicable</p>	

<p>C2.6 Development Standards for Buildings and Works</p> <p>C2.6.1 Construction of parking areas</p>	
<p>Objective: That parking areas are constructed to an appropriate standard.</p>	
<p>Acceptable Solutions</p> <p>A1 All parking, access ways, manoeuvring and circulation spaces must:</p> <p>(a) be constructed with a durable all weather pavement;</p> <p>(b) be drained to the public stormwater system, or contain stormwater on the site; and</p> <p>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</p>	<p>Performance Criteria</p> <p>P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <p>(a) the nature of the use;</p> <p>(b) the topography of the land;</p> <p>(c) the drainage system available;</p> <p>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</p> <p>(e) the likelihood of generating dust; and</p> <p>(f) the nature of the proposed surfacing.</p>
<p>Comment: The application proposes no onsite parking. It proposes to realign on-street car parking. The proposal complies with A1.</p>	

<p>C2.6.2 Design and layout of parking areas</p>
<p>Objective:</p>



That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solutions	Performance Criteria
<p>A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with Australian Standard AS 2890-Parking facilities, Parts 1-6.</p> <p>A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.¹</p> <p>¹ Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.</p>	<p>P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</p>
Comment: The application proposes no on-site car parking.	

C2.6.3 Number of accesses for vehicles	
Objective: That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.	
Acceptable Solutions	Performance Criteria
A1	P1



<p>The number of accesses provided for each frontage must:</p> <ul style="list-style-type: none"> (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater. 	<p>The number of accesses for each frontage must be minimised, having regard to:</p> <ul style="list-style-type: none"> (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.
<p>Comment The proposal includes one vehicle access. Complies with A1.</p>	
<p>A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>	<p>P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must:</p> <ul style="list-style-type: none"> (a) not have an adverse impact on: <ul style="list-style-type: none"> (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.
<p>Comment Not applicable</p>	

<p>C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone</p>	
<p>Objective: That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which:</p> <ul style="list-style-type: none"> (a) enables easy and efficient use; (b) promotes the safety of users; (c) minimises opportunities for crime or anti-social behaviour; and (d) prevents unreasonable light overspill impacts. 	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements</i>.</p>	<p>P1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to:</p> <ul style="list-style-type: none"> (a) enabling easy and efficient use of the area; (b) minimising potential for conflicts involving pedestrians, cyclists and vehicles; (c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces; (d) any unreasonable impact on the amenity of adjoining properties through light overspill; and (e) the hours of operation of the use.
<p>Comment Not applicable</p>	

C2.6.5 Pedestrian access



<p>Objective: That pedestrian access within parking areas is provided in a safe and convenient manner.</p>	
<p>Acceptable Solutions</p> <p>A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p>A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>	<p>Performance Criteria</p> <p>P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.</p>
<p>Comment Not applicable – the application proposes no on-site car parking.</p>	

<p>C2.6.6 Loading bays</p>	
<p>Objective: That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.</p>	
<p>Acceptable Solutions</p> <p>A1 The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.</p>	<p>Performance Criteria</p> <p>P1 Loading bays must have an area and dimensions suitable for the use, having regard to: (a) the types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the topography of the site; (f) the location of existing buildings on the site; and (g) any constraints imposed by existing development.</p>
<p>Comment The TIA advises: Recycling is collected kerbside in 240L Council bins. General waste is collected from the driveway by front loading garbage trucks.</p>	



The alcohol delivery truck reverses into the driveway closest to the hotel to the property boundary and unloads through the back door.

The LPG cooking gas truck reverses into the driveway and uses a long hose that to fill the gas bottles (outside the laundry).

The used cooking oil is removed from the drum near the current woodshed by a small 3 tonne truck using a hose.

This is the only truck that crosses the property boundary and travels into the site.

It is considered that the proposal complies with P1.

A2

The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.

P2

Access for commercial vehicles to and from the site must be safe, having regard to:

- (a) the types of vehicles associated with the use;
- (b) the nature of the use;
- (c) the frequency of loading and unloading;
- (d) the area and dimensions of the site;
- (e) the location of the site and nature of traffic in the area of the site;
- (f) the effectiveness or efficiency of the surrounding road network; and
- (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.

Comment

The TIA advises that the used cooking oil is removed from the drum near the current woodshed by a small 3 tonne truck using a hose. This is the only truck that crosses the property boundary and travels into the site.

It is considered that the proposal complies with P2.

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

Objective:

That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.

Acceptable Solutions

A1

Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:

- (a) be accessible from a road, cycle path, bicycle lane, shared path or access way;
- (b) be located within 50m from an entrance;
- (c) be visible from the main entrance or otherwise signed; and
- (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.

Performance Criteria

P1

Bicycle parking must be provided in a safe, secure and convenient location, having regard to:

- (a) the accessibility to the site;
- (b) the characteristics of the site;
- (c) the nature of the proposed use;
- (d) the number of employees;
- (e) the users of the site and the likelihood of travel by bicycle;
- (f) the location and visibility of proposed parking for bicycles;
- (g) whether there are other



	parking areas on the site; and (h) the opportunity for sharing bicycle parking on nearby sites.
Comment Condition required for 9 on-site bicycle parking spaces.	
A2 Bicycle parking spaces must: (a) have dimensions not less than: (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.	P2 Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to: (a) the characteristics of the site; (b) the space available; (c) the safety of cyclists; and (d) the provisions of Australian Standard AS 2890.3- 2015 Parking facilities - Part 3: Bicycle parking.
Comment Condition required.	

C2.6.8 Siting of parking and turning areas	
Objective: That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.	
Acceptable Solutions	Performance Criteria
A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.	P1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to: (a) topographical or other site constraints; (b) availability of space behind the building line; (c) availability of space for vehicle access to the side or rear of the property; (d) the gradient between the front and the rear of existing or proposed buildings; (e) the length of access or shared access required to service the car parking; (f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling; (g) the visual impact of the vehicle parking and access on the site; (h) the streetscape character and amenity; (i) the nature of the zone in which the site is located and its preferred uses; and (j) opportunities for passive surveillance of the road.
Comment	



Not applicable	
<p>A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <ul style="list-style-type: none"> (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads. 	<p>P2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:</p> <ul style="list-style-type: none"> (a) the streetscape; (b) any unreasonable loss of amenity of the occupants of adjoining properties; and (c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.
<p>Comment Not applicable</p>	

<p>C2.7 Parking Precinct Plan C2.7.1 Parking precinct plan</p>	
<p>Objective: To minimise the amount of on-site car parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Within a parking precinct plan, on-site car parking must:</p> <ul style="list-style-type: none"> (a) not be provided; or (b) not be increased above existing parking numbers. 	<p>P1 Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the availability of off-street public parking spaces within reasonable walking distance; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> (i) variations in parking demand over time; or (ii) efficiencies gained by consolidation of parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (f) the streetscape; (g) the topography of the site; (h) the location of existing buildings on the site; (i) any constraints imposed by existing development; and (j) any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development, and not exceed the number specified in Table C2.1.
<p>Comment Not applicable</p>	

PARTICULAR PURPOSE ZONES	
Particular Purpose Zone – Campbell Town Service Station	Not applicable
Particular Purpose Zone – Epping Forest	Not applicable

SPECIFIC AREA PLANS	
Translink Specific Area Plan	Not applicable



Campbell Town Specific Area Plan	Not applicable
Cressy Specific Area Plan	Not applicable
Devon Hills Specific Area Plan	Not applicable
Evandale Specific Area Plan	Not applicable
Longford Specific Area Plan	Not applicable
Perth Specific Area Plan	Not applicable
Ross Specific Area Plan	Does not apply to the Local Business Zone.

GENERAL PROVISIONS		
7.1	Changes to an Existing Non-conforming Use	Not applicable
7.2	Development for Existing Discretionary Uses	Not applicable
7.3	Adjustment of a Boundary	Not applicable
7.4	Change of Use of a Place listed on the Tasmanian Heritage Register or a Local Heritage Place	Not applicable
7.5	Change of Use	Not applicable
7.6	Access and Provision of Infrastructure Across Land in Another Zone	Not applicable
7.7	Buildings Projecting onto Land in a Different Zone	Not applicable
7.8	Port and Shipping in Proclaimed Wharf Areas	Not applicable
7.9	Demolition	Not applicable – demolition is approved as part of another development.
7.10	Development Not Required to be Categorised into a Use Class	Not applicable
7.11	Use or Development Seaward of the Municipal District	Not applicable
7.12	Sheds on Vacant Sites	Not applicable

4.7 Representations

Notice of the application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*. A review of Council's Records management system after completion of the public exhibition period revealed that a representation (attached) was received from:

- Perry Roberts, 38 and 38a Church Street, Ross

Map showing location of representor's property outlined in red, in relation to subject site shaded in red:



The matters raised in the representations are outlined below followed by the planner's comments.

The representor requests that the owners maintain the existing verandah and Victorian additions. While appreciating the owner's desire to restore the building to its Georgian character, this will reduce a majestic landmark of the town into a bland block of sandstone with windows resembling something of a goal, which was located on the diagonal corner. The representor therefore requests the owners to please reconsider this demolition for the good of the town, and have no objections to any of the other improvements.

Planner's comment:

The representation has been provided to the owner for consideration. The Tasmanian Heritage Council has approved the works and the Northern Midlands Council's heritage adviser has commented that " A comprehensive heritage impact report has been prepared that guides and supports this proposal. The proposal will improve the historic cultural heritage values of the streetscape because, the main building is to be reinstated to its original simple Georgian architectural form and style. The proposed additions are setback or screened from the street allowing the main historic building to dominate the streetscape. Earlier unsympathetic additions are to be removed or altered to be more harmonious and contextual with the existing historic buildings and streetscape."

4.8 Objectives of the Land Use Planning and Approvals Act 1993

The proposal is consistent with the objectives of the Land Use Planning and Approvals Act 1993.

4.9 State Policies

The proposal is consistent with all State Policies.

4.10 Strategic Plan/Annual Plan/Council Policies

Strategic Plan - Statutory Planning



5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions or refuse and state reasons for refusal.

Conditions can include the developer to delineate the on-street car parking spaces with line marking or raised pavement markers.

7 DISCUSSION

Discretion to refuse the application is limited to:

- Heritage works under section 34(2)(c) of the Historic Cultural Heritage Act 1995;
- Variation to car parking numbers (Clause C2.5.1)

Conditions that relate to any aspect of the application can be placed on a permit.

Currently, the public footpath, sandstone kerb, and front part of the car parking spaces in Church Street are on private land at 35 Church Street. The application proposes, at the developer's cost, to undertake work to move these off the private land and into the Council road reserve.

The application also proposes, at the developer's cost, to line mark existing 90 degree and parallel parking spaces in Bridge Street and Church Street and to realign parallel parking spaces opposite in Bridge Street to 45 degree parking. This is not necessary as the parking requirement for the intensified use is 28 spaces (intensified requirement of 73 spaces minus existing requirement of 45 spaces, in accordance with clause C2.5.1 A1 (d) of the scheme) and 106 spaces were available within reasonable walking distance according to the car parking survey within the Traffic Impact Assessment, however the line marking will improve the parking situation surrounding the hotel.

It is recommended that that the application be approved subject to conditions.

8 ATTACHMENTS

1. PL N-23-0017 public exhibition documents [11.7.1 - 217 pages]
2. Notice of Heritage Decision W A 8150 [11.7.2 - 2 pages]
3. Heritage statement - Denman [11.7.3 - 1 page]
4. 35 CHURCH S T, ROSS Tas Water Submission to Planning Authority Notice - Conditions DA 2023 ~ NMC [11.7.4 - 2 pages]
5. 1. Representation - Roberts [11.7.5 - 1 page]



11.8 PLN23-0076: ALTERATIONS & ADDITIONS TO BUILDING; 19 MARLBOROUGH STREET LONGFORD

File: 109300.1; PLN23-0076
Responsible Officer: Des Jennings, General Manager
Report prepared by: Rebecca Green, Consultant Planner

RECOMMENDATION

That application PLN-23-0076 to develop and use the land at 19 Marlborough Street, Longford for Alterations & Additions to Existing Building (Longford SAP, Local Heritage Precinct) be approved subject to the following conditions:

1 Layout not altered

The use and development must be in accordance with the endorsed documents **P1 – P4** (Plans prepared by Blackman.architects, Project No: 22010, Sheet No's: coversheet and A101, A102 and A201, Rev: 01, Dated: 2/5/2023); and **D1** (Planning Application – 19 Marlborough Street, Longford, Blackman.architects, Project No: 22010, Dated: 2 May 2023).

1 INTRODUCTION

This report assesses an application for 19 Marlborough Street, Longford to Alterations & Additions to Existing Building (Longford SAP, Local Heritage Precinct).

2 BACKGROUND

Applicant:

Blackman Creative

Zone:

15.0 General Business

Owner:

Reuben Beven Wells & Kate Southby Wells

Codes:

C2.0 Parking and Sustainable Transport Code
C6.0 Local Historic Heritage - Local Heritage Precinct
C16.0 Safeguarding of Airports Code
NOR-S6.0 Longford Specific Area Plan

Classification under the Scheme:

Business and Professional Services

Existing Use:

Business and Professional Services

Deemed Approval Date:

30 June 2023

Recommendation:

Approve

Discretionary Aspects of the Application:

- Reliance on performance criteria of the Local Historic Heritage Code.
 - C6.7.3 P1.1 – Buildings and works

Planning Instrument:

- *Tasmanian Planning Scheme – Northern Midlands, effective from 9th November 2022.*



Subject Site



3 STATUTORY REQUIREMENTS

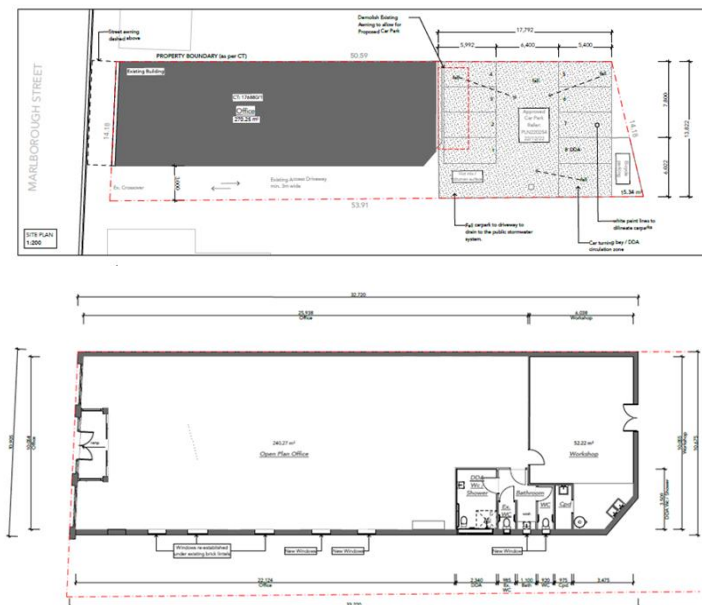
The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application). Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.

4 ASSESSMENT

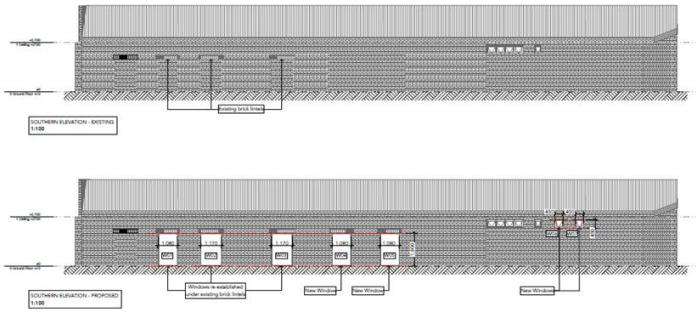
4.1 Proposal

It is proposed to undertake alterations & additions to existing building (Longford SAP, Local Heritage Precinct).

Site Plan (extract)

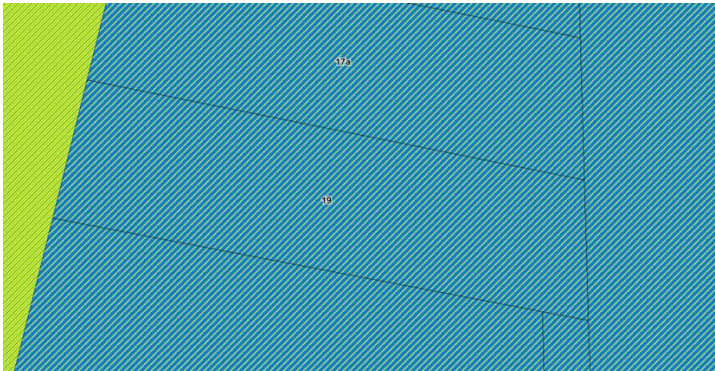


Elevations



4.2 Zone and Land Use

Zone Map – 15.0 General Business



The land is zoned General Business, and is within the Local Heritage Precinct and the Longford Specific Area Plan.

The relevant Planning Scheme definition is:

<i>Business and professional services</i>	<i>use of land for administration, clerical, technical, professional or similar activities. Examples include a bank, call centre, consulting room, funeral parlour, medical centre, office, post office, real estate agency, residential support services, travel agency and veterinary centre.</i>
<i>office</i>	<i>means use of land for administration, clerical, technical, professional, business or other similar activities.</i>

Business and Professional Services use class is a No Permit Required use in the zone, however as the proposal relies on performance criteria, the application has a discretionary status.

4.3 Subject Site and Locality

A site inspection was undertaken on 19th May 2023. The site comprises an area of 721m² and accommodates a building formerly used as a chemist. A recent approval has granted a change of use and car parking and associated work to offices.



Aerial photograph of area



Photographs of subject site





4.4 Permit/Site History

Relevant permit history includes:

- unknown – shop alterations
- 1983 (Temporary) – shed (built boat)
- DA18/99 – Alteration/addition
- PLN22-0254 – CoU, Demo of verandah, carparking

4.5 Referrals

The following referrals were required:

Department of State Growth

Precis: The Department of State Growth advised Council on 22nd May 2023 that the Department has no comment to make on this application.

Heritage Advisor

Council's Heritage Advisor, David Denman, advised on 23/05/23 and his comments form the Heritage Code assessment of this report.

"The proposed windows in the south side wall are a vertical form that is compatible with the historic heritage precinct therefore there will be no adverse impact on the streetscape or adjoining properties.

The breaking up the brick massing on the side wall will improve the appearance of the building."



4.6 Planning Scheme Assessment

GENERAL BUSINESS ZONE
ZONE PURPOSE
<p><i>To provide for business, retail, administrative, professional, community, and entertainment functions within Tasmania's main suburban and rural centres.</i></p> <p><i>To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.</i></p> <p><i>To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.</i></p> <p><i>To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.</i></p>
<p>Assessment: The proposal meets the zone purpose.</p>

USE AND DEVELOPMENT STANDARDS

15.3 Use Standards

15.3.1 All uses

Objective:	That uses does not cause an unreasonable loss of amenity to residential zones.	
Acceptable Solutions	Performance Criteria	
A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	P1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones having regard to: (a) The timing, duration or extent of vehicle movements; and (b) Noise, lighting or other emissions.	
N/a – not within 50m of a General Residential Zone or Inner Residential Zone. Hours of operation approved 7.00am to 6.00pm Monday to Saturday.	N/a	
A2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone must: (a) Not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) If for securing lighting, must be baffled so that direct light does not extend into the adjoining property in those zones.	P2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) The level of illumination and duration of lighting; and (b) The distance to habitable rooms of an adjacent dwelling.	
N/a – not within 50m of a General Residential Zone or Inner Residential Zone.	N/a	
A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General	P3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General	



Residential Zone or Inner Residential Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) The time and duration of commercial vehicle movements; (b) The number and frequency of commercial vehicle movements; (c) The size of commercial vehicles involved; (d) Manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) Any noise mitigation measures between the vehicle movement areas and the residential zone; and (f) Potential conflicts with other traffic.
N/a – not within 50m of a General Residential Zone or Inner Residential Zone.	N/a

15.3.2 Discretionary uses – Not applicable.

15.3.3 Retail impact – Not applicable.

15.4 Development Standards for Buildings and Works

15.4.1 Building Height

Objective:	That building height: Is compatible with the streetscape; and Does not cause an unreasonable loss of amenity to adjoining residential zones.
Acceptable Solutions	Performance Criteria
A1 Building height must be not more than 12m.	P1 Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to: (a) The topography of the site; (b) The height, bulk and form of existing buildings on the site and adjacent properties; (c) The bulk and form of existing buildings; (d) The apparent height when viewed from the adjoining road and public places; and (e) Any overshadowing of public places.
Comment N/a – no change to existing building height.	N/a
A2 Building height: (a) Within 10m of a General Residential Zone must not be more than 8.5m; or (b) Within 10m of an Inner Residential Zone must not be more than 9.5m.	P2 Building height within 10m of a General Residential Zone or Inner Residential Zone must be consistent with building height on the adjoining properties and not cause an unreasonable loss of residential amenity, having regard to: (a) Overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) Overlooking and reduction of privacy to adjoining properties; or (c) Visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.



Comment	N/a
N/a – no change to existing building height.	

15.4.2 Setbacks

Objective:	That building setback: <ul style="list-style-type: none"> (a) Is compatible with the streetscape; (b) Does not cause an unreasonable loss of residential amenity to adjoining residential zones; and (c) Minimises opportunities for crime and anti-social behaviour through setback of buildings.
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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Buildings must be:</p> <ul style="list-style-type: none"> (a) Built to the frontage at ground level; or (b) Have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties. 	<p>P1</p> <p>Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to:</p> <ul style="list-style-type: none"> (a) Providing small variations in building alignment to break up long facades; (b) Providing variations in building alignment appropriate to provide a forecourt or space for public use, such as outdoor dining or landscaping; (c) The avoidance of concealment spaces; (d) The ability to achieve passive surveillance; and (e) The availability of lighting.

Comment	N/a
N/a – no change to existing building setback.	

<p>A2</p> <p>Building must have a setback from an adjoining property within a General Residential Zone or Inner Residential Zone of not less than:</p> <ul style="list-style-type: none"> (a) 5m; or (b) Half the wall height of the building, Whichever is the greater. 	<p>P2</p> <p>Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties within a General Residential Zone or Inner Residential Zone, having regard to:</p> <ul style="list-style-type: none"> (a) Overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) Overlooking and reduction of privacy to the adjoining property; or (c) Visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
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Comment	N/a
N/a – no change to existing building setback.	

<p>A3</p> <p>Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone or Inner Residential Zone.</p>	<p>P3</p> <p>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone or Inner Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to:</p> <ul style="list-style-type: none"> (a) The characteristics and frequency of emissions generated; (b) The nature of the proposed use; (c) The topography of the site and location of the sensitive use; and
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	(d) Any proposed mitigation measures.
N/a	N/a

15.4.3 Design

Objective:	That building facades promote and maintain high levels of pedestrian interaction, amenity, and safety and are compatible with the streetscape.	
Acceptable Solutions	Performance Criteria	
A1 New buildings must be designed to satisfy all of the following: (a) Mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places; (b) Roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof; (c) Not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and (d) Provide external lighting to illuminate external vehicle parking areas and pathways.	P1 New buildings must be designed to be compatible with the streetscape, having regard to: (a) Minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places; (b) Minimising the visual impact of security shutters or grilles and roof-top service infrastructure, including lift structures; and (c) Providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.	
Comment N/a – no new building proposed.	N/a	
A2 New buildings or alterations to an existing façade must be designed to satisfy all of the following: (a) Provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site; (b) If for a ground floor level façade facing a frontage: Have not less than 40% of the total surface area consisting of windows or doorways; or Not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%; (c) If for a ground floor level façade facing a frontage must: (i) Not include a single length of blank wall greater than 30% of the length of façade on that frontage; or (ii) Not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and (d) Provide awnings over a public footpath if existing on the site or on adjoining properties.	P2 New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to: (a) How the main pedestrian access to the building addresses the street or other public places; (b) Windows on the façade facing the frontage for visual interest and passive surveillance of public spaces; (c) Architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces; (d) Installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical; and (e) The need for provision of awnings over a public footpath.	
Comment (a) Complies, no change to pedestrian access proposed. (b) Not applicable, the façade proposing to have	N/a	



windows inserted does not face a frontage. (c) Not applicable, the façade proposing to have windows inserted does not face a frontage.	
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15.4.4 Fencing

Objective:	That fencing: (a) Is compatible with the streetscape; and (b) Does not cause an unreasonable loss of residential amenity to adjoining residential zones.	
Acceptable Solutions	Performance Criteria	
A1 No acceptable Solution.	P1 A fence (including a free-standing wall) within 4.5m of a frontage must contribute positively to the streetscape, having regard to: (a) Its height, design, location and extent; (b) Its degree of transparency; and (c) The proposed materials and construction.	
Comment N/a – no fencing proposed.	N/a	
A2 Common boundary fences with a property in a General Residential Zone or Inner Residential Zone, if not within 4.5m of a frontage, must: (a) Have a height above existing ground level of not more than 2.1m; and (b) Not contain barbed wire.	P2 Common boundary fences with a property in a General Residential Zone or Inner Residential Zone, if not within 4.5m of a frontage, must not cause an unreasonable loss of residential amenity, having regard to: (a) Their height, design, location and extent; and (b) The proposed materials and construction.	
Comment N/a – no fencing proposed.	N/a	

15.4.5 Outdoor storage areas

Objective:	That outdoor storage areas for non-residential use do not detract from the appearance of the site or surrounding area.	
Acceptable Solutions	Performance Criteria	
A1 Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.	P1 Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.	
Comment N/a	N/a	

15.5 Development Standards for Subdivision – Not applicable.

CODES		
C1.0	SIGNS CODE	N/a
C2.0	PARKING AND SUSTAINABLE TRANSPORT CODE	Complies, the proposed alterations including the southern façade does not change the parking assessment approved as part of the former change of use application. No further consideration of the Code required for the development proposed.
C3.0	ROAD AND RAILWAY ASSETS CODE	N/a



C4.0	ELECTRICITY TRANSMISSION INFRASTRUCTURE PROTECTION CODE	N/a
C5.0	TELECOMMUNICATIONS CODE	N/a
C6.0	LOCAL HISTORIC HERITAGE CODE	Complies – see Code Assessment Below.
C7.0	NATURAL ASSETS CODE	N/a
C8.0	SCENIC PROTECTION CODE	N/a
C9.0	ATTENUATION CODE	N/a
C10.0	COASTAL EROSION HAZARD CODE	N/a
C11.0	COASTAL INUNDATION CODE	N/a
C12.0	FLOOD-PRONE AREAS HAZARD CODE	N/a
C13.0	BUSHFIRE-PRONE AREAS CODE	N/a
C14.0	POTENTIALLY CONTAMINATED LAND CODE	N/a
C15.0	LANDSLIP HAZARD CODE	N/a
C16.0	SAFEGUARDING OF AIRPORTS CODE	Applies – exempt under C16.4.1. 316m AHD, and development of carparking below this AHD.

C6.0 Local Historic Heritage Code

C6.1 Code Purpose

The purpose of Local Historic Heritage Code is:

C6.1.1 To recognise and protect:

- (a) The local historic heritage significance of local places, precincts, landscapes and areas of archaeological potential; and
- (b) Significant trees.

C6.1.2 This code does not apply to the Aboriginal heritage values.

Comment

Complies with the Code Purpose

C6.7 Development Standards for Local Heritage Precincts and Local Historic Landscape Precincts

C6.7.1 Demolition within a local heritage precinct

Objective: That demolition within a local heritage precinct does not have an unacceptable impact on the local historic heritage significance of the precinct.

Acceptable Solutions	Performance Criteria
<p>A1 Within a local heritage precinct, demolition of a building, works or fabric, including trees, fences, walls and outbuildings must:</p> <ul style="list-style-type: none"> (a) Not be on a local heritage place; (b) Not be visible from any road or public open space; and (c) Not involve a value, feature or characteristic specifically part of a precinct listed in the relevant Local Provisions Schedule. 	<p>P1 Within a local heritage precinct, demolition of a building, works or fabric, including trees, fences, walls and outbuildings, must not cause an unacceptable impact on the local historic heritage significance of the local heritage precinct as identified in the relevant Local Provisions Schedule, having regard to:</p> <ul style="list-style-type: none"> (a) The physical condition of the building, works, structure or trees; (b) The extent and rate of deterioration of the building, works, structure or trees; (c) The safety of the building, works, structure or trees; (d) The streetscape in which the building, works, structure or trees is located; (e) The special or unique contribution that the building, works, structure or trees makes to the streetscape or townscape values of the local



	<p>heritage precinct identified in the relevant Local Provisions Schedule;</p> <p>(f) Any options to reduce or mitigate deterioration;</p> <p>(g) Whether demolition is a reasonable option to secure the long-term future of a building, works or structure; and</p> <p>(h) Any economic considerations.</p>
<p>Comment N/a</p>	

<p>C6.7.2 Demolition within a local historic landscape precinct</p>
<p>Not applicable.</p>

<p>C6.7.3 Buildings and works, excluding demolition</p>	
<p>Objective: That development within a local heritage precinct or a local historic landscape precinct is sympathetic to the character of that particular precinct.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Within a local heritage precinct, building and works, excluding demolition, must:</p> <p>(a) Not be on a local heritage place;</p> <p>(b) Not be visible from any road or public open space; and</p> <p>(c) Not involve a value, feature or characteristic specifically part of a precinct listed in the relevant Local Provisions Schedule.</p>	<p>P1.1 Within a local heritage precinct, design and siting of buildings and works, excluding demolition, must be compatible with the local heritage precinct, except if a local heritage plan of an architectural style different from that characterising the precinct, having regard to:</p> <p>(a) The streetscape or townscape values identified in the local historic heritage significance of the local heritage precinct, as identified in the relevant Local Provisions Schedule;</p> <p>(b) The character and appearance of the surrounding area;</p> <p>(c) The height and bulk of other buildings in the surrounding area;</p> <p>(d) The setbacks of other buildings in the surrounding area; and</p> <p>(e) Any relevant design criteria or conservation policies for the local heritage precinct, as identified in the relevant Local Provisions Schedule.</p> <p>P1.2 Within a local heritage precinct, extensions to existing buildings must be compatible with the local heritage precinct, having regard to:</p> <p>(a) The streetscape or townscape values identified in the local historic heritage significance of the local heritage precinct, as identified in the relevant Local Provisions Schedule;</p> <p>(b) The character and appearance of the surrounding area;</p> <p>(c) The height and bulk of other buildings in the surrounding area;</p> <p>(d) The setbacks of other buildings in the surrounding area; and</p> <p>(e) Any relevant design criteria or conservation policies for the local heritage precinct, as identified in the relevant Local Provisions Schedule.</p> <p>P1.3 Within a local historic landscape precinct, design and siting of buildings and works, excluding demolition, must be compatible with the local historic landscape precinct, having regard to:</p> <p>(a) The landscape values identified in the statement of local historic heritage significance for the local historic landscape precinct, as identified in the relevant Local Provisions Schedule; and</p> <p>(b) Any relevant design criteria or conservation policies for the local historic landscape precinct, as identified in the relevant Local Provisions Schedule.</p>



Comment Proposal complies met P1.1. P1.2 and P1.3 not applicable.	
A2 Within a local heritage precinct, new front fences and gates must be designed and constructed to match the existing original fences on the site.	P2 Within a local heritage precinct, new front fences and gates must be compatible with the local heritage precinct, having regard to: (a) The streetscape or townscape values identified in the local historic heritage significance of the local heritage precinct, as identified in the relevant Local Provisions Schedule; (b) Height, form, style and materials of the proposed fence; and (c) The style, characteristics and setbacks of fences and gates in the surrounding area.
Comment Not applicable.	

C6.8 – C6.10 – Not applicable.

NOR-Table C6.2 Local Heritage Precincts
NOR-C6.2.3 Longford The Longford Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, rich with significant structures and the atmosphere of a centre of trade and commerce for the district. Traditional commercial buildings line the main street, flanked by two large public areas containing the Christ Church grounds and the War Memorial. The street then curves gently at Heritage Corner towards Cressy, and links Longford to the surrounding rural farmland, creating views to the surrounding countryside and a gateway to the World Heritage listed Woolmers and Brickendon estates. Heritage residential buildings are tucked behind the main street comprising traditional styles from the mid-nineteenth century to the early twentieth century, including significant street trees, picket fences and cottage gardens. The rural township feel is complemented by a mix of businesses servicing local needs, tourism and historic interpretation. Longford’s heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.

SPECIFIC AREA PLANS	
NOR-S1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
NOR-S2.0 CAMPBELL TOWN SPECIFIC AREA PLAN	N/a
NOR-S3.0 CRESSY SPECIFIC AREA PLAN	N/a
NOR-S4.0 DEVON HILLS SPECIFIC AREA PLAN	N/a
NOR-S5.0 EVANDALE SPECIFIC AREA PLAN	N/a
NOR-S6.0 LONGFORD SPECIFIC AREA PLAN	Complies – see assessment below.
NOR-S7.0 PERTH SPECIFIC AREA PLAN	N/a
NOR-S8.0 ROSS SPECIFIC AREA PLAN	N/a

NOR-S6.0 Longford Specific Area Plan
NOR-S6.1 Plan Purpose
The purpose of the Longford Specific Area Plan is: NOR-S6.1.1 To protect and enhance the unique and intact history and character of the village. NOR-S6.1.2 To provide for development that is compatible with the existing streetscape settings, building forms and the rural village character. NOR-S6.1.3 To provide for the subdivision of key development sites and provide for appropriately located public open space. NOR-S6.1.4 To encourage subdivision that provides for large lots and minimises internal lots.



NOR-S6.1.5 To maintain existing character and land use conflict.

NOR-S6.1.6 That as part of any new subdivision, new trees are provided to increase the township's tree canopy cover.

Comment

Complies with the Plan Purpose

NOR-S6.7 Development Standards for Buildings and Works

No provisions of NOR-S6.7.1- NOR-S6.7.4 apply to this proposal.

SPECIAL PROVISIONS

7.1 Changes to an Existing Non-conforming Use	N/a
7.2 Development for Existing Discretionary Uses	N/a
7.3 Adjustment of a Boundary	N/a
7.4 Change of Use of a Place Listed on the Tasmanian Heritage Register or a Local Heritage Place	N/a
7.5 Change of Use	N/a
7.6 Access and Provision of Infrastructure Across Land in Another Zone	N/a
7.7 Building Projecting onto Land in a Different Zone	N/a
7.8 Port and Shipping in Proclaimed Wharf Areas	N/a
7.9 Demolition	N/a
7.10 Development Not Required to be Categorised into a Use Class	N/a
7.11 Use or Development Seaward of the Municipal District	N/a
7.12 Sheds on Vacant Sites	N/a
7.13 Temporary Housing	N/a

4.7 Representations

Notice of the application was given in accordance with Section 57 of the Land Use Planning & Approvals Act 1993. A review of Council's Records management system after completion of the public exhibition period revealed that one (1) representation (attached) was received from:

- Glen Tattersall, 21 Marlborough Street, Longford

The matters raised in the representations are outlined below followed by the planner's comments.

Issue 1

- Concerns in relation to drainage from the roof of the premises and which flows across their bitumen driveway to the adjoining property to the south.

Planner's comment:

This matter has no direct relevance to the proposal at hand as the proposal is for insertion of windows only on the southern façade and internal works.

Council is aware of a stormwater discharge issue, a Notice of Stormwater Discharge was issued to the former owners of the property In October 2022, the new owners have since taken settlement with the notice on the property, the issue is now the responsibility of the new owner, and the issue remains outstanding. The new owners via the applicant, have verbally advised the author of this report that they are aware of the Notice and will be dealing with the matter as part of the building/plumbing applications for the site which will be submitted in due course.

4.8 Objectives of the Land Use Planning and Approvals Act 1993

The proposal is consistent with the objectives of the *Land Use Planning and Approvals Act 1993*.

4.9 State Policies

The proposal is consistent with all State Policies.



4.10 Strategic Plan/Annual Plan/Council Policies

Strategic Plan - Statutory Planning

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions or refuse and state reasons for refusal.

7 DISCUSSION

Discretion to refuse the application is limited to:

- Reliance on performance criteria of the Local Historic Heritage Code.
 - C6.7.3 P1.1 – Buildings and works

Conditions that relate to any aspect of the application can be placed on a permit.

It is recommended that the proposal be conditioned to be used and developed in accordance with the proposal plans.

8 ATTACHMENTS

1. PL N-23-0076 public exhibition documents [**11.8.1** - 12 pages]
2. Response from DSG [**11.8.2** - 2 pages]
3. comment from Denman [**11.8.3** - 1 page]
4. 1. Representation - Tattersall [**11.8.4** - 1 page]



11.9 PLN23-0087: INSTALLATION OF LIGHTING, ROAD SAFETY PARK; 2A ARCHER STREET LONGFORD

File: 112300.29; PLN23-0087
Responsible Officer: Des Jennings, General Manager
Report prepared by: Rebecca Green, Consultant Planner

RECOMMENDATION

That application PLN-23-0087 to develop and use the land at 2A Archer Street and Latour Street road reservation, Longford for Installation of lights in Road Safety Park (vary setbacks) be approved subject to the following conditions:

1 Layout not altered

The use and development must be in accordance with the endorsed documents P1 (Aerial Image with Lighting Setbacks and height details); P2-P4 (Road Safety Park – Lighting Proposal, Rev.1: Amended to 3 Poles); and D1 (LED Lighting for Major Roads and Tunnels, V-LED II, Aldridge)..

2 Lighting

- a) Lighting must be designed, baffled and located as necessary to ensure that no direct light is emitted outside the boundaries of the subject land.
- b) The lights must be turned off/ programmed to turn off no later than 10.00pm.

1 INTRODUCTION

This report assesses an application for 2A Archer Street and Latour Street road reservation, Longford to Installation of lights in Road Safety Park (vary setbacks).

2 BACKGROUND

Applicant:

Jonathan Galbraith obo Northern Midlands Council

Zone:

28.0 Recreation

Classification under the Scheme:

Passive recreation

Deemed Approval Date:

30 June 2023

Owner:

Northern Midlands Council

Codes:

C2.0 Parking and Sustainable Transport Code,
C9.0 Attenuation,
C16.0 Safeguarding of Airports Code.

Existing Use:

Passive recreation

Recommendation:

Approve

Discretionary Aspects of the Application:

- Reliance on performance criteria for development standards in the Recreation Zone - Setbacks

Planning Instrument:

- *Tasmanian Planning Scheme – Northern Midlands, effective from 9th November 2022.*



Subject Site



3 STATUTORY REQUIREMENTS

The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application). Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.

4 ASSESSMENT

4.1 Proposal

It is proposed to:

- Installation of lights in Road Safety Park (vary setbacks).

Site Plan (extract)



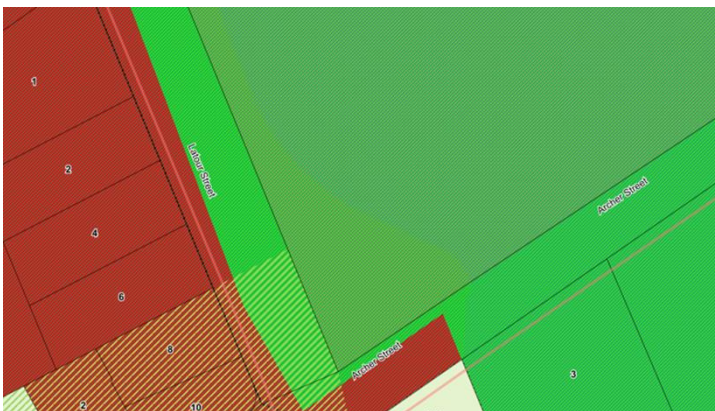


Elevations



4.2 Zone and Land Use

Zone Map – 28.0 Recreation



The land is zoned Recreation, and is within the Safeguarding of Airports - Obstacle Limitation Area overlay and Attenuation overlay.

The relevant Planning Scheme definition is:

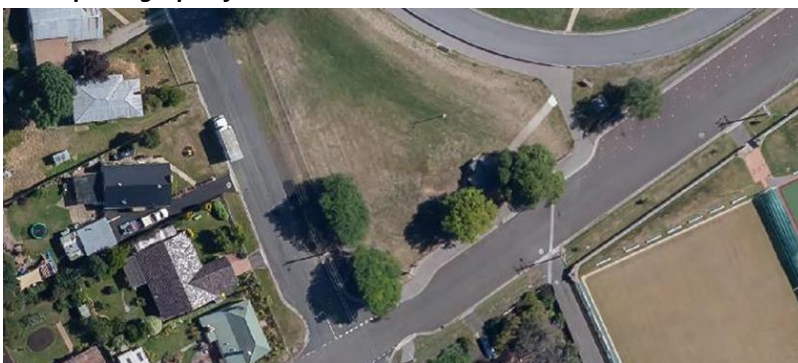
Passive recreation	<i>Means use of land for informal leisure and recreation activities principally conducted in the open. Examples include public parks, gardens and playgrounds, and foreshore and riparian reserves.</i>
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Passive recreation is a No Permit Required use in the zone, however as the proposal relies on performance criteria, the application has a discretionary status.

4.3 Subject Site and Locality

A site inspection was carried out on 26 May 2023. The subject site is relatively flat land, with an earth mound around the velodrome towards Latour Street. To the northeast is a caravan park and to the southeast is the Longford Bowls Club. A recently constructed Road Safety Park has been constructed in the southwest corner of the site.

Aerial photograph of area





Photographs of subject site





4.4 Permit/Site History

Relevant permit history includes:

- 11/78 – Caretaker's Residence & Kiosk
- 28/79 – Amenities Block



- 78/75 – Amenities Block (Caravan Park)
- DA116/02 – Develop Skate Park
- P02/209 – Skate Park
- P03/272 – Extensions to Caravan Park
- P04/424 – BMX Track
- P06/051 – Replacement Shed
- P12-271 – Caravan Park Office Extensions
- P17-220 – Lighting Upgrade

4.5 Referrals

The following referrals were required:

General Manager

Consent under Section 52 LUPAA was provided on 19 May 2023.

4.6 Planning Scheme Assessment

28.0 Recreation Zone

28.1 Zone Purpose

The purpose of the Recreation Zone is:

28.1.1 To provide for active and organised recreational use and development ranging from small community facilities to major sporting facilities.

28.1.2 To provide for complementary uses that do not impact adversely on the recreational use of the land.

28.1.3 To ensure that new major sporting facilities do not cause unreasonable impacts on adjacent sensitive uses.

Comment

Complies with the Zone Purpose.

28.2 Use Table

Comment

Passive Recreation, is No Permit Required in the Zone.

28.3 Use Standards

28.3.1 Sports and Recreation and Discretionary Uses

Comment

Not applicable, Passive Recreation, is No Permit Required in the Zone.

28.3.2 Sports and Recreation – major sporting facilities

Comment

Not applicable.

28.4 development Standards for Buildings and Works

28.4.1 Building height, setback and siting

Objective:

That building height, bulk, form and siting:

(a) Does not cause unreasonable loss of amenity to adjacent properties; and

(b) Minimises opportunities for crime and anti-social behaviour through setback of buildings.

Acceptable Solutions

A1

Building height must be not more than 10m.

Performance Criteria

P1

Building height must not cause unreasonable loss of amenity to adjacent properties, having regard to:

(a) The topography of the site;

(b) The height, bulk and form of existing buildings on the site



	<p>and adjacent properties;</p> <ul style="list-style-type: none"> (c) The bulk and form of proposed buildings; (d) The requirements of the proposed use; (e) Sunlight to private open space and windows of habitable rooms of dwellings on adjoining properties; (f) The privacy of the private open space and windows of habitable rooms of dwellings on adjoining properties; (g) Any overshadowing of adjacent public places; and (h) If an existing major sporting facility, the impact of the proposed height on existing development in the surrounding area.
<p>Comment Complies with A1. The height of the light poles will be 7m.</p>	
<p>A2 Buildings must have a setback from a frontage of:</p> <ul style="list-style-type: none"> (a) Not less than 5m; or (b) Not more or less than the maximum and minimum setbacks of the buildings on adjoining properties, whichever is the lesser. 	<p>P2 Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to:</p> <ul style="list-style-type: none"> (a) Providing for small variations in building alignment to break up long building facades; (b) Providing for variations in building alignment to provide for a forecourt or space for public use, such as outdoor dining or landscaping; (c) The avoidance of concealment spaces; (d) The ability to achieve passive surveillance; and (e) The availability of lighting.
<p>Comment Does not comply with A2. The proposal includes the erection of 3 x 7m tall light towers each accommodating floodlighting. Two of the light towers are within 5m of the title boundary with a frontage, noting that the lights will be within the fenced area of the site, as the fencing is not on the title boundary and outside in part in the road reservation, this is detailed in the Site Plan. As each tower is a single narrow and tapered element into the landscape and of a neutral tone each tower will not be a dominant feature in the streetscape or landscape when viewed from a road. The proposal is for lighting to assist in passive surveillance of the facilities and minimises opportunities for crime and anti-social behaviour in the Road Safety Park vicinity of the site. The lights will be programmed to turn off at 10.00pm or earlier. Performance criteria P2 met.</p>	
<p>A3 Buildings must have a setback from side and rear boundaries adjoining a General Residential Zone, Inner Residential Zone or Low Density Residential Zone not less than:</p> <ul style="list-style-type: none"> (a) 3m; or (b) Half the wall height of the building, <p>whichever is the greater.</p>	<p>P3 Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties in a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, having regard to:</p> <ul style="list-style-type: none"> (a) Overshadowing and reduction in sunlight to habitable rooms of dwellings and private open space of dwellings; (b) Overlooking and reduction of privacy to adjoining properties; or (c) Visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
<p>Comment Not applicable.</p>	



<p>A4 Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.</p>	<p>P4 Air conditioning, air extraction, pumping, heating or refrigeration systems, compressors or generators within 10m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) The characteristics and frequency of any emissions generated; (b) The nature of the proposed use; (c) The topography of the site; and (d) Any mitigation measures proposed.
<p>Comment Not applicable.</p>	

<p>28.4.2 Outdoor storage areas</p>	
<p>Objective: That outdoor storage areas do not detract from the appearance of the site or surrounding area.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.</p>	<p>P1 Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.</p>
<p>Comment Not applicable.</p>	

CODES	
C1.0 Signs Code	N/A
C2.0 Parking and Sustainable Transport Code	No requirement for parking for Passive Recreation use.
C3.0 Road and Railway Assets Code	N/A
C4.0 Electricity Transmission Infrastructure Protection Code	N/A
C5.0 Telecommunications Code	N/A
C6.0 Local Historic Heritage Code	N/A
C7.0 Natural Assets Code	N/A
C8.0 Scenic Protection Code	N/A
C9.0 Attenuation Code	Not applicable, not a sensitive use or an activity listed in Tables C9.1 and C9.2.
C10.0 Coastal Erosion Hazard Code	N/A
C11.0 Coastal Inundation Hazard Code	N/A
C12.0 Flood-Prone Areas Hazard Code	N/A
C13.0 Bushfire-Prone Areas Code	N/A
C14.0 Potentially Contaminated Land Code	N/A
C15.0 Landslip Hazard Code	N/A
C16.0 Safeguarding of Airports Code	N/a – exempt as development is less than 316m AHD

PARTICULAR PURPOSE ZONES		
NOR-P1.0	Particular Purpose Zone – Campbell Town Service Station	Not applicable
NOR-P2.0	Particular Purpose Zone – Epping Forest	Not applicable



SPECIFIC AREA PLANS		
NOR-S1.0	Translink Specific Area Plan	Not applicable
NOR-S2.0	Campbell Town Specific Area Plan	Not applicable
NOR-S3.0	Cressy Specific Area Plan	Not applicable
NOR-S4.0	Devon Hills Specific Area Plan	Not applicable
NOR-S5.0	Evandale Specific Area Plan	Not applicable
NOR-S6.0	Longford Specific Area Plan	Not applicable
NOR-S7.0	Perth Specific Area Plan	Not applicable
NOR-S8.0	Ross Specific Area Plan	Not applicable

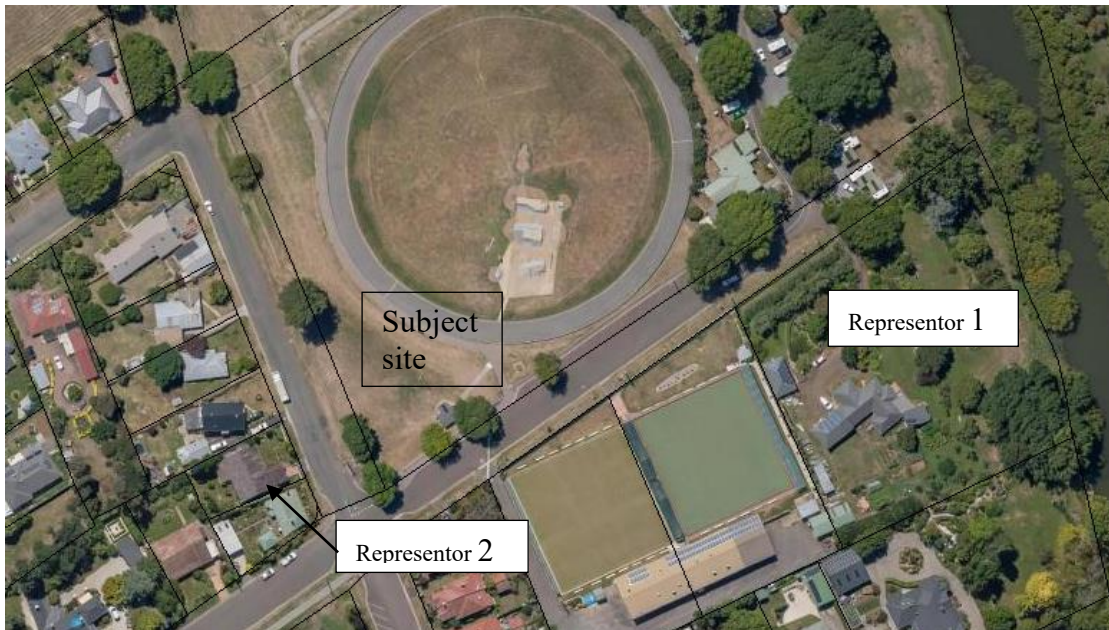
SPECIAL PROVISIONS		
7.1	Changes to an Existing Non-conforming Use	Not applicable
7.2	Development for Existing Discretionary Uses	Not applicable
7.3	Adjustment of a Boundary	Not applicable
7.4	Demolition	Not applicable
7.4	Change of Use of a Place listed on the Tasmanian Heritage Register or a Local Heritage Place	Not applicable
7.5	Change of Use	Not applicable
7.6	Access and Provision of Infrastructure Across Land in Another Zone	Not applicable
7.7	Buildings Projecting onto Land in a Different Zone	Not applicable
7.8	Port and Shipping in Proclaimed Wharf Areas	Not applicable
7.9	Demolition	Not applicable
7.10	Development Not Required to be Categorised into a Use Class	Not applicable
7.11	Use or Development Seaward of the Municipal District	Not applicable
7.12	Sheds on Vacant Sites	Not applicable
7.13	Temporary Housing	Not applicable

4.7 Representations

Notice of the application was given in accordance with Section 57 of the Land Use Planning & Approvals Act 1993. A review of Council's Records management system after completion of the public exhibition period revealed that two (2) representations (attached) were received from:

- Greg Green, 1 Archer Street, Longford
- Jane & Derk Hanssen, 10 Latour Street, Longford

Map showing location of representors properties in relation to subject site



The matters raised in the representations are outlined below followed by the planner's comments.

Issue 1

- Concerns regarding cost of the lighting

Planner's comment:

Not relevant to the planning assessment.

Issue 2

- The site is relatively vandal proof, and believe the lights will not make a lot of difference.

Planner's comment:

The lighting of the Road Safety Park will enable passive surveillance of the site up to 10pm and seeks to deter vandalism and anti-social behaviour. The proposal relies on one performance criteria in relation to setbacks only.

Issue 3

- Concerns regarding the location of the light poles and whether they pose a safety hazard.

Planner's comment:

Not relevant to the planning assessment.

Issue 4

- Concerns regarding extra light into nearby bedrooms of representors dwelling.

Planner's comment:

A number of conditions are proposed to ensure that the lighting will be turned off at the latest 10pm and ensure that the lighting is directed so as not to cause nuisance to nearby residential premises.

4.8 Objectives of the *Land Use Planning and Approvals Act 1993*

The proposal is consistent with the objectives of the *Land Use Planning and Approvals Act 1993*.

4.9 State Policies

The proposal is consistent with all State Policies.



4.10 Strategic Plan/Annual Plan/Council Policies

Strategic Plan - Statutory Planning

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions or refuse and state reasons for refusal.

7 DISCUSSION

Discretion to refuse the application is limited to:

- Reliance on performance criteria for development standards in the Recreation Zone - Setbacks

Conditions that relate to any aspect of the application can be placed on a permit.

The proposal will be conditioned to be used and developed in accordance with the proposal plans.

8 ATTACHMENTS

1. PL N-23-0087 public exhibition documents [11.9.1 - 15 pages]
2. 1. Representation - Green [11.9.2 - 1 page]
3. 2. Representation Hanssen [11.9.3 - 1 page]



11.10 REQUEST TO AMEND PLANNING PERMIT PLN-22-0013: 40 LOT SUBDIVISION - BY REMOVING THE REQUIREMENT FOR FOOTPATHS

File: PLN-22-0013
Responsible Officer: Des Jennings, General Manager
Report prepared by: Paul Godier, Senior Planner

RECOMMENDATION

That the planning authority resolve, pursuant to section 56 of the Land Use Planning and Approvals Act 1993, **not to amend** planning permit PLN22-0013 by deleting the requirement for footpaths, on the ground that it is not satisfied that the amendment will not cause an increase in detriment to any person, contrary to section 56 2 (b) of the Land Use Planning and Approvals Act.

1 INTRODUCTION

This report assesses an application to amend the permit for Evandale Road (CT143771/2), 47 Translink Avenue South & Translink Avenue South road reserve, Western Junction, to amend Roadway Design Standards as expressed in Condition 3.1 Permit PLN22-0013 by deleting the need for footpaths to serve this industrial area.

2 BACKGROUND

Applicant:
TULT P/L C/- Philip Bowden

Owner:
Christopher Robert & Denise Wilson & Airdrie Clair
Richardson & Stephanie Caroline Sinclair White

Zone:
General Industrial Zone.
TRANSlink Specific Area Plan Area 1 and Area 4

Codes:
Bush Fire Prone Area, Road & Railway Assets Code

Classification under the Scheme:
Subdivision

Existing Use:
Vacant

Deemed Approval Date:
<insert text here>

Recommendation:
Refuse

Discretionary Aspects of the Application:

- Clause F1.4.1 A1.1 c) - Variation of frontage width in area 1 from 50m to 9m.
- Clause F1.4.1 A8 – vary location of open swale drain from road reserve to 6m wide strip between lots, to be transferred to council.

Planning Instrument:

- *Northern Midlands Interim Planning Scheme 2013*

3 STATUTORY REQUIREMENTS

The proposal is a request pursuant to section 56 of the *Land Use Planning & Approvals Act 1993* (i.e. amendments to permits). The original application was made pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application).

56. Minor amendments of permits issued by a planning authority



(1) The owner of land, or a person with the consent of the owner, may request the planning authority in writing to amend a permit which applies to that land and which is a permit issued by the planning authority.

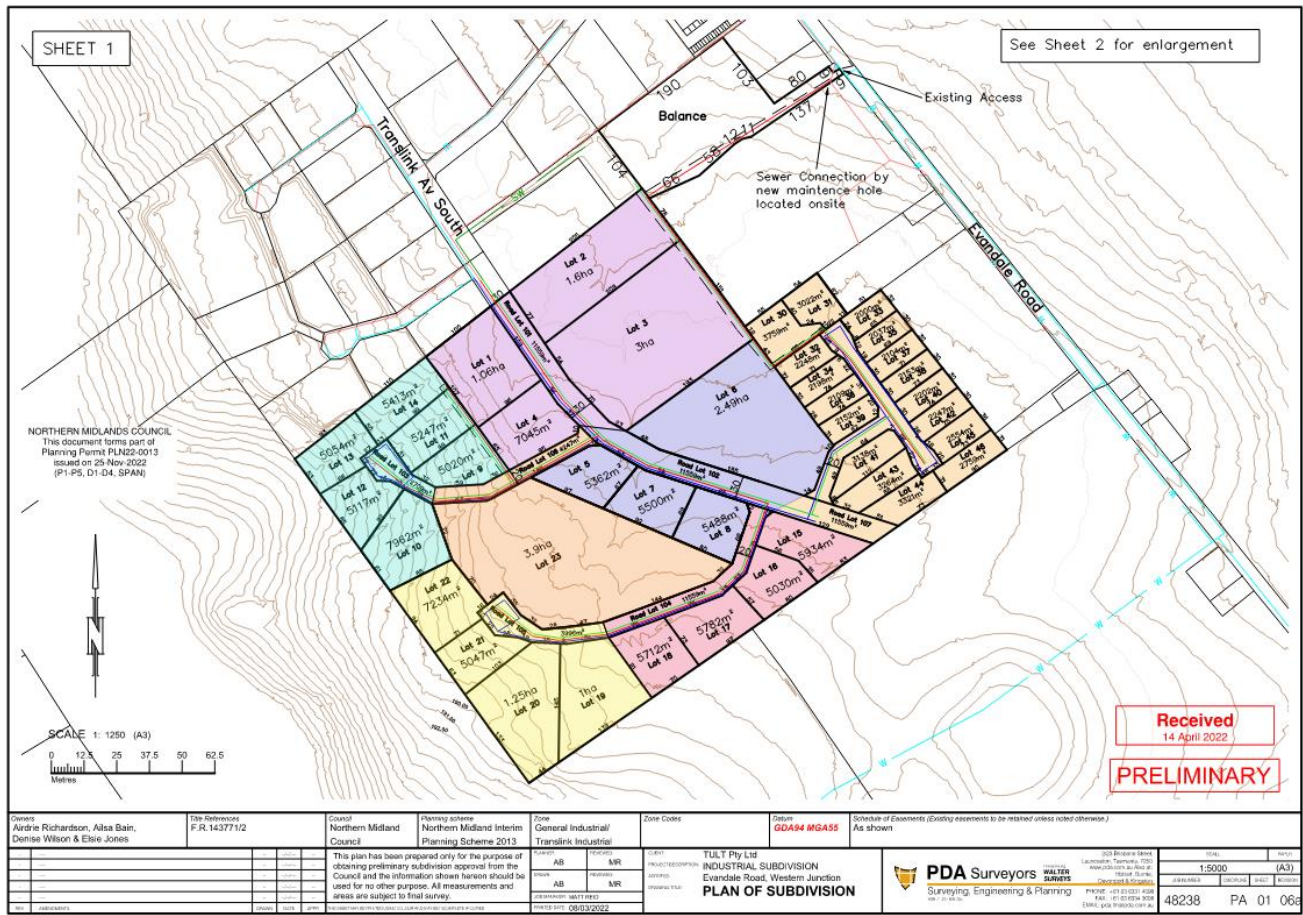
4 ASSESSMENT

4.1 Requested Amendment

Condition 3.1 of the permit requires plans to be submitted which show for the through road (Translink Avenue) footpath on both sides, for the other roads footpath on one side.

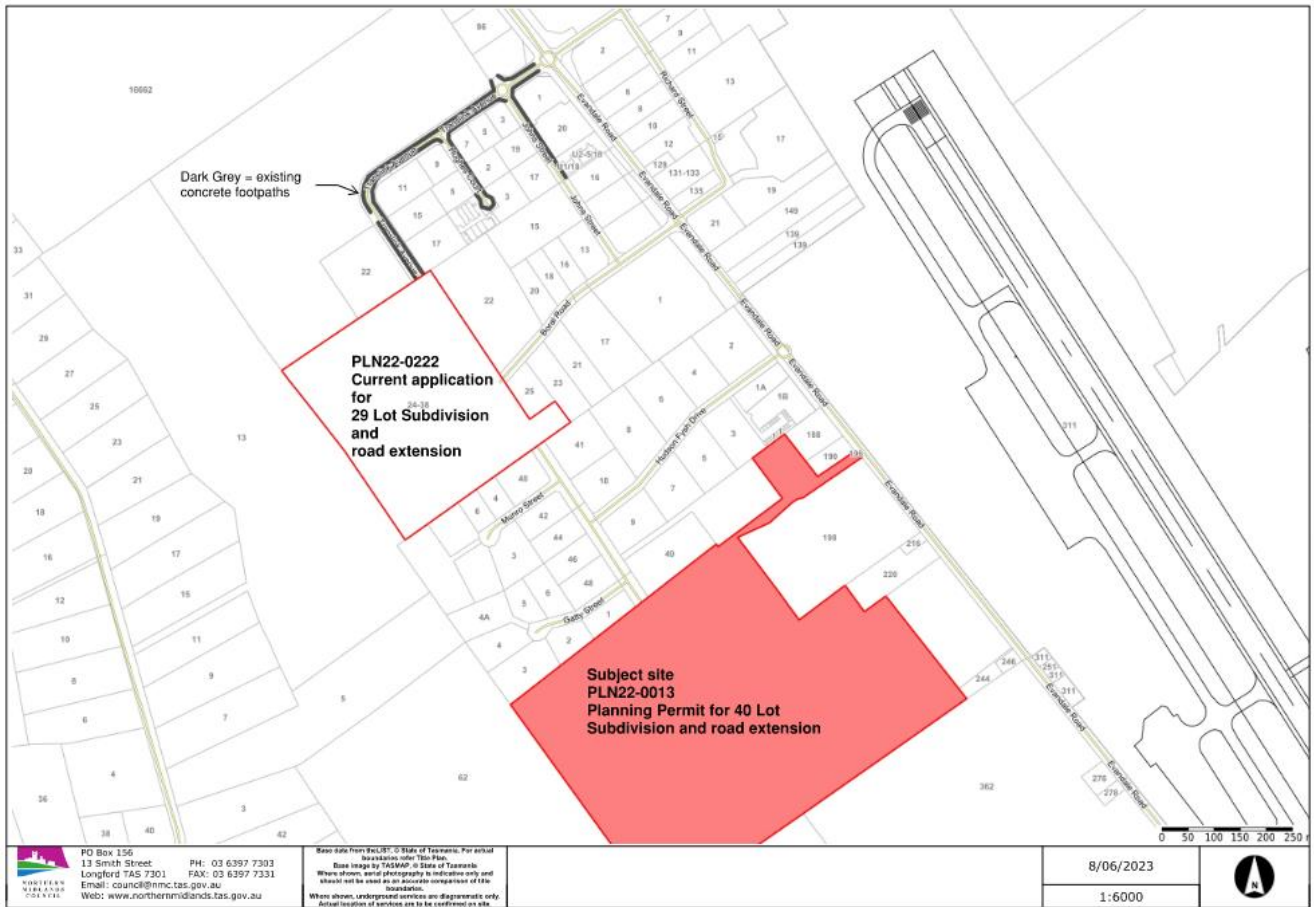
The amendment seeks to remove the requirement for footpaths to be constructed..

Approved Plan of Subdivision





Existing Footpaths in Translink



4.2 Representations

Notice of the application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*. No representations were received.



^ Photograph showing concrete footpaths on both sides of Translink Avenue, taken at the end of Translink Avenue (north)

4.3 S.56 LUPAA

*The planning authority may amend the permit if it is satisfied that the amendment –
(aa) is not an amendment of a condition or restriction, specified in the permit, that is required, imposed or amended by the Appeal Tribunal; and*

Comment: The permit was not decided by Appeal.

(a) does not change the effect of a condition or restriction, specified in the permit, that is required, imposed or amended by the Appeal Tribunal; and

Comment: The permit was not decided by Appeal.

(b) will not cause an increase in detriment to any person; and

Comment: The amendment would cause an increase in detriment to people working in the Translink estate.

(c) does not change the use or development for which the permit was issued other than a minor change to the description of the use or development.

Comment: The amendment would not change the use or development for which the permit was issued.

5 FINANCIAL IMPLICATIONS TO COUNCIL

- If the permit is amended there may be costs to council in constructing the footpaths.



- Council may need to budget for construction of footpaths to link from the subject site.

6 OPTIONS

- Amend the permit as requested.
- Amend the permit in a different manner.
- Not amend the permit.

7 DISCUSSION

The northern end of Translink Avenue has concrete footpaths on both sides. This adjoins land subject to a current application for subdivision. That subdivision proposes the extension of Translink Avenue. It is proposed to place a condition requiring construction of footpath on both sides of Translink Avenue. This will leave a section of Translink Avenue, around 358m in length, with no footpath.

8 ATTACHMENTS

1. Request to Amend [**11.10.1** - 2 pages]
2. Letter FJA Solutions [**11.10.2** - 8 pages]



11.11 DRAFT AMENDMENT 03/2022 & PERMIT PLN-22-0056: REZONE PART OF LOT 1 DRUMMOND STREET, PERTH AND 3 LOT SUBDIVISION

File: 13/026/007/167; 107400.12; PLN22-0056
Responsible Officer: Des Jennings, General Manager
Report prepared by: Paul Godier, Senior Planner

RECOMMENDATION

That the planning authority advise the Tasmanian Planning Commission that:

It no longer supports the draft amendment and recommends it be rejected due to information that has become available since initiating the draft amendment namely, flood risk from dam break as identified in 'Midlands Highway Perth Link Roads Concept Design Report, pitt&sherry, 21 November 2017' and, without a contemporary noise assessment, the draft amendment has not demonstrated consistency with policy RIN-P4 and actions RIN-A7 and RIN-A8 of the Northern Tasmania Regional Land Use Strategy and does not demonstrate consistency with Schedule 1 Part 2 objective h) of the Land Use Planning and Approvals Act 1993, and;

Should the draft amendment not be rejected, it should be modified to apply the Flood Prone Areas Code in accordance with Sheepwash Creek Flood Map 1% Annual Exceedance Probability Climate Change Based on Modelling 3rd June 2023, Map date 7th June 2023.

1 INTRODUCTION

As per the attached minutes, at its meeting of 15 August 2022, Council, as Planning Authority:

- (a) Initiated and certify draft amendment 03-2022 to rezone the portion of the title CT 173776/1 on the east side of the Midland Highway from Rural Resource Zone to General Residential Zone , apply the flood prone areas code to the area of land on CT173776/1 denoted 100yr_ARI_CC and concurrently;
- (b) Approved a planning permit to subdivide that section to create 2 lots:
 - Lot 1 - 13.7ha;
 - Lot 2 - 4.8ha; leaving the balance of the title on the west side of the highway;
 - Balance 330.5ha.

The Tasmanian Planning Commission held a hearing into the draft amendment on 30 March 2023 which was adjourned. The Commission has required the council planning authority to provide confirmation of the planning authority's position in relation to the draft amendment, i.e. whether it continues to support the certified draft amendment, whether the certified draft amendment ought to be modified (and if so how?) or alternatively that it no longer supports the draft amendment.

This report provides information that was not available to Council at the time it made its original decision to initiate the draft amendment.

2 BACKGROUND

Applicant:

Justine Brooks – PDA Surveyors, Engineers and Planners obo Mackinnon Estates Pty Ltd

Zone:

Rural Resource

Owner:

Mr Hugh Mackinnon

Codes:

Bushfire-Prone Areas Code;
Road and Railway Assets Code;
Car Parking and Sustainable Transport Code;



Proposal:

- (a) To rezone the portion of the title CT 173776/1 on the east side of the Midland Highway from Rural Resource to General Residential classification, and concurrently;
- (b) To subdivide that section to create 2 lots
- Lot 1 - 13.7ha;
 - Lot 2 - 4.8ha; leaving the balance of the title on the west side of the highway:

Balance 330.5ha.

Critical Date:

Advice must be provided to the Tasmanian Planning Commission by 30 June 2023.

Flood Prone Areas Code

Existing Use:

Resource Development

Planning Instrument:

Tasmanian Planning Scheme - Northern Midlands

3 STATUTORY REQUIREMENTS

The Tasmanian Planning Commission has required the council planning authority to provide confirmation of the planning authority's position in relation to the draft amendment, i.e. whether it continues to support the certified draft amendment, whether the certified draft amendment ought to be modified (and if so how?) or alternatively that it no longer supports the draft amendment.

4 ASSESSMENT

As a result of the Commission's decision the land is zoned Future Urban Zone. The draft amendment is to rezone the land indicated below to the General Residential zone, and to place each on a separate title.

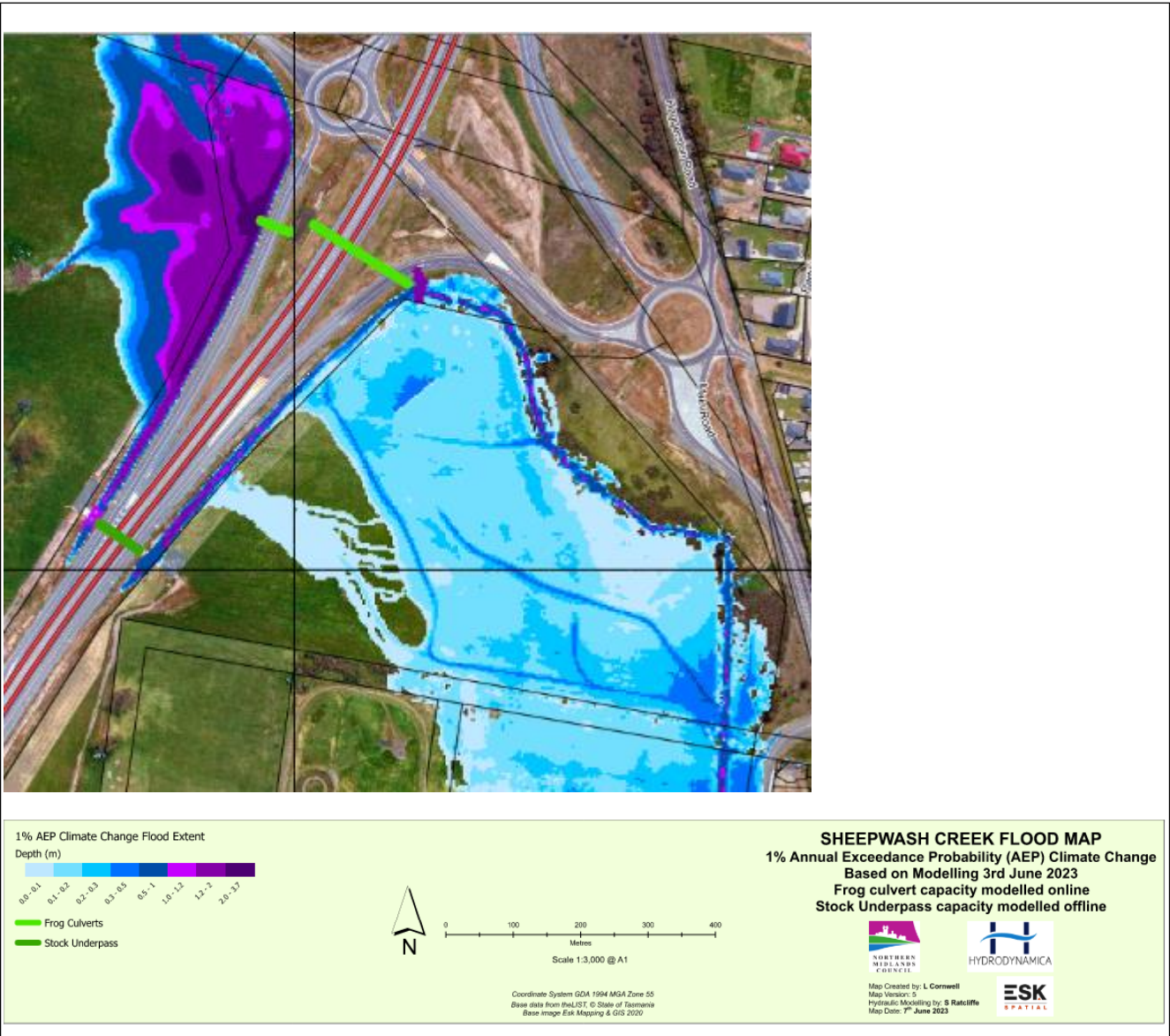


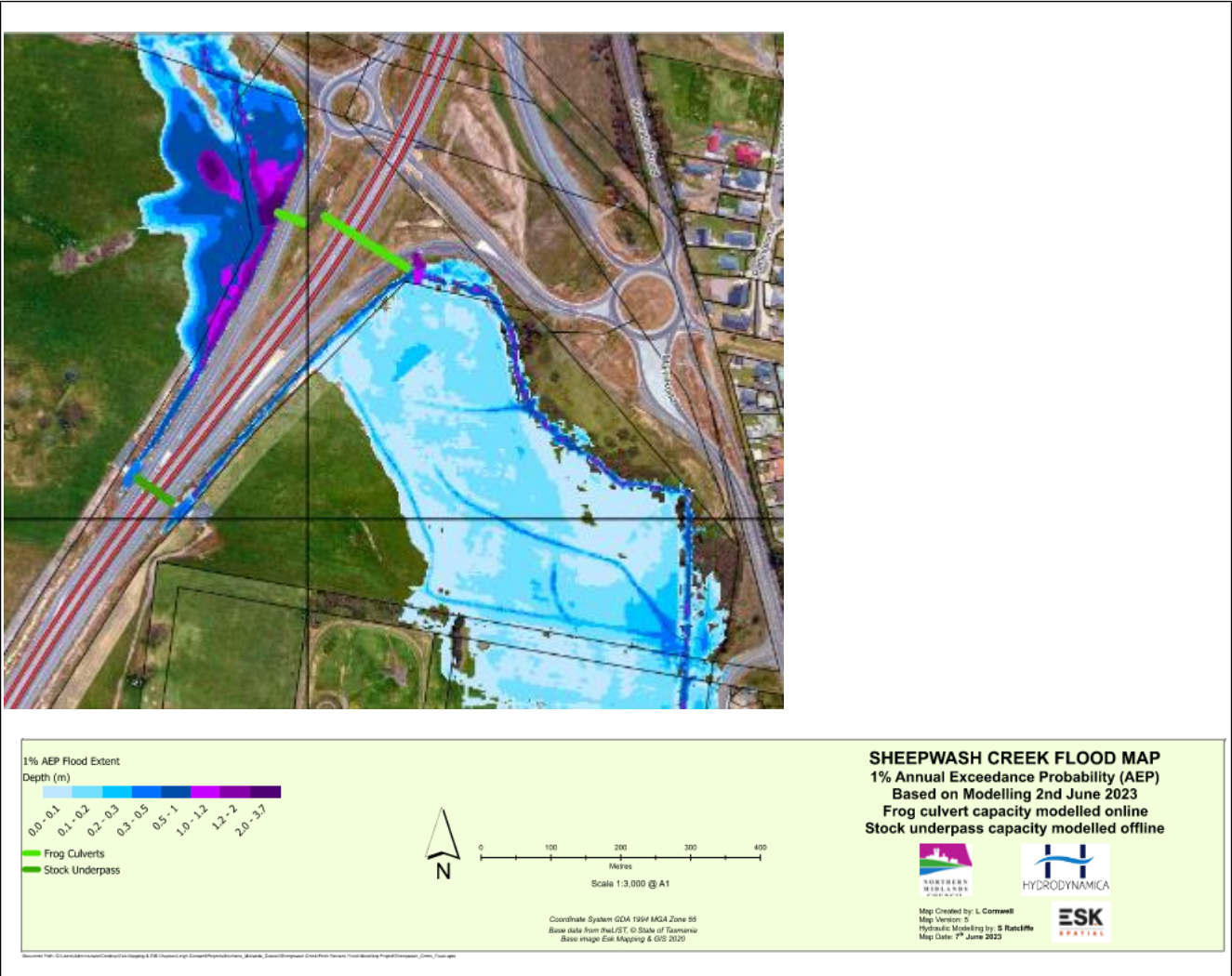
Source: PDA planning application



Sheepwash Creek Flooding

Below is an extract from the 'Hydrodynamica West Perth Flood Study: Sheepwash Creek and mapping, June 2023' (full report attached). It shows flooding over much of the subject land north of unmade Arthur Street. The Flood Prone Areas Code should be applied based on this mapping.





The applicant refers to 'Midlands Highway Perth Link Roads Concept Design Report, pitt&sherry, 21 November 2017' pitt&sherry report (attached) which shows substantially less flooding of the subject land (in red below):



Figure 2 - 1in100 AEP Flood (Blue Without Highway Development, Red With Highway Development)

Source: Midlands Highway Perth Link Roads Concept Design Report, pitt&sherry, 21 November 2017'

Regarding the mapping in the pitt&sherry report Council's consultant Hydrologist, Cameron Oakley, advises that:

- Modelling of the catchment, which is predominately pervious, was undertaken using runoff coefficients of 0.1 (i.e., 10% of rainfall becomes runoff) for pervious areas and 0.9 for impervious areas. This methodology is not in accordance with the practices contained in industry guidelines *Australian Rainfall and Runoff 2019*. The report provides little data from which other assumptions made in the modelling can be further reviewed.
- The modelling assumed that highway culverts were blocked by a factor of 50%. As a result, a significant artificial reduction in culvert capacity and flooding downstream is assumed. The study therefore cannot be relied on to understand risks of flooding in the downstream flood plain.

Dam Break Flooding

As required by the Commission, the applicant, provided a full copy of the 'Midlands Highway Perth Link Roads Concept Design Report, pitt&sherry, 21 November 2017' to the Commission. This is available on the Commission's website and is attached to this report.

Appendix C to the pitt&sherry 2017 report is 'Mackinons Dam (ID 7569) Flood & Dam Break Inundation Review' by IPD consulting, 9 November 2017.

The IPD report states:



We understand that the Mackinnon's dam is currently categorised and accepted as a storage with a 'Significant' hazard category ... (section 1.1.2, p 2).

... in effect a dam with a 'Significant' Hazard Category is to some degree equivalent to a dam with a High C Consequence Category under revised guidelines (section 1.1.2, p 2).

To review the consequence category and associated dam break inundation area, we have undertaken a dam break assessment considering both the existing conditions (ie no highway) and the proposed highway alignment (section 1.3.1, p. 3).

The dam break inundation has been modelled with results shown in Appendix B (section 1.3.3 p. 4).

The new highway provides a benefit to the dam break flooding depths and flood extent (section 1.3.3 p. 4).

Typical flood depths are reduced to below 300mm in most cases and velocities are not considered excessive, through the urban zones (section 1.3.3 p. 4).

Based on the inundation maps included, it is anticipated that in the event of a Sunny Day Failure there will be potential risk to human life measured in terms of Population at Risk (PAR) of ≥ 100 to < 1000 in accordance with the ANCOLD (Australian National Committee on Large Dams) 'Guidelines on the Consequence Categories for Dams' (2012). It is IPD's interpretation of the guidelines PAR "includes all people who would be directly exposed to flood waters assuming they took no action to evacuate" (section 2.1.6, pp. 4-5).

*Based on the consequence category assessment and the assumptions above, it is recommended a consequence category of **HIGH B** be assigned to Mackinnon's dam going forward. This assessment is regardless of whether works are conducted on the dam or not.*

Further to this assessment however, it is noted that the PAR (Population at Risk) assessment was the key criteria which has pushed the dam from a High C to a High B assessment. In reviewing the PAR and the old assessment it appears that the assessment began looking at related flood depths and flood velocity of the dam break, in determining if a PAR was present. This method is in error in our view if using the PAR methodology, and what is being done is in fact moving into a PLL (Potential Loss of Life) assessment.

With that said, the previous process has merit as the flood depths and velocities are low, and hence we are confident that if a full risk assessment process was undertaken in accordance with the guidelines, then the original HIGH C assessment would still stand (section 2.1.7, p. 5).



Figure 3 - SDF of 200ML dam with Highway

Source: Midlands Highway Perth Link Roads Concept Design Report, pitt&sherry, 21 November 2017'

Figure 3 of Appendix B showing the 'SDF (Sunny Day Failure) of 200ML dam with Highway'.

Based on this, the land north of unmade Arthur Street should not be rezoned to General Residential.

Midland Highway

The Department of State Growth provided the attached submission, raising concern with potential unacceptable noise impacts extending beyond the 50m Road and Railway Assets Code attenuation area and has since provided the attached 'Perth Link Roads Noise Assessment, November 2017'.

Policy RIN-P4 and actions RIN-A7 and RIN-A8 of the Northern Tasmania Regional Land Use Strategy are:

RIN-P4 Recognise the Department of State Growth Road Hierarchy and protect the operation of major road and rail corridors (existing and planned) from development that will preclude or have an adverse effect upon existing and future operations.



RIN-A7 Protect the region's road and rail infrastructure network and enable a transition between compatible land uses and an adequate separation between conflicting development that would compromise safe and efficient operations of existing and future planned road and rail corridors.

RIN-A8 Protect strategic road corridors that are predominately State Roads (Category 1-3) under Tasmanian Road Hierarchy which include:

- *Midland Highway*

...

Without a contemporary noise assessment, the draft amendment has not demonstrated consistency with policy RIN-P4 and actions RIN-A7 and RIN-A8 of the Northern Tasmania Regional Land Use Strategy and does not demonstrate consistency with Schedule 1 Part 2 objective h) of the Land Use Planning and Approvals Act to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.



LEGEND

- Receivers
- Proposed road alignment
- 2029 Build 63 dBA contour, +2.5 dB(A) façade effect correction included
- Existing 63 dBA contour, +2.5 dB(A) façade effect correction included
- 2029 No-Build 63 dBA contour, +2.5 dB(A) façade effect correction included

Paper Size A4
0 25 50 100 150 200
Metres
Map Projection: Transverse Mercator
Horizontal Datum: GDA 1984
Grid: SGA 1984 MGA Zone 55



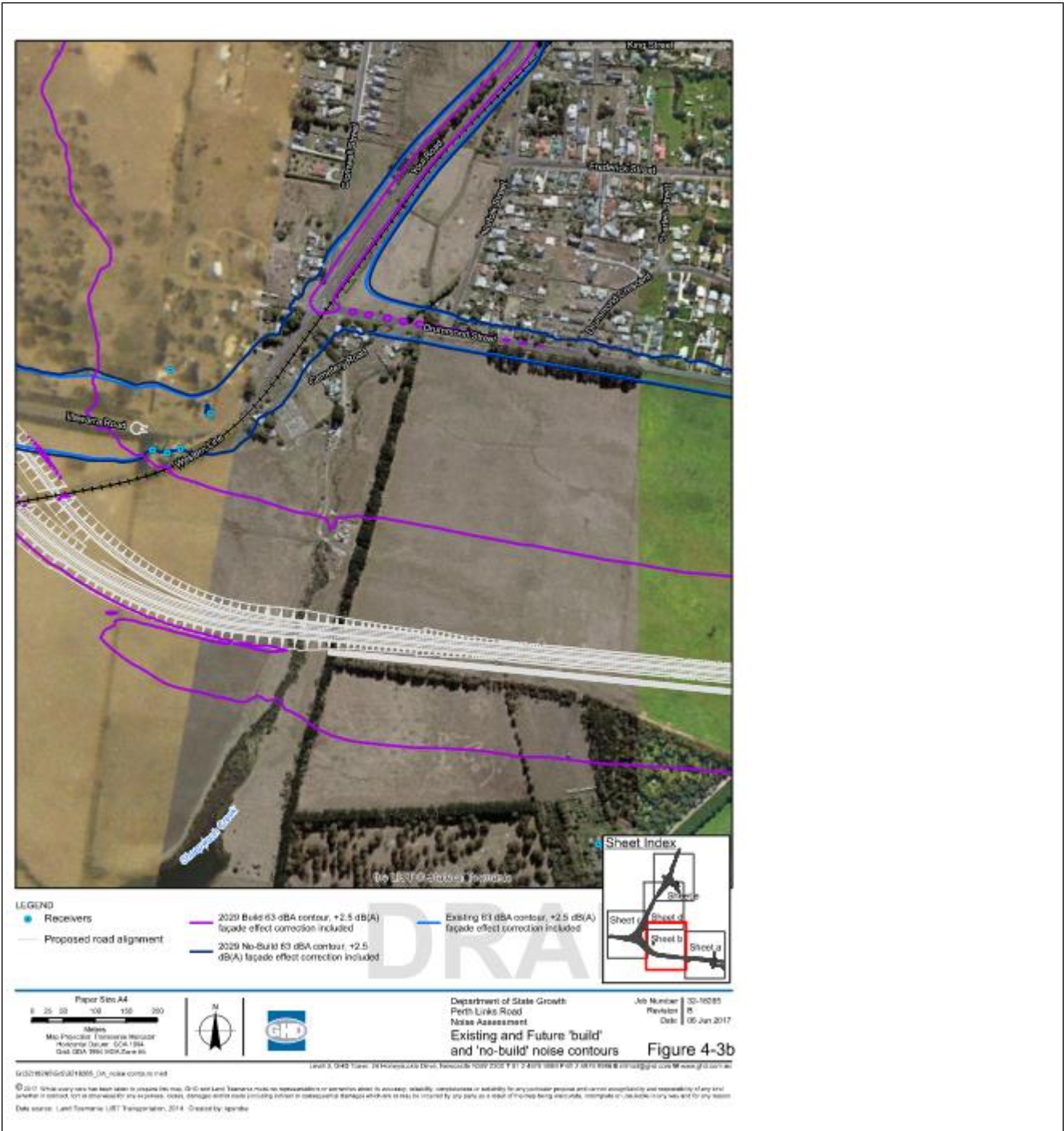
Department of State Growth
Perth Links Road
Noise Assessment
Existing and Future 'build'
and 'no-build' noise contours

Job Number | 32-18285
Revision | 8
Date | 06-Jun-2017

Level 3, GHD Tower, 24 Hoggbacke Drive, Newcastle NSW 2303 T 61 2 6074 9900 F 61 2 6074 9901 www.ghd.com

Figure 4-3d

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5 FINANCIAL IMPLICATIONS TO COUNCIL

Assessment of the application is within budget allocations.

6 RISK ISSUES

Risk issues through flooding are identified in this report.

7 OPTIONS

Council can:

- a) Confirm that it continues to support the application to support the certified draft amendment; or



- b) Advise the Tasmanian Planning Commission that the certified draft amendment should be modified by placing the revised flood hazard overlay based on the attached Sheepwash Creek Flood Map, 1% Annual Exceedance Probability (AEP), Based on Modelling 2nd June 2023, Map Date: 7th June 2023; or
- c) Advise the Tasmanian Planning Commission that the certified draft amendment should be modified by placing the revised flood hazard overlay based on the attached Sheepwash Creek Flood Map, 1% Annual Exceedance Probability (AEP) Climate Change, Based on Modelling 3rd June 2023, Map Date: 7th June 2023; or
- d) Advise the Tasmanian Planning Commission that the certified draft amendment should be modified by not rezoning the land north of Arthur Street due to risk of flooding from dam break as identified in Midlands Highway Perth Link Roads Concept Design Report, pitt&sherry, 21 November 2017'; or
- e) Advise the Tasmanian Planning Commission that:
- it no longer supports the draft amendment and recommends it be rejected due to information that has become available since initiating the draft amendment namely, flood risk from dam break as identified in 'Midlands Highway Perth Link Roads Concept Design Report, pitt&sherry, 21 November 2017' and, without a contemporary noise assessment, the draft amendment has not demonstrated consistency with policy RIN-P4 and actions RIN-A7 and RIN-A8 of the Northern Tasmania Regional Land Use Strategy and does not demonstrate consistency with Schedule 1 Part 2 objective h) of the Land Use Planning and Approvals Act 1993, and;
 - Should the draft amendment not be rejected, it should be modified to apply the Flood Prone Areas Code in accordance with Sheepwash Creek Flood Map 1% Annual Exceedance Probability Climate Change Based on Modelling 3rd June 2023, Map date 7th June 2023.

8 DISCUSSION

For the reasons given in this report it is recommended that the planning authority advise the Tasmanian Planning Commission that:

- It no longer supports the draft amendment and recommends it be rejected due to information that has become available since initiating the draft amendment namely, flood risk from dam break as identified in 'Midlands Highway Perth Link Roads Concept Design Report, pitt&sherry, 21 November 2017' and, without a contemporary noise assessment, the draft amendment has not demonstrated consistency with policy RIN-P4 and actions RIN-A7 and RIN-A8 of the Northern Tasmania Regional Land Use Strategy and does not demonstrate consistency with Schedule 1 Part 2 objective h) of the Land Use Planning and Approvals Act 1993, and;
- Should the draft amendment not be rejected, it should be modified to apply the Flood Prone Areas Code in accordance with Sheepwash Creek Flood Map 1% Annual Exceedance Probability Climate Change Based on Modelling 3rd June 2023, Map date 7th June 2023.

9 ATTACHMENTS

1. Min. No. 22-286 from 2022-08-15- Open- Council- Minutes [11.11.1 - 3 pages]
2. Certified Draft Amendment 15 August 2022 [11.11.2 - 2 pages]
3. Hydrodynamica West Perth - Sheepwash Creek Flood Study R 2 June 2023 [11.11.3 - 32 pages]
4. 1% AEP Map Depths v 5 [11.11.4 - 1 page]
5. 1% AEP Map Depths Climate Change v 5 [11.11.5 - 1 page]
6. Submission- PD A- Surveyors-18- May-2023 containing pitt&sherry Concept Design Report [11.11.6 - 80 pages]
7. Department of State Growth submission - rezoning and 3 lot subdivision, Drummond St, Perth [11.11.7 - 2 pages]
8. Email from DSG providing Noise Assessment [11.11.8 - 2 pages]
9. DSG Perth Link Roads Noise Assessment June 2017 [11.11.9 - 38 pages]
10. Road Attenuation Area Northern Lot (Submission- PD A- Surveyors-17- February-2023) [11.11.10 - 2 pages]
11. Road Attenuation Area Southern Lot [11.11.11 - 1 page]



12 COUNCIL ACTING AS A PLANNING AUTHORITY: CESSATION

RECOMMENDATION

That the Council cease to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993*, for the remainder of the meeting.



13 GOVERNANCE REPORTS

13.1 LOCAL COMMUNITY STRATEGIES CONSULTATION REPORT

Responsible Officer: Des Jennings, General Manager

Report prepared by: Lorraine Green, Project Officer

RECOMMENDATION

That Council

- a) accept in-principle the Local Community Strategies Consultation Report,
- b) request/not request further community consultation regarding the five community strategies, and
- c) request the five draft community be revised in light of the recommendations made in the Consultation Report, and the revised strategies be tabled at the July 2023 Council Meeting.

1 PURPOSE OF REPORT

The purpose of the report is to present to Council the Local Community Strategies Consultation Report and to seek Council's direction as to whether further community consultation is required, and how to proceed towards finalisation of the five community strategies.

2 INTRODUCTION/BACKGROUND

During 2022 Council officers developed a series of strategies to further support the Council's Strategic Plan 2021-2027. The initial strategies which were agreed to be developed were:

- Arts and Culture
- Communications and Community Engagement
- Economic Development
- Health and Wellbeing
- Youth

The draft strategies were tabled at the 30 January 2023 Council Meeting. Council endorsed all five strategies as presented and requested an independent community consultation process be implemented.

River Road Consulting Pty Ltd was contracted by Council to independently facilitate the community consultation and to provide a report to the Council on the results. River Road Consulting held face-to-face meetings 8-10 May with community members and local district committee members in seven locations: Avoca, Campbell Town, Cressy, Evandale, Longford, Perth and Ross. Two online surveys were also conducted; one targeted at community members and the other at local district committee members.

The consultants report the overall turnout at the face-to-face sessions was disappointing, however those who did participate were forthcoming with their views and demonstrated a keen investment and interest in their local communities.

A total of 35 community member surveys were completed and 18 local district committee member surveys.

The Consultation Report provides a comprehensive listing of the issues discussed at the face-to-face meetings and recorded on the online surveys, and makes a number of recommendations for changes to the strategies in light of the community feedback received.



The majority of the feedback received related to the Communications and Community Engagement Strategy, The consistent message across the sessions and surveys was that the community had a genuine desire for more active engagement with Council which will require changes in relation to the way Council communicates with its community.

The level of interest in the other four strategies was low in comparison to the Communications and Community Engagement Strategy. The consultants are of the opinion that further community consultation will not materially alter the outcome of the consultations, and that if Council wants to further engage with the community, its resources would be better expended in addressing how it plans to improve its future communication and engagement with both the community and district committees.

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.2 Councillors serve with integrity and honesty
- 1.3 Management is efficient, proactive and responsible

3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Not applicable.

4 POLICY IMPLICATIONS

N/A

5 STATUTORY REQUIREMENTS

N/A

6 FINANCIAL IMPLICATIONS

Council contracted River Road Consulting Pty Ltd to undertake the community consultations and report writing. There are no further cash costs associated with the project (unless further community consultation is requested) as the finalisation of the five strategies can be undertaken by Council Officers.

7 RISK ISSUES

Failure to modify the draft strategies in light of the recommendations made by the consultants will negate the value of the community consultation process and further fuel the community perception that Council does not satisfactorily communicate and engage with the community.



8 CONSULTATION WITH STATE GOVERNMENT

N/A

9 COMMUNITY CONSULTATION

This project involved extensive community consultation.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can either:

- a) accept/not accept in-principle the Local Community Strategies Consultation Report,
- b) request/not request further community consultation regarding the five community strategies, and
- c) request/not request the five draft community be revised in light of the recommendations made in the Consultation Report, and the revised strategies be tabled at the July 2023 Council Meeting.

11 OFFICER'S COMMENTS/CONCLUSION

The consultants conducted a highly professional, engaging community consultation process and have submitted a final report that captures the full gamut of the issues and matters raised by the community members and local district committee members who participated in the process. The recommendations for changes to the five draft strategies are explicit and will enhance the quality and readability of the strategies. Further, the consultants have elicited extensive material relating to the relationship between Council and the local district committees that can be utilised to improve the functioning of the local district committee system.

12 ATTACHMENTS

1. Local Strategies Consultation - May 2023 (13) Final Report [**13.1.1** - 72 pages]



13.2 NAPOLEON STREET PARK, PERTH

Responsible Officer: Des Jennings, General Manager

Report prepared by: Lorraine Green, Project Officer

RECOMMENDATION

That Council:

- a) accept in principle the Napoleon Street Park Landscape Concept Plan; and
- b) requests Council officers to identify external funding opportunities for implementation of the plan.

1 PURPOSE OF REPORT

The purpose of the report is to provide Council with the community feedback received on the Napoleon Street Park Landscape Concept Plan, to seek Council's advice on changes to be made to the concept plan in light of the feedback received from the community, and to seek Council's direction as to the way forward with implementation of the plan.

2 INTRODUCTION/BACKGROUND

As part of a new subdivision in West Perth, Council is to develop a park adjacent to Napoleon Street. In late 2022 Council contracted Lange Design to prepare a draft landscape concept plan for the park. The concept plan was received in January 2023. The plan proposed the landscaped park would include a large open space that would also serve as a stormwater detention basin, and a park/playground area comprising picnic shelters, BBQ facility, all abilities swings, nature play areas, and a multi-play structure for a variety of age groups and challenges. Concrete paths will form a network throughout the park and will connect with adjoining streets. There is provision for the addition of a single cubicle toilet facility in the future.

The concept plan was released for community consultation on 1 May 2023 and community members were advised that feedback received by 2 June 2023 would be considered by Council when finalising the plan.

The concept plan and accompanying letter outlining the consultation process was mailed to all residents and property owners in West Perth. The consultation process and plan were also included on a Council page in the Northern Midlands Courier and promoted on Council's facebook.

Council received three responses from community members.

One respondent wrote: *"In my view, this is a wonderful concept. My only regret is that it is not general practice and most subdivisions are not conducive to providing such a rich quality of life. It presents buffers against the noise and visual impact of the highway, and in an increasingly loud and noisy world, this is a definite plus. And the park itself is visually pleasing, and offers an escape into another world, right on residents' doorsteps. Wildlife is usually not considered at all when it comes to planning, and even if they were not considered in this subdivision, the provision of an area such as this is a definite plus and looks as though it could support and benefit a variety of wildlife – provided the residents don't bring cats and release them to roam in the park. Napoleon Street Park ticks the right boxes and will hopefully be the first of many such landscapes across our area".*

Another respondent wrote: *"My husband and I thought it all looks great but as parents of teenagers there's no area or space in the plan to cater for their age group. Our girls go to High School and College with many teenagers in this area so a space for them would be great to see. We were thinking a basketball hoop or similar. A toilet cubicle is a must, if the area is going to be used by families, especially if they are gathering to eat, drink and play".*



The Acting Program Team Leader at Eskleigh Foundation wrote: *“I’m writing to put forth a request on behalf of clients at Eskleigh Foundation. We think that a swing for people with disabilities (wheelchairs) would be a fantastic addition to the park. Eskleigh is at a close distance, this would be easily accessible from a transport perspective. Having a swing close by would prompt clients to access the community and bring so much joy to those who would benefit from it. A swing for people with disabilities would encourage inclusion within the community and support a great cause”*.

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.2 Councillors serve with integrity and honesty
- 1.3 Management is efficient, proactive and responsible
- 1.4 Improve community assets responsibly and sustainably

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

- 2.1 Strategic, sustainable, infrastructure is progressive

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

- 3.2 Developments enhance existing cultural amenity
- 3.3 Public assets meet future lifestyle challenges
- 3.4 Towns are enviable places to visit, live and work

Place: Nurture our heritage environment

Environment - Cherish, Sustain our Landscapes and Preserve, Protect Our Built Heritage for Tomorrow

Strategic outcomes:

- 4.1 Cherish and sustain our landscape
- 4.4 Our heritage villages and towns are high value assets

3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of ‘nice to have’ projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Not applicable.

4 POLICY IMPLICATIONS

N/A



5 STATUTORY REQUIREMENTS

N/A

6 FINANCIAL IMPLICATIONS

The concept plan will be costed once it is finalised.

7 RISK ISSUES

Council has worked to minimise the risk of developing a park that doesn't meet community needs or expectations by seeking community input to the finalisation of the landscape concept plan.

8 CONSULTATION WITH STATE GOVERNMENT

N/A

9 COMMUNITY CONSULTATION

This agenda item relates to the community consultation undertaken with regard to the draft Napoleon Street Park Landscape Concept Plan.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can request/not request:

- the inclusion of a play unit for youth
- the inclusion of the toilet cubicle in stage one of the park's development

11 OFFICER'S COMMENTS/CONCLUSION

The community feedback received was complimentary and supportive of the concept plan.

With regard to the request for inclusion of a Liberty Swing (a fenced swing on which a person in their wheelchair can be harnessed and mechanically swung) it is noted that Council applied to Variety Tasmania in 2018 for funding for a Liberty Swing to be installed on the Longford Village Green. Council's application was not successful, with the following rationale provided:

"Variety Tasmania has made the decision to move away from supporting the Liberty Swing in favour of options that offer opportunities for more inclusive play. In the past we have assisted communities to purchase a swing, but our feedback has been that because the swing is fenced off it is still isolating people with disabilities, it does not allow them to interact with others in the playground, and the whole issue of having to have a special key makes access to the swing difficult".

In light of this advice, Council revised the playground plans and in place of the Liberty Swing incorporated a three bay swing set that included a birds nest swing for all abilities, and an inclusive carousel. Council applied for, and secured, Variety Tasmania and Tasmanian Community Funding for these play units. It is noted that the concept plan for the Napoleon Street Park includes a birds nest swing for all abilities.

12 ATTACHMENTS

1. Napoleon Street Concept Plan April 2023 [13.2.1 - 1 page]



13.3 SOCIAL RECOVERY AND EVACUATION CENTRES

Responsible Officer: Des Jennings, General Manager

Report prepared by: Lorraine Green, Project Officer

RECOMMENDATION

That Council note the report on social recovery and endorse the recommendation to enter into discussion with the Riverlands Centre Leadership Group regarding the possibility of the Centre becoming a designated evacuation centre for the Northern Midlands.

1 PURPOSE OF REPORT

The purpose of the report is to provide Council with background on social recovery, the role of the Northern Region Social Recovery Committee and the proposal to pursue the possibility of the Riverlands Centre becoming a designated evacuation centre for the Northern Midlands.

2 INTRODUCTION/BACKGROUND

Social recovery aims to assist individuals and communities to rebuild their homes, lives, communities and services after an emergency/disaster, and to strengthen their capacity to cope with future emergencies/disasters. Recovery is a partnership between the affected community, the broader community, governments, non-government agencies and the private sector.

In Tasmania, recovery coordination is the role and responsibility of local government, and Council has adopted a Social Recovery Management Plan (a subplan of the Northern Midlands Emergency Management Plan) that details and formalises arrangements for the effective and coordinated management of the social recovery process in the event of a major emergency or disaster in the Northern Midlands. In the event of an emergency situation that is beyond the capacity and resources of Council to effectively manage on its own, Council contacts the Chair of the Northern Region Social Recovery Committee (NRSRC). The Chair works with Council to coordinate social recovery services and resources.

Social recovery in Tasmania has traditionally been under the Department of Health portfolio. In recent years recovery has transferred to the Department of Premier and Cabinet (DPAC) portfolio, and the Recovery Tasmania Unit has been established to oversee recovery governance, purpose and structure.

The NRSRC was established in the early 2000s to provide a forum to develop and maintain capability and preparedness to support the coordinated delivery of relief and short-term recovery functions at the regional level during and after emergencies. The Committee membership has consisted of each Northern Council's Social Recovery Coordinator, State Government Agencies and relevant Non-Government Organisations. The NRSRC met quarterly and was chaired by a Department of Health representative. Since the decision to transfer responsibility for recovery from the Department of Health to DPAC, the NRSRC has been in abeyance.

DPAC's Recovery Tasmania convened a meeting with the former members of the NRSRC on 13 June 2023 (Council's Social Recovery Coordinator Lorraine Green participated in the meeting). The meeting reviewed proposed Terms of Reference for the restructured NRSRC, discussed a number of key issues of concern to former members of the NRSRC, and planned the way forward for the restructured NRSRC.

Council representatives had previously raised with Recovery Tasmania staff the need for a revised template for Councils' Social Recovery Management Plans, in light of the portfolio transfer between the Department of Health and DPAC.



Recovery Tasmania has undertaken to draft the template for review by Councils. Once the template is finalised, Council's Social Recovery Management Plan will be updated to align with the new template.

One issue of specific relevance to Council is that of designated recovery/evacuation centres. These centres during operational periods are established by Council as a 'one stop' shop for a range of services which will vary dependent on the nature of the emergency. Services that can be offered include information/media management, registration of displaced persons, emergency catering, clothing, financial assistance, personal support/counselling, and temporary accommodation (people and domestic animals).

In Council's Social Recovery Management Plan, Council has identified a number of premises that could be considered as recovery/evacuation centres, dependent on the nature, location and extent of the emergency, as well as resultant needs, availability and accessibility.

The Plan states that traditionally the designated recovery/evacuation centres are Longford Town Hall and Campbell Town Town Hall; both of which have advantages and limitations as such centres. During emergencies in recent years that impacted/had the potential to impact on the Longford community, Tas Police and/or SES have announced the Longford Town Hall as the designated recovery/evacuation centre without consultation with Council. Fortunately in each of these instances, the town hall served as an information service and there was no need to provide temporary accommodation and personal support/counselling. To do so in the town hall setting would be challenging as the building has multiple entry and exit points, stairways and levels, that make maintaining a secure and safe environment problematic, minimal toilets, no showering facilities, no off-street parking and a challenging drop-off/pick-up zone in front of the building. Further the town hall is now hosting a regular program of art exhibitions, performances and workshops. The building does however have a generator for use when electrical supply is disrupted.

In contrast, the Riverlands Centre in Wellington Street is on one level, has ample off-street parking, an excellent off-street entrance, is accessible throughout, designated children's play areas (indoors and outdoors), a number of varying sized rooms including a large auditorium, kitchen, lounge and meeting rooms. There is also exterior grounds that could provide temporary accommodation for domestic animals.

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.2 Councillors serve with integrity and honesty
- 1.3 Management is efficient, proactive and responsible

3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Not applicable.

4 POLICY IMPLICATIONS

N/A



5 STATUTORY REQUIREMENTS

The Northern Midlands Municipal Emergency Management Plan states Council is responsible for identifying suitable venues to serve as recovery/evacuation centres.

6 FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

7 RISK ISSUES

Social recovery aims to minimise the risk of communities being negatively impacted in the short to long term following an emergency/disaster.

8 CONSULTATION WITH STATE GOVERNMENT

Social recovery is now a portfolio under DPAC. DPAC officers within Recovery Tasmania are managing the restructuring of the State's recovery policy and planning.

9 COMMUNITY CONSULTATION

Community consultation was not required for the preparation of this report.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can either:

Accept/not accept the report on social recovery;

Endorse/not endorse the recommendation to enter into discussion with the Riverlands Centre Leadership Group regarding the possibility of the Centre becoming a designated evacuation centre for the Northern Midlands.

11 OFFICER'S COMMENTS/CONCLUSION

Preparedness is an essential component of social recovery. Without adequate preparation, recovery response is reactive and not conducive to achieving optimal outcomes. Identifying potential recovery/evacuation centres, and developing a Memorandum of Understanding with each venue's management body regarding the utilisation of the venue in an emergency situation, is a key feature of recovery preparedness.

12 ATTACHMENTS

Nil



13.4 PERTH MAIN STREET: DESIGN & TRAFFIC MANAGEMENT OF CYCLING WITHIN THE MAIN STREET UPGRADE

Responsible Officer: Des Jennings, General Manager

Report prepared by: Trent Atkinson, Project Manager

RECOMMENDATION

That Council

- a) Incorporates bicycle treatments to the Perth Streetscape Redevelopment in accordance with option 1, as per the officers comments; and
- b) Make development application for the proposed development

1 PURPOSE OF REPORT

The purpose of this report is for Council to consider inclusion of bicycle treatments into the Perth Streetscape Redevelopment Project.

2 INTRODUCTION/BACKGROUND

On 19 July 2021 (Minute Reference 267/21) the Northern Midlands Council adopted the redevelopment plan for Perth Streetscape. Council has the opportunity prior to finalising documentation and submitting development application for the inclusion of bicycle treatments.

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.3 Management is efficient, proactive and responsible
- 1.4 Improve community assets responsibly and sustainably

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

- 2.1 Strategic, sustainable, infrastructure is progressive

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

- 3.1 Sympathetic design respects historical architecture
- 3.2 Developments enhance existing cultural amenity
- 3.3 Public assets meet future lifestyle challenges
- 3.4 Towns are enviable places to visit, live and work



3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Foundation Project/s:

Projects which are expected to have a transformational impact on the community. Council considers these projects to be a focal point for investment in the Northern Midlands region.

4.1 Main Street Upgrades - Campbell Town, Longford & Perth:

These projects will improve visual amenity, enhance connectivity and help to capitalise on each town's existing attractions, historical features and natural assets.

4 POLICY IMPLICATIONS

No policy implications have been identified.

5 STATUTORY REQUIREMENTS

Tasmanian Planning Scheme

6 FINANCIAL IMPLICATIONS

Option 1 - \$10,000 -20,000

Option 2 - \$800,000 - \$900,000

Option 3 - \$300,000 - \$400,000

Option 4 - \$100,000 - \$150,000

Option 5 - Nil cost

7 RISK ISSUES

Council has a number of risks to consider, these risks are

- Safety
- Amenity
- Financial
- Community expectation

8 CONSULTATION WITH STATE GOVERNMENT

Council has agreed with the state Government to take ownership of the Perth Main Street and is presently waiting for the formal process to be finalised.

9 COMMUNITY CONSULTATION

Perth Streetscape Design survey was conducted in 2021, the concept plan did not have bicycle treatments included.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council has the following options to consider:

Option 1 – Bicycle advisory treatments that consist of pavement markings and warning/guide signs, along with reducing the speed limit to 40km from Fairtlough to Drummond Street intersections (subject to DSG approval)



This option is the most cost-effective treatment to implement. Requires DSG approval to reduce the speed limit if deemed required.

Option 2 – Incorporate designated bicycle lanes within the development by increasing the road width. This option reduces the carriageway and requires the road to be widened to accommodate the extra width needed. This option is the most expensive.

Option 3 – Shared pathway in the same location of existing pathway. The proposed new pathway within the current concept would need to be increased in width to accommodate all users. This option presents significant issues with a variety of users, location, blind spots and changes in surface levels.

Option 4 - Incorporate designated bicycle lanes within the development by removing parking from one side of the road and having the bicycle lanes on one side catering for both directions of users. Removing one side of parking changes the balance of the streetscape and has significant issue for business & residents on both sides of the road.

Option 5 – Progress the existing concept design.

11 OFFICER'S COMMENTS/CONCLUSION

Bicycle lanes and shared pathways play an important role in supporting the Northern Midlands Councils Strategic Plan. It is important for Council to continue the discussion/implementation of a Municipal wide Bicycle & Shared Pathway strategy. A strategy will set out a number of important items for Council to follow. Although this development will take place prior to a strategy being in place, Council can still use good sound principles for implementation of Bicycle lanes and shared pathways.

The following principles below are a good guide to follow:

- Takes a corridor approach linking into a connected area – Must end at another corridor, significant intersection or major destination.
- Maximises connections to key destinations – Choice of routes with higher order of adjoining land uses.
- Provides a safe cycling environment – Avoid high speed roads, when an off-road facility cannot be provided within the corridor. Select corridors with lower exposure rating crashes.
- Provides attractive routes for cyclist of all abilities – Consider topography and services throughout the route.
- Provides direct routes that minimises delays and turns.
- Provides sufficient supply of corridors to meet future needs in an efficient manner – provide corridors where investment required is lower. Corridor space provide enough capacity.

Source: Design Guidance for Strategically important cycling corridors Vicroads.

Councils officers have identified potential Shared pathways in the Perth area, see below:

- Potential shared path along Arthur Street to William Street reserve
- Potential shared path from William Street reserve to Devon Hills and Evandale
- Potential shared path around Perth Bypass
- Shared path through potential development site south of Drummond Street
- Potential Shared path through Sheepwash Creek open space

These potential shared pathways link many areas/destinations/venues together. When cross referencing the principles in this report, the potential shared pathways have been thought out well, however, there is a key link that is missing, this is from Arthur Street down Fairtlough to Main Road and Main Road to Drummond Street. This would bring connection of the eastern side of Perth to all other potential shared paths whilst linking the business area, school, early learning centre, rec ground and dog exercise area.



Determining what treatment should be implemented and where, comes down to safety, use, cost, space, user groups and location. I will break down each of these items to demonstrate Option 1 as my recommendation:

Safety – Separated Cycling paths are no doubt the safest, lowering the speed limit and advisory signage/treatments will make the area safer for all users also.

Use – Council officers observation, has the use as low. Less than 10 users per hour at the *peak*, *Austrroads Guide to Road Design Part 6A*. Please note this is an observation. High use is more than 50 users per hour.

Cost – This treatment is the most cost effective one of all options.

Space - The existing road is not wider enough and widening would not be required to implement option 1. However, there is space within the road reserve but kerb & channel, street trees, driveways and stormwater infrastructure reconfiguration is required for other options.

User groups – there is a number of user groups varying from children to adults exercising. The proposal has a path on both sides of the road for all user to use and cyclist are permitted to ride on the road as per the *Tasmania Road Rules*.

Location – The majority of properties from Fairtlough Street to Drummond Street are zoned Local Business, accessing local business for all users is important.

12 ATTACHMENTS

1. Proposed Bicycle Treatment Area Plan For The Perth Streetscape Development [13.4.1 - 1 page]
2. Existing and Potential Shared Pathways Perth [13.4.2 - 1 page]



13.5 SALE OF TOWN HALL, CAMPBELL TOWN

Responsible Officer: Des Jennings, General Manager

Report prepared by: Victoria Veldhuizen, Executive Officer

RECOMMENDATION

That Council take no further action on the Notice of Motion.

1 PURPOSE OF REPORT

The purpose of this report is to respond to a Notice of Motion and provide a history and an update on the sale of Town Hall, Campbell Town.

2 INTRODUCTION/BACKGROUND

On 28 November 2022, a Notice of Motion was put to Council in open council for consideration regarding the sale of Town Hall, Campbell Town. Council's decision was as follows:

MINUTE NO. 22/373

DECISION

Cr Terrett/Cr McCullagh

That Council Officer's prepare a report on the notice of motion to be presented to a future Council Meeting; and

That the Officers report specifies: actions specified in the resolution; whether actions have been wholly or substantially carried out; and

That no further action be taken until the further report is considered by Council.

Carried

Voting for the Motion:

Mayor Knowles, Deputy Mayor Lambert, Cr Adams, Cr Andrews, Cr Archer, Cr Brooks, Cr McCullagh and Cr Terrett

Voting Against the Motion:

Cr Goss

It is noted the Notice of Motion refers to Minute Number 22/23 being rescinded. This minute reference is not in relation to Town Hall, Campbell Town and relates to item 15.2 from 31 January 2022 meeting – "PLN-21-0292: 74 Marlborough St, Longford". As the Notice of Motion relates to Town Hall, Campbell Town, it is assumed this minute reference is in error and therefore not considered in the context of this report.

The history and background for the sale of Town Hall, Campbell Town is as follows:

With the renovations to the Campbell Town War Memorial Oval and Multi-Purpose Facility, from around 2018, Council has been considering and contemplated the sale of Town Hall following completion of the new facility.

At the 21 January 2019 Council meeting, Council received a valuation report for Town Hall, Campbell Town in closed council.

At the 24 June 2019 Council Meeting, Council further considered the valuation report for Town Hall, Campbell Town and determine future opportunities for the property. Council resolved (Minute Reference 196/19):

DECISION

Cr Polley/Cr Goss

That the matter be discussed.

Carried unanimously



Cr Goninon/Cr Polley

That Council, in relation to:

A) i) *Campbell Town town hall*

1) *investigate a Campbell Town multi-function facility for the Campbell Town town hall that may include improvement to and the inclusion of:*

- *Library services*
- *Information services*
- *History displays*
- *Service Tasmania*
- *Meeting rooms.*

and

2) *investigate the process for sale of the property and seek expressions of interest for further consideration by Council.*

B) *this matter:*

- i) *considered whether any discussion, decision, report or document is kept confidential or released to the public.*
- ii) *determined to release the decision to the public.*

Carried unanimously

At the 16 September 2019 Council Meeting, Council further considered the future of Town Hall, Campbell Town in closed council.

At the 29 June 2020 Council Meeting, Council considered the community consultation process regarding the future of the Town Hall, Campbell Town in closed council. The purpose of the report was to seek a proposed way forward for community consultation. As at the date of that report, Watershed Solutions had not been approached with regards to Town Hall community consultation.

At the 21 September 2020 Council Meeting, Council discussed a report "Review: Campbell Town Town Hall" in Closed Council. The purpose of this report was to provide Council with the fee proposal by Watershed Solutions to undertake the review of Town Hall and seek Council's response to the fee proposal. Council resolved (Minute Reference 331/20):

DECISION

Cr Goninon/Cr Polley

That the matter be discussed.

Carried unanimously

Mrs Miles left the meeting at 7.46pm

Cr Calvert/Cr Goss

That Council

A) *contract Watershed Solutions to undertake the review of the Campbell Town Town Hall to identify possible future usage and opportunities for the building, noting that it is the intent of Council to sell the building,*

B) *in relation to this matter:*

- i) *considered whether any discussion, decision, report or document is kept confidential or released to the public;*
- and*
- ii) *determined to release the decision to the public.*

At the 15 February 2021 Council Meeting, Council received an interim report from Watershed Solutions including an update on the community consultation process. Advice was sought as to the way forward with the review process.

At the 15 March 2021 Council Meeting, a report "Property Review: Town Hall, Campbell Town" was received in Closed Council. The purpose of the report was for Council to receive the final report from Watershed Solutions and seek a decision from Council on the sale or retention of Town Hall in Campbell Town. Council considered the review report and resolved (Minute Reference 122/21):

DECISION

Cr Davis/Cr Polley

A) *That Council:*

- i) *accepts the report from Watershed Solutions; and*



- ii) *determines to sell the Town Hall in Campbell Town; and*
- iii) *initiates the sale of the town hall at Campbell Town subject to adherence to Sections 177 and 178 of the Local Government Act 1993.*

Carried unanimously

Cr Davis/Cr Polley

B) That Council in relation to this matter:

- i) *considered whether any discussion, decision, report or document is kept confidential or released to the public; and*
- ii) *determined to release this decision to the public.*

Carried unanimously

On 17 May 2021, Council received a report in Open Council "Sale of Town Hall, Campbell Town". The purpose of the report was to consider any objections received against the 15 March 2021 decision to sell the Town Hall. There were three objections and one petition received from Mr Andrew McCullagh, Mr Kim Peart and Dr Jennifer Bolton. The petition did not comply with all of the requirements of section 57 of the *Local Government Act 1993* and was treated as a non-conforming petition. Council resolved (Minute Reference 176/21):

DECISION

Cr Polley/Cr Davis

That Council:

- i) *notes the objections received; and*
- ii) *determines to sell the Town Hall in Campbell Town; and*
- iii) *notifies parties who lodged the objections within 7 days of this decision.*

Carried

Voting for the motion:

Mayor Knowles, Cr Adams, Cr Calvert, Cr Davis, Cr Goss, Cr Polley

Voting against the motion:

Cr Brooks, Cr Lambert

On 30 May 2021, Mr Andrew McCullagh lodged an appeal with the Resource Management Planning Appeals Tribunal (proceedings 67/21SOL). Mr Kim Peart and Dr Jennifer Bolton later joined as parties to these proceedings.

Council no longer relied on these decisions due to a subsequent decision of Council in open council on 19 July 2021.

At the 28 June 2021 Council Meeting, Council considered a report "Campbell Town Hall: Sale Pursuant to s.178 Local Government Act 1993 – Appeal 67/21" in Closed Council. The purpose of the report was to consider releasing the Watershed Solutions Campbell Town Hall review report and considered the appeal lodged by Mr Andrew McCullagh in the Resource Management Planning Appeals Tribunal. Council resolved (Minute Reference 247/21):

DECISION

Cr Goss/Cr Polley

That:

- A) *Council releases the Watershed Solutions Campbell Town Hall Review to the public; and*
- B) *... ; and*
- C) *in relation to this matter:*
 - i) *considered whether any discussion, decision, report or document is kept confidential or released to the public; and*
 - ii) *determine to **release** the Watershed Solutions Campbell Town Hall Review document to the public in due course.*

Carried unanimously

On 16 July 2021, the Resource Management and Planning Appeal Tribunal released a decision *A McCullagh v Northern Midlands Council and Ors [2021] TASRMPAT 45B* which set aside Council's decision of 17 May 2021 to sell Town Hall, Campbell Town pursuant to section 178 of the *Local Government Act 1993* as Council no longer wished to rely on its decision made 17 May 2021 and the order made by the Tribunal was as a consequence of that fact and not as a result of any merit-based assessment if any ground of appeal raised in this appeal.



As a result of the RMPAT decision, Minute Reference 176/21 has been set aside and Council no longer relies on that decision.

At the 19 July 2021 Council Meeting, Council considered a report "Proposal to sell land: 75 – 77 High Street, Campbell Town – Campbell Town Hall" in Open Council. The purpose of this report was to consider a proposal to sell the Town Hall, Campbell Town. It was noted the Town Hall is classified as Public Land pursuant to section 177A of the *Local Government Act 1993*. Council Resolved (Minute Reference 284/21):

DECISION

Cr Davis/Cr Calvert

That Council determines to sell the Town Hall situated at 75-77 High Street, Campbell Town and directs the General Manager to commence the sale process in accordance with Part 12, Division 1 of the Local Government Act 1993.

Carried By Absolute Majority

Voting for the motion:

Mayor Knowles, Cr Adams, Cr Calvert, Cr Davis, Cr Goss

Voting against the motion:

Cr Brooks, Cr Lambert

At the 18 October 2021 Council Meeting, Council received a report "Proposal Sale of Campbell Town Hall" in Open Council, Council considered objections lodged to the 19 July 2021 decision (Minute Reference 284/21) to sell Town Hall, Campbell Town situate at 75-77 High Street, Campbell Town. Three objections to the sale of Town Hall were received from Mr Andrew McCullagh, Mr Kim Peart and Dr Jennifer Bolton.

In accordance with section 178(6) of the *Local Government Act 1993*, Council must:

- (a) Consider any objection lodged; and
- (b) By notice in writing within 7 days after making a decision to take or not to take any action under this section, advise any person who lodged an objection of –
 - i. That decision; and
 - ii. the right to appeal that decision under section 178A.

In accordance with section 178A of the *Local Government Act 1993*, an appeal of Council's decision may only be made on the ground that the decision of the Council is not in the public interest in that:

- (a) The community may suffer undue hardship due to the loss of access to, and the use of, the public land; or
- (b) There is no similar facility available to the users of that facility.

On 18 October 2021, Council resolved (Minute Reference 21/401):

MINUTE NO. 21/401

DECISION

Cr Davis /Cr Polley

That Council:

a) Notes the objections received from Mr Peart, Mr McCullagh and Dr Bolton;

b) Determines not to take any action regarding the objections and proceed with the sale of the Town Hall in Campbell Town; and

c) Directs the General Manager to give notice to the three objectors of this decision, and the right to appeal this decision, within 7 days of the date of this decision.

Carried by absolute majority

Voting for the Motion:

Mayor Knowles, Deputy Mayor Goss, Cr Adams, Cr Davis and Cr Polley

Voting Against the Motion:

Cr Brooks and Cr Lambert

On 4 November 2021, Mr Andrew McCullagh filed a further appeal with the RMPAT in relation to Council's 19 July 2021 decision to sell Town Hall, Campbell Town (Minute 284/21).



On 12 January 2022, the Tasmanian Civil & Administrative Tribunal (“TASCAT”) released a decision *A McCullagh v Northern Midlands Council* [2022] TASCAT 2 which struck out some of Mr McCullagh’s grounds of appeal.

On 25 February 2022, a hearing on Mr McCullagh’s appeal proceeded before TASCAT.

On 9 March 2022, TASCAT released a decision *A McCullagh v Northern Midlands Council* [2022] TASCAT 24. TASCAT made the following Orders:

- a) Pursuant to s 178B of the *Local Government Act 1993*, the Tribunal confirms the decision of Council to dispose of the land at 75-77 High Street, Campbell Town; and
- b) Parties to apply for costs within 21 days.

[Emphasis added.]

At the 11 April 2022 Council Meeting, in Open Council a report “9.4 Sale of Town Hall, Campbell Town” was considered. The purpose of the report was for Council to consider a way forward to advertise the sale of Town Hall in Campbell Town. Council resolved (Minute Reference 22/122):

MINUTE NO. 22/122

DECISION

Cr Davis/Cr Adams

That Council calls for expressions of interest from commercial real estate agents operating in the Northern Midlands municipality to advertise and sell the Town Hall in Campbell Town.

Carried

Voting for the Motion:

Mayor Knowles, Deputy Mayor Goss, Cr Adams, Cr Calvert, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Cr Brooks and Cr Lambert

On 27 and 30 April 2022, Council advertised in the Examiner Newspaper expressions of interest to market and sell the Town Hall in Campbell Town. The advert was placed in the Northern Midlands Courier on 12 May 2022, and advertised on Council’s Facebook page. Expressions of interest closed 20 May 2022.

The resolution in minute reference 22/122 has been wholly carried out.

At the 27 June 2022 Council Meeting, Council considered a report “4.2 Expressions of Interest: Sale of Town Hall, Campbell Town” in closed council. The purpose of this report was to consider the appointment of a real estate agent for the purpose of marketing and selling Town Hall. Council received and considered expressions of interest from two real estate agents to market and sell the Town Hall. This report was considered in Closed Council in compliance with section 15(2) of the *Local Government (Meeting Procedures) Regulations 2015* as the expressions of interest related to “(d) contracts, and tenders, for the supply of goods and services and their terms, conditions, approval and renewal”.

Consideration of this report in closed council was not in contravention of the *Local Government (Meeting Procedures) Regulations 2015*.

Council resolved (Minute Reference 22/223):

MINUTE NO. 22/223

DECISION

Cr Goninon/Cr Davis

A) *That Council defers a decision to market and sell the Town Hall in Campbell Town on behalf of Council and seeks additional expressions of interest from real estate agents.*

B) *That Council, in relation to this matter:*

- i) *consider whether any discussion, decision, report or document is kept confidential or released to the public; and*
- ii) *determined to **release the** decision to the public.*

Carried



Voting for the Motion:

Mayor Knowles, Deputy Mayor Goss, Cr Adams, Cr Calvert, Cr Davis, Cr Goninon, Cr Lambert and Cr Polley

Voting Against the Motion:

Cr Brooks

The above decision has been released in Open Council minutes.

On 20 and 23 July 2022, Council re-advertised in the Examiner Newspaper expressions of interest to market and sell the Town Hall in Campbell Town. The advert was placed in the Northern Midlands Courier on 22 July 2022. Emails were also sent to Knight Frank, Harcourts, Roberts Real Estate, Elders, Harrison Agents and eProperty inviting expressions of interest.

The resolutions in minute reference 22/223 have been wholly carried out.

At the 15 August 2022 Council Meeting, Council received a further report "4.2 Expressions of Interest: Sale of Town Hall, Campbell Town" in closed council. The purpose of this report was to re-consider the appointment of a real estate agent for the purpose of marketing and selling Town Hall after additional expressions of interest were sought. Council received and considered expressions of interest from seven (7) real estate agents to market and sell the Town Hall. This report was considered in Closed Council in compliance with section 15(2) of the *Local Government (Meeting Procedures) Regulations 2015* as the expressions of interest related to "(d) contracts, and tenders, for the supply of goods and services and their terms, conditions, approval and renewal".

Consideration of this report in closed council was not in contravention of the *Local Government (Meeting Procedures) Regulations 2015*.

Council resolved (Minute Reference 22/296):

MINUTE NO. 22/296

DECISION

Cr Goninon/Deputy Mayor Goss

A) That Council appoints Knight Frank to market and sell the Town Hall in Campbell Town on behalf of Council.

B) That Council, in relation to this matter:

- i) consider whether any discussion, decision, report or document is kept confidential or released to the public;*
and
- ii) determined to **release the decision** to the public.*

Carried

Voting for the Motion:

Mayor Knowles, Deputy Mayor Goss, Cr Adams and Cr Goninon

Voting Against the Motion:

Cr Brooks and Cr Lambert

The above decision has been released in Open Council minutes.

On 24 August 2022, in accordance with Minute Reference 22/296, a Sole Agency Agreement (Commercial Sales) was signed and entered into with Knight Frank.

The resolutions in minute reference 22/296 have been wholly carried out.

On 9 February 2023, TASCAT released a further decision *A McCullagh v Northern Midlands Council (No. 3) [2023]* TASCAT 22. This decision related to a hearing held by TASCAT in relation to an application by Council for an order for costs against Mr Andrew McCullagh in relation to Mr McCullagh's appeal of Council minute 284/21. The Deputy President of TASCAT was "satisfied that is fair and reasonable that the appellant pay the Council's costs of and incidental to the appeal." The Deputy President of TASCAT made the following orders:

1. The appellant (Mr McCullagh) pay the respondent's costs and disbursements of and incidental to the appeal.



2. The costs are to be calculated at 90% of the scale of fees in Part 1 of Schedule 1 of the Supreme Court Rules 2000 as at the date the relevant work was undertaken and are to be agreed or in the absence of agreement taxed by the Principal Registrar of the Tribunal or his nominee.
3. Subject to any further order by the Tribunal, the costs are to be paid within 28 days of agreement or if not agreed then within 28 days of the issue of a certificate of taxation.
4. Liberty is granted to apply in the event of any dispute as to the application or effect of these orders.

The issue of costs is not yet resolved and is with Council's solicitors.

On 8 May 2023, Knight Frank advised a prospective purchaser was re-inspecting the property. Following their re-inspection, if the prospective purchaser remained interested in purchasing the Town Hall, they would request a meeting with the General Manager before attending a Workshop with Councillors.

During Council's consideration to sell Town Hall, concerns were raised with respect to a current tenant at Town Hall, Service Tasmania, and the ongoing provision of space for Service Tasmania's use. It is intended for Council to enter into a long-term lease with Service Tasmania, with the lease to be implemented prior to any sale concluding.

On 26 May 2023, a Letter of Offer to enter into a lease agreement was sent from Knight Frank to Department of Premier and Cabinet for their consideration. Once the Department of Premier and Cabinet respond to the Letter of Offer, a draft lease agreement will be provided to Council for consideration.

Council is currently waiting an update and notice from Knight Frank regarding the prospective purchaser's intentions.

Point 3 of the Notice of Motion sought for minute references 122/21 and 22/296, any discussion, decision, report or document be released to the public. Minute reference 122/21 is no longer relied on by Council, having been superseded by Minute Reference 284/21. The decision in Minute Reference 22/296 has been released. Discussions, reports and documents in closed council are not released to the public. Therefore, this point has been attended to and requires no further action.

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.2 Councillors serve with integrity and honesty
- 1.3 Management is efficient, proactive and responsible
- 1.4 Improve community assets responsibly and sustainably

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

- 2.1 Strategic, sustainable, infrastructure is progressive

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

- 3.3 Public assets meet future lifestyle challenges



3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Enabling Project/s:

Projects which are considered to be incrementally important – usually by improving existing facilities or other complementary upgrades to infrastructure (does not include Council's business as usual projects including renewal and maintenance of existing assets)

5.3 Community - Campbell Town Hall Sale or Lease:

Decision at March 2021 Council Meeting to initiate the sale of the hall subject to adherence to Sections 177 and 178 of the Local Government Act 1993.

4 POLICY IMPLICATIONS

Not applicable.

5 STATUTORY REQUIREMENTS

5.1 Local Government Act 1993

177. Sale and disposal of land

- (1) A council may sell, lease, donate, exchange or otherwise dispose of land owned by it, other than public land, in accordance with this section.
- (2) Before a council sells, leases, donates, exchanges or otherwise disposes of any land, it is to obtain a valuation of the land from the Valuer-General or a person who is qualified to practise as a land valuer under [section 4 of the Land Valuers Act 2001](#).
- (3) A council may sell –
 - (a) any land by auction or tender; or
 - (b) any specific land by any other method it approves.
- (4) A council may exchange land for other land –
 - (a) if the valuations of each land are comparable in value; or
 - (b) in any other case, as it considers appropriate.
- (5) A contract pursuant to this section for the sale, lease, donation, exchange or other disposal of land which is public land is of no effect.
- (6) A decision by a council under this section must be made by absolute majority.

177A. Public land

- (1) The following land owned by a council is public land:
 - (a) a public pier or public jetty;
 - (b) any land that provides health, recreation, amusement or sporting facilities for public use;
 - (c) any public park or garden;
 - (d) any land acquired under [section 176](#) for the purpose of establishing or extending public land;
 - (e) any land shown on a subdivision plan as public open space that is acquired by a council under the [Local Government \(Building and Miscellaneous Provisions\) Act 1993](#);
 - (f) any other land that the council determines is public land;
 - (g) any other prescribed land or class of land.
- (2) The general manager is to –
 - (a) keep lists or maps of all public land within the municipal area; and
 - (b) make the lists and maps available for public inspection at any time during normal business hours.

178. Sale, exchange and disposal of public land

- (1) A council may sell, lease, donate, exchange or otherwise dispose of public land owned by it in accordance with this section.
- (2) Public land that is leased for any period by a council remains public land during that period.
- (3) A resolution of the council to sell, lease, donate, exchange or otherwise dispose of public land is to be passed by an absolute majority.
- (4) If a council intends to sell, lease, donate, exchange or otherwise dispose of public land, the general manager is to –
 - (a) publish that intention on at least 2 separate occasions in a daily newspaper circulating in the municipal area; and
 - (ab) display a copy of the notice on any boundary of the public land that abuts a highway; and
 - (b) notify the public that objection to the proposed sale, lease, donation, exchange or disposal may be made to the general manager within 21 days of the date of the first publication.
- (5) If the general manager does not receive any objection under [subsection \(4\)](#) and an appeal is not made under [section 178A](#), the council may sell, lease, donate, exchange or otherwise dispose of public land in accordance with its intention as published under [subsection \(4\)](#).



- (6) The council must –
 - (a) consider any objection lodged; and
 - (b) by notice in writing within 7 days after making a decision to take or not to take any action under this section, advise any person who lodged an objection of –
 - (i) that decision; and
 - (ii) the right to appeal against that decision under [section 178A](#).
- (7) The council must not decide to take any action under this section if –
 - (a) any objection lodged under this section is being considered; or
 - (b) an appeal made under [section 178A](#) has not yet been determined; or
 - (c) the Appeal Tribunal has made a determination under [section 178B\(b\)](#) or (c).
- (8)

178A. Appeal

- (1) Any person who lodged an objection under [section 178](#) may appeal to the Appeal Tribunal against the decision of a council under [section 178\(6\)](#) within 14 days after receipt of notice of that decision under [section 178\(6\)\(b\)](#).
- (2) An appeal must be made in accordance with the [Resource Management and Planning Appeal Tribunal Act 1993](#).
- (3) An appeal may only be made on the ground that the decision of the council is not in the public interest in that –
 - (a) the community may suffer undue hardship due to the loss of access to, and the use of, the public land; or
 - (b) there is no similar facility available to the users of that facility.
- (4) The Appeal Tribunal is to hear and determine an appeal in accordance with the [Resource Management and Planning Appeal Tribunal Act 1993](#).
- (5) The decision of the Appeal Tribunal on hearing an appeal is final and [section 25 of the Resource Management and Planning Appeal Tribunal Act 1993](#) does not apply.

178B. Determination of appeal

In hearing an appeal against a decision of a council, the Appeal Tribunal may –

- (a) confirm that decision; or
- (b) set aside that decision; or
- (c) set aside that decision and –
 - (i) substitute another decision; or
 - (ii) remit the matter to the council for reconsideration.

5.2 Local Government (Meeting Procedures) Regulations 2015

15. Closed meetings

- (1) 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 [subregulation \(2\)](#).
- (2) A part of a meeting may be closed to the public when any one or more of the following matters are being, or are to be, discussed at the meeting:
 - (a) personnel matters, including complaints against an employee of the council and industrial relations matters;
 - (b) information that, if disclosed, is likely to confer a commercial advantage or impose a commercial disadvantage on a person with whom the council is conducting, or proposes to conduct, business;
 - (c) commercial information of a confidential nature that, if disclosed, is likely to –
 - (i) prejudice the commercial position of the person who supplied it; or
 - (ii) confer a commercial advantage on a competitor of the council; or
 - (iii) reveal a trade secret;
 - (d) contracts, and tenders, for the supply of goods and services and their terms, conditions, approval and renewal;
 - (e) the security of –
 - (i) the council, councillors and council staff; or
 - (ii) the property of the council;
 - (f) proposals for the council to acquire land or an interest in land or for the disposal of land;
 - (g) information of a personal and confidential nature or information provided to the council on the condition it is kept confidential;
 - (h) applications by councillors for a leave of absence;
 - (i) matters relating to actual or possible litigation taken, or to be taken, by or involving the council or an employee of the council;
 - (j) the personal hardship of any person who is resident in, or is a ratepayer in, the relevant municipal area.
- (3) Unless [subregulation \(4\)](#) applies, a council or council committee must not close a part of a meeting when it is –
 - (a) acting as a planning authority under the [Land Use Planning and Approvals Act 1993](#); or
 - (b) considering whether or not to grant a permit under that Act; or
 - (c) considering proposals for the council to deal with public land under [section 178](#) of the Act.

6 FINANCIAL IMPLICATIONS

To date, Council has expended funds in relation to the sale of Town Hall, Campbell Town, including: community consultation fees for Watershed Solutions, valuation fees, advertisement fees and legal fees in relation to Mr Andrew McCullagh's appeal to TASCAT. Should the sale not proceed, these fees will be thrown away and not recuperated from sale proceeds.



Should Council retain Town Hall, Campbell Town, substantial upgrades, and maintenance will be required for the building at cost to Council.

Town Hall, Campbell Town has been identified as operating at a loss in previous years. Should Council retain Town Hall, Campbell Town, Council will need to sustain and carry this loss or otherwise seek ways to mitigate the loss.

7 RISK ISSUES

No risk issues have been identified.

8 CONSULTATION WITH STATE GOVERNMENT

Not applicable

9 COMMUNITY CONSULTATION

Not applicable

10 OPTIONS FOR COUNCIL TO CONSIDER

- a) That Council take no further action on the Notice of Motion.
- b) That Council request a further report on the Notice of Motion or not.

11 OFFICER'S COMMENTS/CONCLUSION

When Council first commenced considering the future of Town Hall, Campbell Town, consideration was given to alternatives for the Town Hall, including investigation of a multi-function facility for Town Hall and improvements to the site. Council determined to sell the site.

Minute reference 284/21 to sell Town Hall was made in compliance with the *Local Government Act 1993* and *Local Government (Meeting Procedures) Regulations 2015*. This decision was also reinforced and confirmed by TASCAT on 9 March 2022.

Minute references 22/223 and 22/296 to appoint a real estate agent for the purpose of marketing and selling Town Hall were made in compliance with the *Local Government (Meeting Procedures) Regulations 2015*.

In conclusion, Council can proceed with the sale of Town Hall without being in breach of legislation or regulations.

12 ATTACHMENTS

1. A Mc Cullagh v Northern Midlands Council [2022] TASCAT 24 - 25.02.2022 [**13.5.1** - 11 pages]
2. A Mc Cullagh v Northern Midlands Council [2022] TASCAT 12 - 12.01.2022 [**13.5.2** - 11 pages]
3. A Mc Cullagh v Northern Midlands Council (No. 3) [2023] TASCAT 22 - 09.02.2023 [**13.5.3** - 8 pages]



13.6 THE FUTURE OF LOCAL GOVERNMENT REVIEW: LOCAL GOVERNMENT REFORM 2023

Responsible Officer: *Des Jennings, General Manager*

Report prepared by: *Victoria Veldhuizen, Executive Officer*

RECOMMENDATION

That Council

- a) determine whether to make a formal response to the Board or to take no further action in response to the Stage 2 Interim Report and Community Catchment information packs.
- b) endorse the following scenario:
- c) engage a consultant to conduct a community survey to seek feedback on the Local Government Reform review process and recommendations.
- d) supports an independent financial review of Council's financial capacity to meet the challenges of the future, including Financial Management Strategies.

1 PURPOSE OF REPORT

The Future of Local Government Review Board (**Board**) has published detailed Information Packs for each of the nine Community Catchments they identified in their Stage 2 Interim Report. The purpose of this report is to consider the Community Catchment Information Packs and seek Council's direction.

2 INTRODUCTION/BACKGROUND

At the commencement of the Future of Local Government Review process, the Board proposed three structural reform options, being mandatory sharing of services across the current 29 councils; changing boundaries to create fewer, larger councils; and a 'hybrid' model with some sharing of services and some council consolidation, varying around the state based on local needs.

On 19 April 2023, the Board released the Future of Local Government Review Stage 2 – Interim Report. The Interim Report identified the Board's view is the preferred approach for the future system of local government in Tasmania is a 'hybrid' blend of larger councils, supported by shared services for some functions.

The Local Government Board has released a series of Information Packs and supporting papers, in line with the nine Community Catchments identified by the Board in its Stage 2 Interim Report. Copies of the relevant Community Catchment information packs and the supporting papers are attached to this report.

Due to lobbying by LGAT, the Minister for Local Government extended the consultation period for the Information Packs ends on **2 August 2023**. The review itself has been extended to the **end of October 2023**.

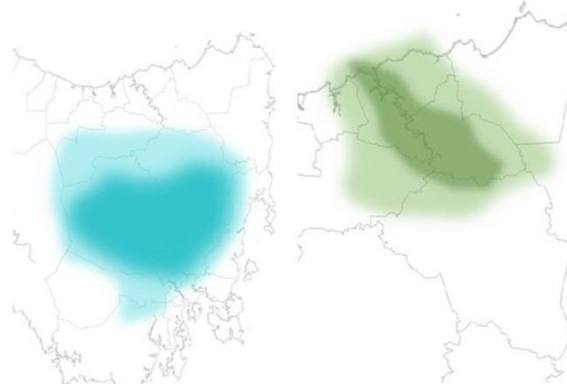
Following the conclusion of the consultation period on 2 August 2023, the Board will host a series of formal hearings in each catchment, specific dates to be advised. In particular, the Board will be asking councils to attend the hearings, to make presentations on how councils see local government best serving the identified community catchments.

Each pack puts forward several different scenarios for new local government boundaries and service delivery models that could build a scale and capability to improve services, while also better reflecting the way Tasmanians live and work within these communities.



The Board's goal is to design local government in Tasmania in a way that allows all Councils to develop and maintain the capability communities need, while delivering services locally, keeping jobs in local communities, and ensuring that all Tasmanians have a strong voice in decisions being made on their behalf.

There are two Community Catchments which outline possible structural reforms for the current area of the Northern Midlands Council – Central and Midlands Community Catchment and Tamar Valley Community Catchment.



The possible reform scenarios in the information packs are not the only options for reform. They are designed to prompt a discussion about some of the possible pathways available to deliver a more capable and sustainable system of local government. The Board welcomes alternative suggestions as part of the engagement process.

Each of the scenarios in the information packs have been developed using the Board's structural reform principles:

- 1 A focus on Future Community Needs;
- 2 Retaining Jobs and Service Delivery Locally;
- 3 Preserving and Enhancing Local Voice;
- 4 Smoothing Financial Impacts for Communities; and
- 5 Dedicated and Appropriate Resourcing for the Transition.

And the following four criteria:

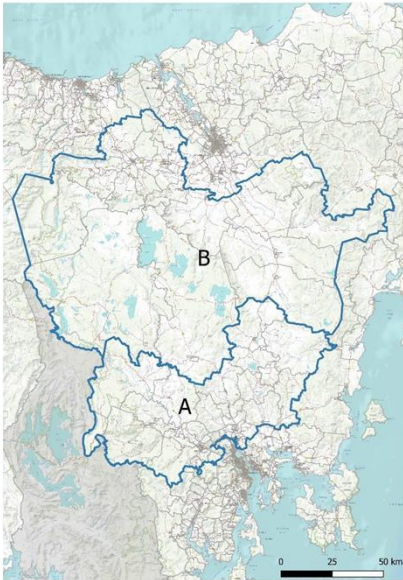
- 1 Place and Representation;
- 2 Future Needs and Priorities;
- 3 Financial Sustainability; and
- 4 Operational Capability.

The Central and Midlands Community Catchment information pack outlines four possible structural reform scenarios and the Tamar Valley Catchment information pack outlines four possible structural reform scenarios, one of which appears to directly impact the Northern Midlands municipality. The relevant proposed scenarios are summarised below.



Central and Midlands Community Catchment Information Pack:

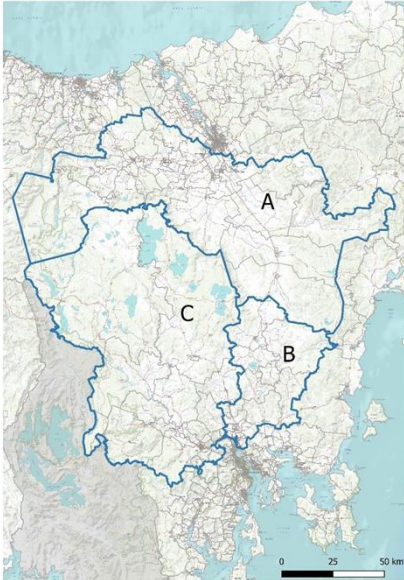
Scenario 1 – Establishing two separate councils to the north and south. Council A combines the existing Brighton, Southern Midlands and Derwent Valley LGAs and a proportion of the Central Highlands including Hamilton, Ouse and Wayatinah. Council B captures the remainder of the Central Highland LGAs, Meander Valley (minus Hadspen, Carrick, Prospect Vale and Blackstone Heights) and Northern Midlands (minus Perth, Evandale and Longford).



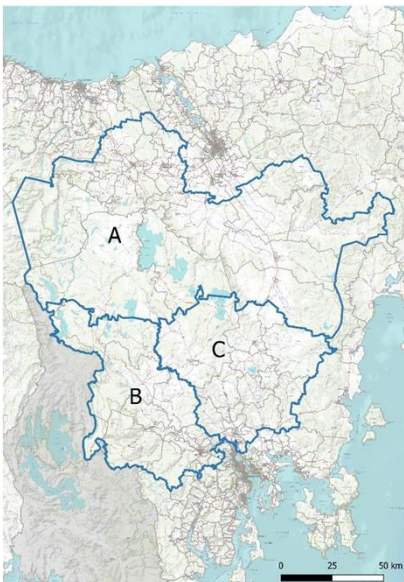
Scenario 2 – Establishing a single Central and Midlands Council. The existing LGAs of Derwent Valley, Brighton, Southern Midlands, Central Highlands, Northern Midlands, and Meander Valley, minus Carrick, Hadspen, Perth, Longford and Evandale.



Scenario 3 – Establishing three councils – a northern council encompassing the Meander Valley (minus Prospect Vale and Blackstone Heights) and Northern Midlands, a southern council encompassing Brighton and the Southern Midlands, and a western council encompassing the Derwent Valley and the Central Highlands.



Scenario 4 – Establishing three councils: a northern council capturing the Meander Valley, Northern Midlands and the northern Central Plateau region; a south-western council incorporating the Derwent Valley and south-west of the Central Highlands; and a south-eastern council reaching into the Central Highlands.



Scenario 4 creates three new councils, with different boundaries to scenario 3. Of relevance for Northern Midlands Council, “Council A” combines Meander Valley (excluding Hadspen and Carrick areas), Northern Midlands (excluding Perth, Evandale and Longford) and Central Highlands from north of Derwent Bridge, the Steppes and Interlaken. This scenario proposes to more closely group communities of interest and regular travel/mobility patterns, e.g. dispersed rural communities with larger regional service hubs. This scenario tests the view that the community in the northern part of the Central Highlands is more connected to Meander Valley and Northern Midlands regions.



It is noted this scenario is more complex than the others as the proposed councils are largely independent of existing council boundaries. The Board considers this proposal merits consideration as it is the most tailored to communities of interest.

Tamar Valley Community Catchment Information Pack:

Scenario 3 – Establishing one council area comprising the existing West Tamar, George Town and Launceston LGAs, extended to include the commuting areas of Hadspen, Carrick, Longford, Perth, Evandale and immediate surrounds.



The Board state this scenario is informed primarily by commuting and community of interest data.

Based on the contents of the Information Packs, an analysis of the various scenarios has been prepared and is attached to this report.

The Board wants to test how well the different scenarios meet the criteria. This should promote a conversation about various trade-offs and how these might be managed or addressed. For example, scenarios that propose a larger number of smaller Councils may be construed as providing higher levels of representation and local connection but would need to be supported by more extensive shared services and partnership arrangements to achieve the operational scale necessary to deliver long-run capability and financial sustainability. On the other hand, scenarios that include Council areas taking in much larger areas may require less in the way of service sharing and may be more 'self-sufficient'.

The data and analysis presented in this Information Packs has been sourced from a range of authoritative sources, including Councils, the Australian Bureau of Statistics, the Office of the Valuer General, the Department of State Growth and the University of Tasmania. The Packs also presents the results of modelling undertaken to estimate indicative rates for possible Council areas presented in the scenarios. Detailed notes on the methods and assumptions used in this modelling are provided in the Supporting Paper (*Methods and Technical Background*).

The scenarios presented in the Information Packs, and the data and analysis that underpins them, are designed to inform community consultation about the future design of local government in Tasmania and are only one of multiple sources of information the Board will be considering when finalising its reform options.

What the Board want Councils and communities to tell them?

For each of the scenarios above, the Board want Councils and communities to consider four fundamental questions:

1. What are the strengths?
2. What are the weaknesses or challenges?
3. Are there any adjustments that could be made to maximise the strengths and minimise the weaknesses?



4. Are there any other entirely different scenarios the Board should consider, which would still deliver against the Board's criteria and structural reform principles?

Council has participated in meetings with neighbouring Councils to discuss the scenarios detailed in the papers. As at the time of the meetings, all councils consulted were non-committal.

Boundary changes are only one part of the equation. The Board also want Councils and communities to think about options for complementary, supporting reforms, such as shared services and partnerships, options to improve local services and keep jobs in local communities, and new models of engagement and representation.

To support this conversation, the Board have prepared a number of *Supporting Papers*, which present a range of opportunities for Councils and communities to consider, copies attached to this report. The Supporting Papers draw on research about new and evolving approaches in local government elsewhere, as well as the ideas that they have heard from talking with Councils, state agencies, and the broader community, including from submissions they have received.

The Supporting Papers focus on:

- Supporting strong and empowered local communities (protecting and enhancing local voice and local services);
- State government partnership opportunities for local government; and
- Potential models, options, and key considerations for shared service opportunities in Tasmania.

The Board want people to keep these opportunities in mind as they consider how they might work with or support the operation of new Council boundaries and new models of service delivery. Some of the opportunities might only make sense or be effective under some scenarios, while others might work across the board.

At this stage, the Board wants to encourage creative thinking about building new Council structures that are not just more capable, but which can deliver more equitable outcomes and access to services and technology for all of Tasmania, particularly in our rural and regional communities.

The intent here is consistent with the Board's approach to community centered consolidation - to more flexibly and genuinely reflect and support what communities will want and need into the future. Their aim is to look at how future Councils can access the benefits of scale yet remain responsive to local needs. A large part of this is to consider how they reorient representation and services around citizens and the people who access services and build administrative structures that can deliver that flexibility.

Navigating the Information Pack

The Information Pack' are divided into five main sections:

1. Introductory information about how to interpret and use the Information Pack;
2. Overview of Community Catchment areas in the information packs, including key demographic, economic, and geographic features;
3. An explanation and analysis of each of the individual structural reform scenarios against evaluation criteria data;
4. A comparative summary of all the scenarios against the evaluation criteria data; and
5. An appendix, which presents analysis of existing Councils within (or partially within) the catchment.

If a submission is to be made to the Board, it must be done prior to **2 August 2023**.



In conjunction with City of Launceston, West Tamar, Meander Valley, George Town and Northern Midlands Councils, a quote has been obtained for a community survey to be conducted to assist seeking feedback from the residents on the Local Government Review. In compliance with regulation 15(2)(d), a copy of the quote is included as an information item in Closed Council.

Similarly, quotes are currently being sought for a financial review.

Committee Feedback

The Evandale Advisory Committee (**EAC**) have expressed concern about the Board's proposed Community Catchment scenarios, being particularly concerned about the community potentially losing its identity if subsumed into the proposed Tamar Valley Community Catchment. The EAC agreed to discuss the proposed reforms with community members. The EAC has urged Council to undertake community consultation on this matter.

The Longford Local District Committee made the following recommendations at its 7 June 2023 meeting:

COMMITTEE RECOMMENDATION

"LLDC supports idea that NMC consults with community regarding mergers."

"LLDC asks NMC to organise community meetings."

A Aldersea. B. Baker. Passed

The Campbell Town Local District Committee are of the view they would wait to see what consultation Council seeks to undertake prior to making a comment.

The Ross Local District Committee did not meet in June 2023 as they were unable to form quorum. The Chair has advised they have urged the community to make submissions.

Cressy Local District Committee have not commented to date.

The Avoca, Royal George and Rossarden Local District Committee have expressed concerns regarding boundary adjustment/amalgamations, noting in 1993 Avoca was initially attached to Break O'Day council before being included in Northern Midlands. The Committee's view is resource sharing would be preferred option. The Committee have requested notices and copies be provided to the Post Office when community consultation happens.

The Perth Local District Committee have not commented to date.

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.2 Councillors serve with integrity and honesty
- 1.3 Management is efficient, proactive and responsible

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

- 3.4 Towns are enviable places to visit, live and work



Place: Nurture our heritage environment

Environment - Cherish, Sustain our Landscapes and Preserve, Protect Our Built Heritage for Tomorrow

Strategic outcomes:

- 4.1 Cherish and sustain our landscape
- 4.2 Meet environmental challenges
- 4.4 Our heritage villages and towns are high value assets

3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Not applicable.

4 POLICY IMPLICATIONS

Not applicable.

5 STATUTORY REQUIREMENTS

Not applicable.

6 FINANCIAL IMPLICATIONS

Refer to Information Item in Closed Council regarding the cost of market research surveys being conducted.

No costs have been identified at this time for the preparation of any further submissions to the Board other than officer time.

7 RISK ISSUES

Council must consider it is a risk to do nothing or take the opportunity to put forward Council's position.

8 CONSULTATION WITH STATE GOVERNMENT

Following the conclusion of the consultation period, the Board will convene a number of formal hearing for Council's to make presentations on how councils see local government best serving the identified community catchments. The Board invited further submissions to be made.

9 COMMUNITY CONSULTATION

It is proposed a market research firm is engaged to conduct community consultation via surveys.

10 OPTIONS FOR COUNCIL TO CONSIDER

- 1. Does Council support a submission being prepared which focuses on a particular scenario(s), or for a submission that no change occur to Northern Midlands Council?
- 2. Does Council generally support any of the proposed Scenarios within the three Community Catchment information packs currently applicable to areas of the Northern Midlands Council, or consider they have merit?



3. If Council does not accept any of the proposed scenarios, what is the preferred or alternative option?
4. Does Council wish to proceed with a community survey to seek feedback on the Local Government Reform review process and recommendations? Possible questions (working words to be refined at this point) might be as drafted below:
 1. *Are you aware of the Tasmanian Government's proposal to reduce the number of Councils in Tasmania?*
 2. *Are you clear about what changes are being proposed?*
 3. *On a scale of one to five with one being the least important, can you indicate the level of importance you place on each of the following:*
 - a) *Having local representation from community members.*
 - b) *Having local representation protected through a system that elects people for a specific area (i.e., a ward-based system).*
 - c) *Having a Council that is financially strong after any merger.*
 - d) *Having Council staff that are accessible and know the local issues.*
 - e) *That the Tasmanian Government, not rate payers, fund the cost of changing boundaries and Councils.*
 4. *Plus: add three locally focused questions. Example: Do you feel you were adequately consulted by the Review.*
5. Does Council support an independent review of the Council's financial capacity to meet the challenges of the future, including Financial Management Strategies?

11 OFFICER'S COMMENTS/CONCLUSION

Direction is being sought from Council as to whether Council wishes to make submissions on the Stage 2 – Interim Report and Community Catchment Information Packs.

On 16 June 2022, a report was put to Council in response to the *Local Government Reform- General Discussion Paper*. In the Officer's Comments section, extensive comments were made regarding resource sharing. A copy of this report is attached for further consideration.

It is recommended Council endorses a market research firm being engaged to conduct surveys of residents on the Board's Future of Local Government Review proposals.

It is recommended Council endorses an independent financial review being undertaken of Council's financial capacity to meet the challenges of the future, including Financial Management Strategies.

It is recommended Council decide what its position is in relation to the proposed reforms and whether it supports any scenarios proposed in the information packs, or has alternative proposals for consideration.

12 ATTACHMENTS

1. North- East Community Catchment Information Pack [13.6.1 - 38 pages]
2. Tamar Valley Community Catchment Information Pack [13.6.2 - 46 pages]
3. Supporting Paper- Supporting Strong and Empowered Local Communities [13.6.3 - 9 pages]
4. Supporting Paper- State Government partnership opportunities for Local Government [13.6.4 - 10 pages]
5. Supporting Paper - Shared Services Models [13.6.5 - 17 pages]
6. 2022-05-16 9.2 Local Government Reform Council Report [13.6.6 - 6 pages]
7. LG Reform - Advantages and Disadvantages of Community Catchment proposals [13.6.7 - 8 pages]

Community Survey - quote provided in Closed Council Info Items



13.7 LOCAL GOVERNMENT ASSOCIATION OF TASMANIA (LGAT): GENERAL MEETING & ANNUAL GENERAL MEETING

Responsible Officer: *Des Jennings, General Manager*

Report prepared by: *Gail Eacher, Executive Assistant*

RECOMMENDATION

That Council

- A) with regard to the matters listed at 11.1 within this Agenda item which require decision or noting, determine how the voting delegate is to vote at the Local Government Association of Tasmania (LGAT) General Meeting and Annual General Meeting to be held on 30 June 2023:
- a) 11.1 (i) General Meeting: vote as determined within the report
 - b) 11.1 (ii) General Meeting: motions to be noted
 - c) 11.2 (i) Annual General Meeting: vote as determined within the report, and
 - d) 11.2 (ii) General Meeting: motions to be noted.
- B) determine the attendance of Councillors at the
- a) General Meeting
 - b) Annual General Meeting
 - c) Networking Dinner.

1 PURPOSE OF REPORT

This report considers the Local Government Association of Tasmania (LGAT) agenda for the Annual General Meeting to be held on Friday 30 June 2023 at the Crowne Plaza, Hobart.

2 INTRODUCTION/BACKGROUND

The Local Government Association of Tasmania (LGAT) will hold the General Meeting (GM) and Annual General Meeting (AGM) on Friday 30 June 2023 at the Crowne Plaza, Hobart.

Following meetings/functions are to be held:

- General Meeting is to commence at 12.00pm with lunch available from 11.30am.
- Annual General Meeting will commence at 2.00pm.
- Networking Dinner

The decisions of Council regarding this report will determine how the Northern Midlands Council voting delegate should vote on each of the items listed in the Local Government Association of Tasmania (LGAT) Agendas for the General Meeting and Annual General Meeting.

Registrations for the meetings close by COB on Monday, 26 June 2023; however, an extension of time has been sought and granted with **registration required by COB on Tuesday 27 June**.

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.



Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.2 Councillors serve with integrity and honesty
- 1.3 Management is efficient, proactive and responsible
- 1.4 Improve community assets responsibly and sustainably

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

- 2.1 Strategic, sustainable, infrastructure is progressive
- 2.2 Proactive engagement drives new enterprise
- 2.3 Collaborative partnerships attract key industries
- 2.4 Support and attract wealth-producing business and industry

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

- 3.1 Sympathetic design respects historical architecture
- 3.2 Developments enhance existing cultural amenity
- 3.3 Public assets meet future lifestyle challenges
- 3.4 Towns are enviable places to visit, live and work

Place: Nurture our heritage environment

Environment - Cherish, Sustain our Landscapes and Preserve, Protect Our Built Heritage for Tomorrow

Strategic outcomes:

- 4.1 Cherish and sustain our landscape
- 4.2 Meet environmental challenges
- 4.3 Eco-tourism strongly showcases our natural beauties
- 4.4 Our heritage villages and towns are high value assets

3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Not applicable.

4 POLICY IMPLICATIONS

Attendance at the conference is in accordance with Council's *Councillors Allowances, Travelling & Other Expenses Policy*, as follows:

6. CONFERENCES & SEMINARS

The budget will be allocated to the following conferences

LGAT & LGMA conference to be attended by up to 6 councillors

ALGA conference attended by Mayor & Deputy Mayor

Australian Roads conference attended by 1 councillor

'Other' conferences and seminar sessions as approved.



Attendance to all conferences, seminars and training sessions with a cost in excess of \$150 are to be in compliance with a resolution of the Council, except on emergency situations, where approval must be given by a unanimous approval from Council Executive.

Attendance to all conferences, seminars and training sessions with a cost in excess of \$200 are to be in compliance with a resolution of the Council, except on emergency situations, where approval must be given by a unanimous approval from Council Executive.

Following attendance of a conference by any councillor, a report must be submitted to Council setting out the relevance to local government, and the benefits that can be further investigated by Council. Where two or more councillors attend a conference, a joint report may be submitted.

5 STATUTORY REQUIREMENTS

N/a

6 FINANCIAL IMPLICATIONS

LGAT's General Meeting (GM) and Annual General Meeting (AGM) are run on a cost recovery basis.

The networking dinner is \$165 per head.

7 RISK ISSUES

N/a

8 CONSULTATION WITH STATE GOVERNMENT

N/a

9 COMMUNITY CONSULTATION

N/a

10 OPTIONS FOR COUNCIL TO CONSIDER

10.1 GENERAL MEETING

Consideration needs to be given to each agenda item listed, Council is then to determine how the voting delegate is to vote on each item at the General Meeting to be held on 30 June 2023.

* Denotes attachments.

1. GOVERNANCE

1.1 CONFIRMATION OF MINUTES *

Decision Sought

That the Minutes of the meeting held on 17 March 2023, as circulated, be confirmed.

1.2 BUSINESS ARISING *

Decision Sought

That Members note the information.

1.3 CONFIRMATION OF AGENDA

Decision Sought

That consideration be given to the Agenda items and the order of business.



1.4 FOLLOW UP OF MOTIONS *

Decision Sought

That Members note the following report.

1.5 PRESIDENT'S REPORT

Decision Sought

That Members note the report on the President's activity from 28 February 2023 until 9 June 2023.

1.6 CHIEF EXECUTIVE OFFICER'S REPORT

Contact officer: Dion Lester

Decision Sought

That Members note the report on the CEO's activity from 27 February 2023 until 9 June 2023.

1.7 COUNCIL ROUND UPS

Decision Sought

That Members note there will not be a council round up this meeting.

2. ITEMS FOR DECISION

2.1 MOTION - RESTRICTIVE COVENANTS ON USE OF LAND AND PROPERTY

Council – Clarence City Council

Decision Sought

That LGAT lobby the State Government urging legislative change to outlaw the creation of covenants which place restrictions on the use of land and property for:

- a. public, social or affordable housing; or
- b. tenants or occupants based on their source of income, or social or financial circumstances.

2.2 MOTION – COUNCIL LEAVE OF ABSENCE PROVISIONS

Council – Clarence City Council

Decision Sought

That LGAT and Member Councils support Clarence City Council's position which:

- A. Recognises that the current process for requests for leave of absence by councillors is inappropriate as it does not reflect the rights and responsibilities applicable in contemporary work environments.
- B. Authorises the Chief Executive Officer to write to the Minister for Local Government on behalf of Council to request the Tasmanian Government to introduce updated regulations as soon as practicable to provide for the following:
 - i. That a councillor be able to advise the relevant council of a leave of absence 'as of right', subject to conditions being met (as set out below).
 - ii. A councillor's request for leave may be for a cumulative period of up to three months in any 12-month period in ordinary circumstances or up to six months in any 12-month period should a councillor or their spouse or domestic partner—
 - (a) become the natural parent of a child (including any period during pregnancy); or
 - (b) adopt a child under the age of 16 years— and the councillor has responsibilities for the care of the child during that period.
 - iii. Any application for extended leave that is greater than three or six months, whichever is applicable, must be supported by evidence that would satisfy a reasonable person that the absence is reasonable in the circumstances, and be approved by the relevant council.
 - iv. Should a council have concerns regarding a councillor leave of absence, (other than for parental leave), by an absolute majority decision, a council may refer any request for leave of absence to the Minister for Local Government / Director of Local Government for review and determination".



2.3 MOTION – SHORT STAY

Local Government Association

Decision Sought

That LGAT convene an expert reference group from member councils to develop recommendations for the sector to consider on:

- What further data and support is required to assist local government in responding to the housing crisis.
- What changes are required to manage short stay accommodation's contribution to housing availability, local amenity, economic development and equitable rating.
- What tools are available to encourage owners of unoccupied dwellings to make their properties available as long term rentals.

3. ITEMS FOR DISCUSSION

Nil

4. ITEMS FOR NOTING

4.1 FUTURE OF LOCAL GOVERNMENT REVIEW

Contact officer: Dion Lester

Decision Sought

That Members note the update on the Future of Local Government Review.

4.2 WORKPLACE HEALTH AND SAFETY REVIEW *

Contact officer: Dion Lester

Decision Sought

That Members note the progress on the implementation of the Workplace Health and Safety Review of Elected Representatives (WH&S Review).

4.3 CLIMATE CHANGE

Contact Officer – Ben Morris

Decision Sought

That Members note the update on climate change.

4.4 LGAT LOCAL GOVERNMENT SERVICE AWARDS *

Contact Officer – Ben Morris

Decision Sought

That Members note the updated LGAT Local Government Service Awards.

4.5 PLANNING REFORM

Contact Officer – Michael Edrich

Decision Sought

That Members note the update on the progress of planning reforms.

4.6 TASMANIAN DEVELOPMENT MANUAL PROJECT

Contact Officer – Michael Edrich

Decision Sought

That Members note the work LGAT is undertaking to overhaul the Tasmanian Municipal Standards and inform Tasmania's planning system with the Tasmanian Development Manual Project.

4.7 BUS STOP OWNERSHIP AND UPGRADE GRANT PROGRAM

Contact Officer – Michael Edrich

Decision Sought

That Members note the update on the Department of State Growth's All-Access All-Weather Bus Stop Upgrade Grant Program and the issue of bus stop ownership.



4.8 REGIONAL TOWNS CCTV PROJECT

Contact Officer – Wade Berry

Decision Sought

That Members note the update on the Regional Towns CCTV project.

4.9 EMERGENCY MANAGEMENT UPDATE

Contact Officer – Bec Stevenson

Decision Sought

That Members note the update on emergency management.

4.10 WASTE AND RESOURCE RECOVERY

Contact Officer – Bec Stevenson

Decision Sought

That Members note the report on waste and resource recovery.

4.11 ENVIRONMENTAL PROTECTION AUTHORITY MEMORANDUM OF UNDERSTANDING

Contact Officer – Bec Stevenson

Decision Sought

That Members note the report on LGAT's refreshed Memorandum of Understanding with EPA Tasmania

4.12 CHILD AND YOUTH SAFE ORGANISATIONS

Contact Officer – Lynden Leppard

Decision Sought

That Members note the update on Child and Youth Safe Organisation Bill and Recommendation 6.12 from the Royal Commission into Institutional Responses to Child Sexual Abuse Report.

4.13 COMMUNITY HEALTH AND WELLBEING LIFT LOCAL PROJECT

Contact Officer – Lynden Leppard

Decision Sought

That Members note the update on the Community Health and Wellbeing Project and Lift Local grants.

4.14 EVENTS OVERVIEW

Carly Hay, Events and Training Coordinator

Decision Sought

That the Committee note the report on recent and future events.

4.15 POLICY UPDATE

Contact Officer – Ben Morris

Decision Sought

That Members note the update on a range of policy matters.

4.16 LGAT PROCUREMENT UPDATE

Contact Officer – Georgia Palmer

Decision Sought

That Members note the update on procurement support to councils.

5. OTHER BUSINESS AND CLOSE

10.2 ANNUAL GENERAL MEETING

Consideration needs to be given to each agenda item listed, Council is then to determine how the voting delegate is to vote on each item at the Annual General Meeting to be held on 30 June 2023.

* Denotes attachments.

The following are the motions on which decisions are sought:



1 MINUTES OF 110TH ANNUAL GENERAL MEETING *

Decision Sought

That the Minutes of the 110th Annual General Meeting, held 1 July, 2022 be confirmed.

2 PRESIDENT'S REPORT

Decision Sought

That the President's report be received.

3 FINANCIAL STATEMENTS TO 30 JUNE 2022 *

Decision Sought

That the Financial Statements for the period 1 July 2021 to 30 June 2022 be received and adopted.

4 2023-2024 LGAT BUDGET AND SUBSCRIPTIONS *

Decision Sought

That Members endorse the 2023/2024 LGAT Budget and Subscriptions, with an overall 3% subscription increase for councils.

5 PRESIDENT AND VICE PRESIDENT HONORARIUMS

Decision Sought

That the President's and Vice President's allowance for the period 1 July 2023 to 30 June 2024 be adjusted in accordance with the movement in the Wages Price Index.

6 LGAT ANNUAL PLAN *

Decision Sought

That Members note the report against the LGAT Annual Plan.

7 REPORTS FROM BOARD REPRESENTATIVES *

Decision Sought

(a) That the reports from representatives on various bodies be received and noted.

(b) That Members acknowledge the time and effort put in by all Association representatives on boards, working parties, advisory groups and committees etc.

8 CLOSURE

11 OFFICER'S COMMENTS/CONCLUSION

The decisions of Council regarding this report will determine how the Northern Midlands Council voting delegate should vote on each of the items listed in the Local Government Association of Tasmania (LGAT) Agenda for the Annual General Meeting.

11.1 GENERAL MEETING

The following are the motions on which decisions are sought:

1. GOVERNANCE

1.1 CONFIRMATION OF MINUTES *

Decision Sought

That the Minutes of the meeting held on 17 March 2023, as circulated, be confirmed.

Vote for the Motion/Vote against the Motion

2. ITEMS FOR DECISION

2.1 MOTION - RESTRICTIVE COVENANTS ON USE OF LAND AND PROPERTY

Council – Clarence City Council

Decision Sought

That LGAT lobby the State Government urging legislative change to outlaw the creation of covenants which place restrictions on the use of land and property for:



- a. public, social or affordable housing; or
- b. tenants or occupants based on their source of income, or social or financial circumstances.

Vote for the Motion/Vote against the Motion

2.2 MOTION – COUNCIL LEAVE OF ABSENCE PROVISIONS

Council – Clarence City Council

Decision Sought

That LGAT and Member Councils support Clarence City Council's position which:

- A. Recognises that the current process for requests for leave of absence by councillors is inappropriate as it does not reflect the rights and responsibilities applicable in contemporary work environments.
- B. Authorises the Chief Executive Officer to write to the Minister for Local Government on behalf of Council to request the Tasmanian Government to introduce updated regulations as soon as practicable to provide for the following:
 - i. That a councillor be able to advise the relevant council of a leave of absence 'as of right', subject to conditions being met (as set out below).
 - ii. A councillor's request for leave may be for a cumulative period of up to three months in any 12-month period in ordinary circumstances or up to six months in any 12-month period should a councillor or their spouse or domestic partner—
 - (a) become the natural parent of a child (including any period during pregnancy); or
 - (b) adopt a child under the age of 16 years— and the councillor has responsibilities for the care of the child during that period.
 - iii. Any application for extended leave that is greater than three or six months, whichever is applicable, must be supported by evidence that would satisfy a reasonable person that the absence is reasonable in the circumstances, and be approved by the relevant council.
 - iv. Should a council have concerns regarding a councillor leave of absence, (other than for parental leave), by an absolute majority decision, a council may refer any request for leave of absence to the Minister for Local Government / Director of Local Government for review and determination".

Vote for the Motion/Vote against the Motion

2.3 MOTION – SHORT STAY

Local Government Association

Decision Sought

That LGAT convene an expert reference group from member councils to develop recommendations for the sector to consider on:

- What further data and support is required to assist local government in responding to the housing crisis.
- What changes are required to manage short stay accommodation's contribution to housing availability, local amenity, economic development and equitable rating.
- What tools are available to encourage owners of unoccupied dwellings to make their properties available as long term rentals.

Vote for the Motion/Vote against the Motion

The following are the motions which are to be noted:

1. GOVERNANCE

1.2 BUSINESS ARISING *

Decision Sought

That Members note the information.

1.3 CONFIRMATION OF AGENDA

Decision Sought

That consideration be given to the Agenda items and the order of business.



1.4 FOLLOW UP OF MOTIONS *

Decision Sought

That Members note the following report.

1.5 PRESIDENT'S REPORT

Decision Sought

That Members note the report on the President's activity from 28 February 2023 until 9 June 2023.

1.6 CHIEF EXECUTIVE OFFICER'S REPORT

Contact officer: Dion Lester

Decision Sought

That Members note the report on the CEO's activity from 27 February 2023 until 9 June 2023.

1.7 COUNCIL ROUND UPS

Decision Sought

That Members note there will not be a council round up this meeting.

4. ITEMS FOR NOTING

4.1 FUTURE OF LOCAL GOVERNMENT REVIEW

Contact officer: Dion Lester

Decision Sought

That Members note the update on the Future of Local Government Review.

4.2 WORKPLACE HEALTH AND SAFETY REVIEW *

Contact officer: Dion Lester

Decision Sought

That Members note the progress on the implementation of the Workplace Health and Safety Review of Elected Representatives (WH&S Review).

4.3 CLIMATE CHANGE

Contact Officer – Ben Morris

Decision Sought

That Members note the update on climate change.

4.4 LGAT LOCAL GOVERNMENT SERVICE AWARDS *

Contact Officer – Ben Morris

Decision Sought

That Members note the updated LGAT Local Government Service Awards.

4.5 PLANNING REFORM

Contact Officer – Michael Edrich

Decision Sought

That Members note the update on the progress of planning reforms.

4.6 TASMANIAN DEVELOPMENT MANUAL PROJECT

Contact Officer – Michael Edrich

Decision Sought

That Members note the work LGAT is undertaking to overhaul the Tasmanian Municipal Standards and inform Tasmania's planning system with the Tasmanian Development Manual Project.

4.7 BUS STOP OWNERSHIP AND UPGRADE GRANT PROGRAM

Contact Officer – Michael Edrich

Decision Sought

That Members note the update on the Department of State Growth's All-Access All-Weather Bus Stop Upgrade Grant Program and the issue of bus stop ownership.



4.8 REGIONAL TOWNS CCTV PROJECT

Contact Officer – Wade Berry

Decision Sought

That Members note the update on the Regional Towns CCTV project.

4.9 EMERGENCY MANAGEMENT UPDATE

Contact Officer – Bec Stevenson

Decision Sought

That Members note the update on emergency management.

4.10 WASTE AND RESOURCE RECOVERY

Contact Officer – Bec Stevenson

Decision Sought

That Members note the report on waste and resource recovery.

4.11 ENVIRONMENTAL PROTECTION AUTHORITY MEMORANDUM OF UNDERSTANDING

Contact Officer – Bec Stevenson

Decision Sought

That Members note the report on LGAT's refreshed Memorandum of Understanding with EPA Tasmania

4.12 CHILD AND YOUTH SAFE ORGANISATIONS

Contact Officer – Lynden Leppard

Decision Sought

That Members note the update on Child and Youth Safe Organisation Bill and Recommendation 6.12 from the Royal Commission into Institutional Responses to Child Sexual Abuse Report.

4.13 COMMUNITY HEALTH AND WELLBEING LIFT LOCAL PROJECT

Contact Officer – Lynden Leppard

Decision Sought

That Members note the update on the Community Health and Wellbeing Project and Lift Local grants.

4.14 EVENTS OVERVIEW

Carly Hay, Events and Training Coordinator

Decision Sought

That the Committee note the report on recent and future events.

4.15 POLICY UPDATE

Contact Officer – Ben Morris

Decision Sought

That Members note the update on a range of policy matters.

4.16 LGAT PROCUREMENT UPDATE

Contact Officer – Georgia Palmer

Decision Sought

That Members note the update on procurement support to councils.

11.2 ANNUAL GENERAL MEETING

The following are the motions on which decisions are sought:

1 MINUTES OF 110TH ANNUAL GENERAL MEETING *

Decision Sought

That the Minutes of the 110th Annual General Meeting, held 1 July, 2022 be confirmed.

Vote for the Motion/Vote against the Motion



2 PRESIDENT'S REPORT

Decision Sought

That the President's report be received.

Vote for the Motion/Vote against the Motion

3 FINANCIAL STATEMENTS TO 30 JUNE 2022 *

Decision Sought

That the Financial Statements for the period 1 July 2021 to 30 June 2022 be received and adopted.

Vote for the Motion/Vote against the Motion

4 2023-2024 LGAT BUDGET AND SUBSCRIPTIONS *

Decision Sought

That Members endorse the 2023/2024 LGAT Budget and Subscriptions, with an overall 3% subscription increase for councils.

Vote for the Motion/Vote against the Motion

5 PRESIDENT AND VICE PRESIDENT HONORARIUMS

Decision Sought

That the President's and Vice President's allowance for the period 1 July 2023 to 30 June 2024 be adjusted in accordance with the movement in the Wages Price Index.

Vote for the Motion/Vote against the Motion

7 REPORTS FROM BOARD REPRESENTATIVES *

Decision Sought

- (a) That the reports from representatives on various bodies be received and noted.
- (b) That Members acknowledge the time and effort put in by all Association representatives on boards, working parties, advisory groups and committees etc.

Vote for the Motion/Vote against the Motion

The following are the motions on which decisions are sought:

6 LGAT ANNUAL PLAN *

Decision Sought

That Members note the report against the LGAT Annual Plan.

12 ATTACHMENTS

- 1. 30 June 2023 - GM Agenda and Attachments (combined) [13.7.1 - 88 pages]
- 2. 30 June 2023 - AGM Agenda and Attachments [13.7.2 - 63 pages]



14 COMMUNITY & DEVELOPMENT REPORTS

14.1 DEVELOPMENT SERVICES: MONTHLY REPORT

Responsible Officer: Des Jennings, General Manager

RECOMMENDATION

That the report be noted.

1 PURPOSE OF REPORT

The purpose of this report is to present the Development Services activities as at the month's end.

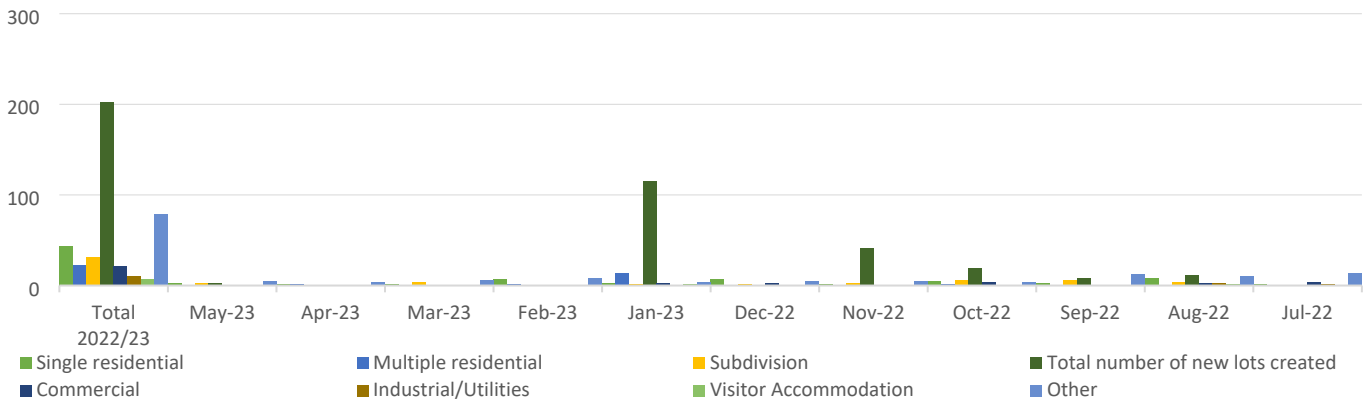
2 DEVELOPMENT SERVICES REPORTING

2.1 Planning Decisions

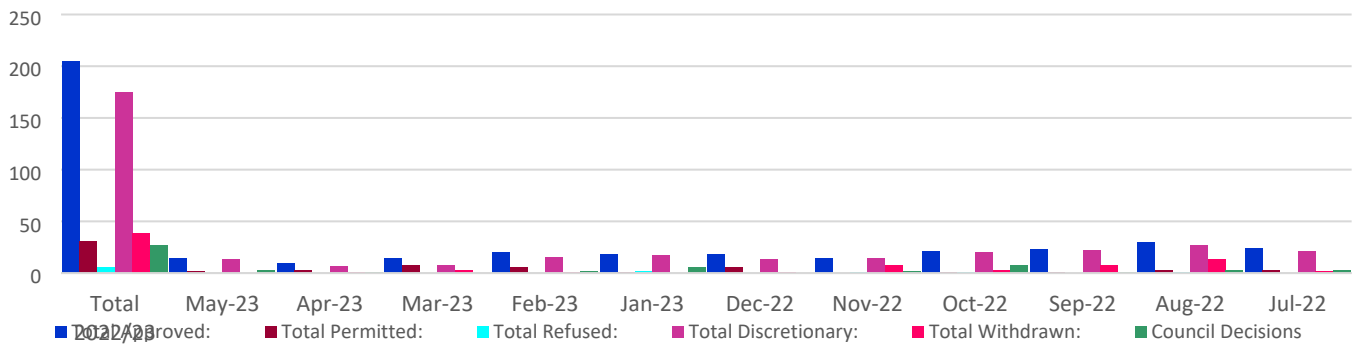
	Total YTD	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Number of valid applications	180	15	16	17	21	18	20	12	18	9	19	15	
Applications on STOP for further information		47	51	50	38	48	43	64	61	55	60	55	
Single residential	44	2	8	3	5	2	7	3	7	2	2	3	
Multiple residential	23	0	0	1	2	0	1	14	2	1	2	0	
Subdivision	32	0	4	6	6	3	2	2	1	4	1	3	
Total number of new lots created	202	0	12	8	19	41	1	115	1	1	1	3	
Commercial	22	4	3	1	4	1	3	3	1	1	0	1	
Industrial/Utilities	10	2	3	0	1	1	0	0	1	0	1	1	
Visitor Accommodation	7	1	2	0	0	1	0	2	0	0	0	1	
Total permitted	1	0	0	0	0	0	0	0	0	0	0	1	
Total discretionary	6	1	2	0	0	1	0	2	0	0	0	0	
Other (includes all residential development on existing dwellings [alterations/ additions, sheds, solar, fences, pools etc.])	79	14	11	13	4	5	5	4	8	6	4	5	
Total No. Applications Approved:	205	24	30	23	21	14	18	18	20	14	9	14	
Total Permitted:	31	3	3	1	1	0	5	1	5	7	3	2	
Average Days for Permitted	10	11	15	11	23		14	2	10	7	11	6	
Days allowed for approval by LUPAA	28	28	28	28	28	28	28	28	28	28	28	28	
Total Exempt under IPS:	74	12	5	5	6	10	7	10	10	6	2	1	
Total Refused:	5	0	1	0	1	1	0	2	0	0	0	0	
Total Discretionary:	175	21	27	22	20	14	13	17	15	7	6	13	
Average Days for Discretionary:	33.59	32	30	29	35.5	34	33	36	33	37	37	33	
Days allowed for approval under LUPAA:	42	42	42	42	42	42	42	42	42	42	42	42	
Total Withdrawn:	38	2	13	7	3	7	1	0	1	3	1	0	
Council Decisions	27	3	3	1	7	2	0	5	2	0	1	3	
Appeals lodged by the Applicant	6	0	1	1	1	0	2	1	0	0	0	0	
Appeals lodged by third party	2	0	0	0	1	0	0	0	1	0	0	0	



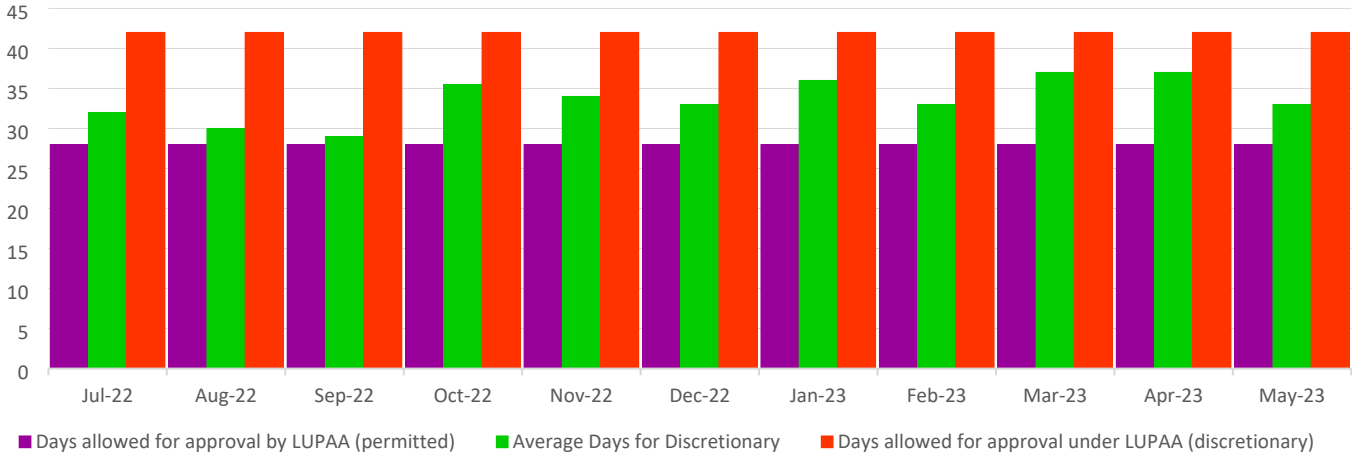
Type of Applications - year to date



Planning Applications Processed - year to date



Planning Applications - Processing Days - year to date



Project	Details	Address	Applicant	No of LUPAA days	Perm / Disc / Exempt
DELEGATED DECISIONS					
PLN-21-0326 - 1	Driveway / Access Location	Lot 3, Midland Hwy (CT152742/3), Campbell Town TAS 7210	6ty° Pty Ltd	18	A
PLN-22-0019 - 1	Removal of Proposed Dwelling, Alts & Additions to Existing Ancillary Dwelling, Ancillary Dwelling to Become Main Dwelling	28 Minerva Drive, Perth TAS 7300	Sue & Allan Davey	12	A
PLN-22-0138 - 1	Construction of 15 x Storage Units Instead of 32 Storage Units as per Original Approved Planning Application.	7 Hudson Fysh Drive, Western Junction TAS 7212	OD40 Pty Ltd AFT The Peregrine Trust	5	A
PLN-23-0025	2 Lot Subdivision, and demolition of shed (Perth Specific Area Plan)	46 Sassafras Street, Perth (works in CT51209/101) TAS 7300	BVZ Designs	26	D
PLN-23-0046	Shed (18mx8mx4.3m) (Vary side and rear	33 Cracroft Street, Longford TAS 7301	Engineering Plus	42	D



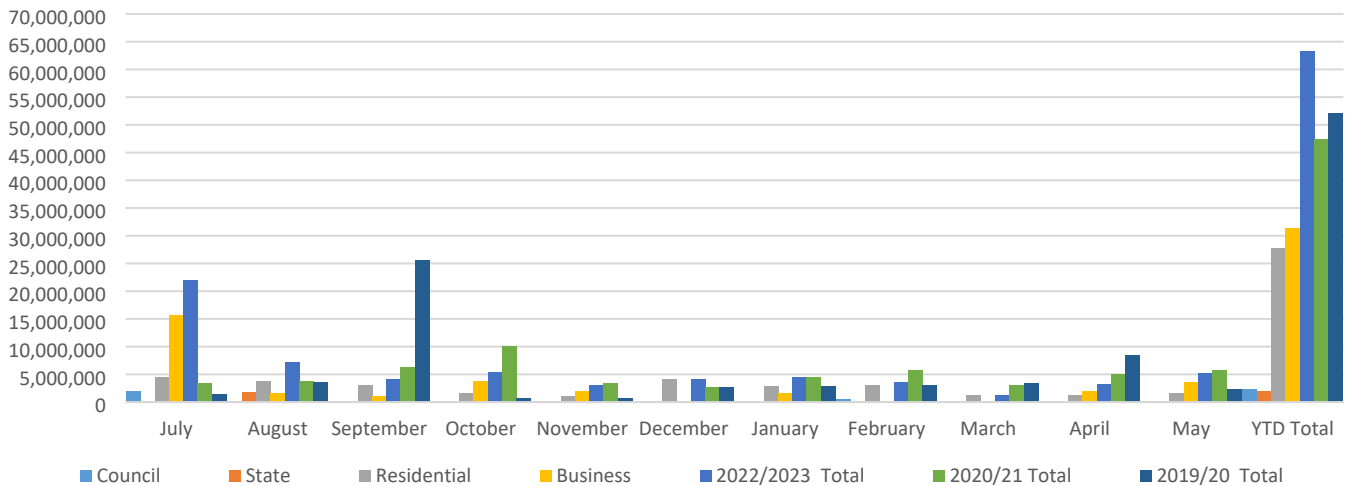
Project	Details	Address	Applicant	No of LUPAA days	Perm / Disc / Exempt
	setbacks; Vary driveway construction)				
PLN-23-0047	Dwelling and Shed (Attenuation, Longford SAP)	43A Burghley Street, Longford TAS 7301	Design to Live	42	D
PLN-23-0051	Shed (16mx9mx4.1m) (Retrospective Application) (vary rear setback and building envelope)	3 Main Street, Cressy TAS 7302	Steve Jordan Drafting	33	D
PLN-23-0053	Alterations & Additions to Existing Dwelling & New Shed (Vary development visible from a scenic road corridor)	12767 Midland Highway, Cleveland TAS 7211	Cataract Designs	27	D
PLN-23-0061	Demolish existing and replace shed 16m x 11m x 5.47m (vary side and rear setbacks and building envelope)	6 Cromwell Street, Perth TAS 7300	Tyson Addicoat	27	D
PLN-23-0062	Dwelling (S6.0 Longford Specific Area Plan)	Lot 2, 7 Laycock St (to be known as 106 Wellington St), Longford TAS 7301	Prime Design	31	D
PLN-23-0063	Dwelling (S6.0 Longford Specific Area Plan)	3B Laycock St, Longford TAS 7301	Prime Design	27	D
PLN-23-0070	Pool Amenities Block (vary setback 21.4.2 P2)	Old Marchington, 717 Hobart Road, Breadalbane TAS 7258	Prime Design	28	D
PLN-23-0069	Swimming Pool (12.2m x 4.4m)	Kinlet, 178 Wilmores Lane, Longford TAS 7301	Prime Design	5	P
PLN-23-0082	Change of Use to Visitor Accommodation	5 Archer Street, Longford TAS 7301	Jessie Hodgman	7	P
COUNCIL DECISIONS					
PLN-22-0234	Development for wool storage, packaging and distribution, illuminated pylon sign (vary height and dimensions), wall sign (vary provisions), vary parking provisions	Approved Lot 2 at Evandale Road (folio of the Register 182274/2) adjacent to Translink Avenue South, Western Junction TAS 7212	6ty° Pty Ltd	42	C
PLN-22-0250	2 lot subdivision (Vary lot size; Vary wastewater management)	1 Collins Street, Perth TAS 7300	D J McCulloch Surveying	42	C
PLN-23-0011	2 Lot Subdivision (Vary Lot Size, Perth Specific Area Plan)	29 Main Road, Perth TAS 7300	Woolcott Surveys	29	C
COUNCIL DECISIONS - REFUSAL					
DELEGATED DECISIONS - REFUSAL					

2.2 Value of Planning Approvals

	Current Year				2022/2023	2021/2022	2020/2021	2019/2020
	Council	State	Residential	Business	Total	Total	Total	Total
July	1,850,000	0	4,399,020	15,650,000	21,899,020	4,380,747	3,377,500	1,429,000
August	0	1,820,000	3,710,844	1,625,000	7,155,844	3,781,274	3,709,500	3,503,000
September	0	0	3,027,900	1,070,000	4,097,900	14,817,000	6,189,000	25,457,550
October	0	0	1,603,800	3,749,700	5,353,500	2,638,795	9,987,000	717,900
November	0	0	1,087,616	1,936,000	3,023,616	6,052,219	3,281,226	648,500
December	0	0	4,073,613	81,000	4,154,613	2,319,458	2,617,240	2,636,000
January	0	9,000	2,843,000	1,514,000	4,366,000	10,548,446	4,413,100	2,830,700
February	385,000	46,092	3,015,275	105,000	3,551,367	16,541,550	5,788,780	2,916,000
March	0	0	1,223,500	15,000	1,238,500	4,459,000	2,914,596	3,425,000
April	0	0	1,186,222	2,000,000	3,186,222	942,860	5,068,500	8,452,750
May	90,000	0	1,605,000	3,500,000	5,195,000	13,327,000	5,625,188	2,345,000
YTD Total	2,325,000	1,875,092	27,775,790	31,245,700	63,221,582	79,808,349	47,346,442	52,016,400
Annual Total						91,715,427	59,101,247	55,891,900



Value of Planning Approvals (\$)



2.3 Matters Awaiting Decision by TASCAT & TPC

TASCAT	TASMANIAN CIVIL AND ADMINISTRATIVE TRIBUNAL
PLN-22-0211	Appeal P/2023/14. 110 Main Street and Saundridge Road, Cressy. Appeal against Council's approval of proposed village for over '55s consisting of 8 dwellings and communal garden, removal of trees and hedge (Retirement Village). Preliminary conference held 27 February 2023. Mediation held 30 March 2023. Council's lawyer instructed to agree to consent agreement on 18 May 2023. Awaiting Tribunal's decision.
Decisions received	
PLN-22-0185	Appeal P/2022/169. 81 Brickendon Street, Longford. Appeal against Council's refusal of a 6 lot subdivision. The Tribunal held a preliminary conference on 21 November 2022. Hearing listed for 2 March 2023 adjourned at applicant's request. Hearing held 17 April 2023. Tribunal's decision received 12 May 2023 that a permit for the proposal should issue subject to conditions. Conditions are being determined.
TPC	TASMANIAN PLANNING COMMISSION
PLN-22-0056	Draft Amendment AP-NOR-03-2022 to rezone part of folio of the Register 173776/1 to General Residential in conjunction with an s43A application for a 3 Lot subdivision. Placed on public exhibition. TPC has been advised that no representations were received. Report under section 40K provided to TPC on 12 January 2023 as required. Hearing held 30 March 2023. Additional information including confirmation of the planning authority's position in relation to the draft amendment, to be provided to the Commission by 30 June 2023.
PLN-22-0183	Draft Amendment AM-NOR-01-2022 LPS. Various amendments to the Translink Specific Area Plan Use Table (clause NOR-S1.5.4) and transfer part of folio of the Register 182274/2 from Translink Specific Area Plan Area 1 to Area 4. On public exhibition for 28 days until 15 January 2023. No representations received. Additional information to be provided to the Commission by 23 June 2023.
LPS-NOR-TPS	<p>Tasmanian Planning Scheme. The State Planning Provisions (SPPs) came into effect on 2/3/2017. They have no practical effect until the Local Provisions Schedule (LPS) is in effect in a municipal area. Northern Midlands Council's Draft Local Provisions Schedule submitted to the Commission 19/12/2019. Post lodgement meeting held 5/5/2020. Matters raised by the Commission and recommended response tabled at the 29/6/2020 Council meeting. Remaining responses to post lodgement enquiries provided 28/08/2020. Submission of response to post lodgement enquiries made by TPC due 5/2/2021. Meeting held between Council and Commission staff to discuss these matters held 20/1/2021. Response provided to TPC 12/2/2021. TPC requested further clarifications 16/3/2021. Response provided 8/4/2021. Section 32(4) responses to final TPC queries provided 6/5/2021. Minister's declarations issued 31 May 2021 were included on 28 June Council agenda. GIS consultant made map changes required by the Minister. Provided to TPC 19/7/2021. TPC advised 13/8/2021 of final mapping changes needed for exhibition. GIS consultant made map changes required by the Minister. Provided to TPC 19/7/2021. 6/10/2021, received direction to publicly exhibit draft Local Provisions Schedule. Draft Local Provisions Schedule on public exhibition from 22 October to 21 December 2021. Section 35F report on representations to be presented to Council meeting of 21 February 2022. Deferred until 21 March meeting to get information on the process if Council supports any of the representations. Section 35F report on representations considered at Council meeting of 21 March 2022. Report sent to Tasmanian Planning Commission 28 March 2022. Hearings held 8-10 June 2022.</p> <p>On 4 October 2022 Council received notice under section 35K(1)(a) and section 35KB(4)(a) of the Land Use Planning and Approvals Act 1993 from the Tasmanian Planning Commission which advised that:</p> <ul style="list-style-type: none"> The delegates have finalised their consideration of the Northern Midlands draft Local Provisions Schedule (draft LPS) under section 35J of the Act. They consider modifications are required and have issued a decision under section 35K(1) and 35KB. They have directed the Planning Authority to: <ol style="list-style-type: none"> modify the draft LPS, under section 35K(1)(a) of the Act, in accordance with the notice at Attachment 2 to the decision (completed); submit the modified draft LPS to the Commission under section 35K(2)(a) within 28 days (1 November 2022) (completed);

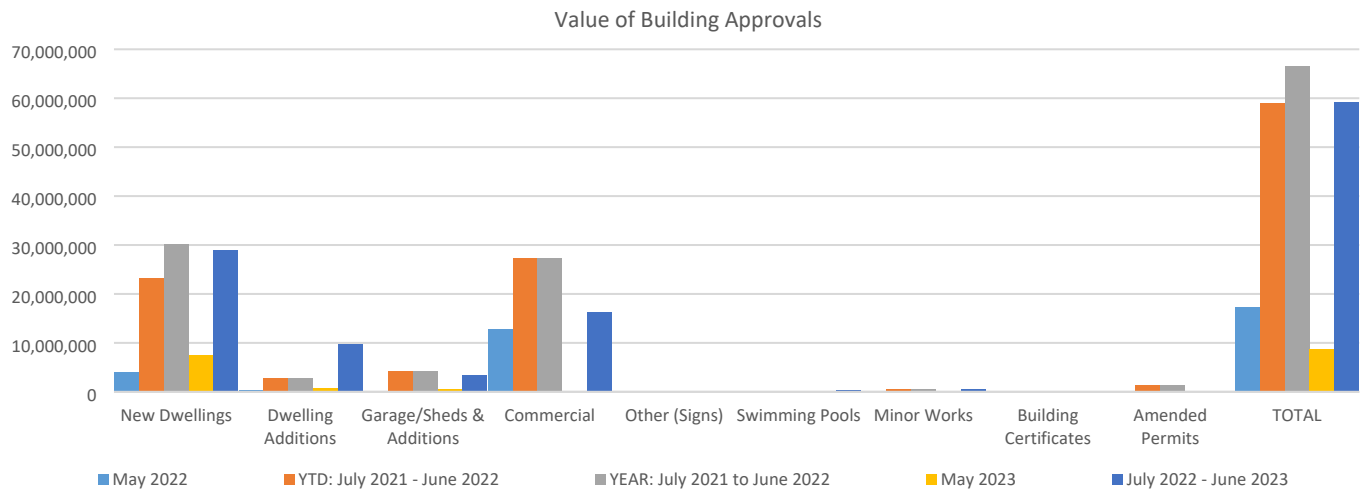
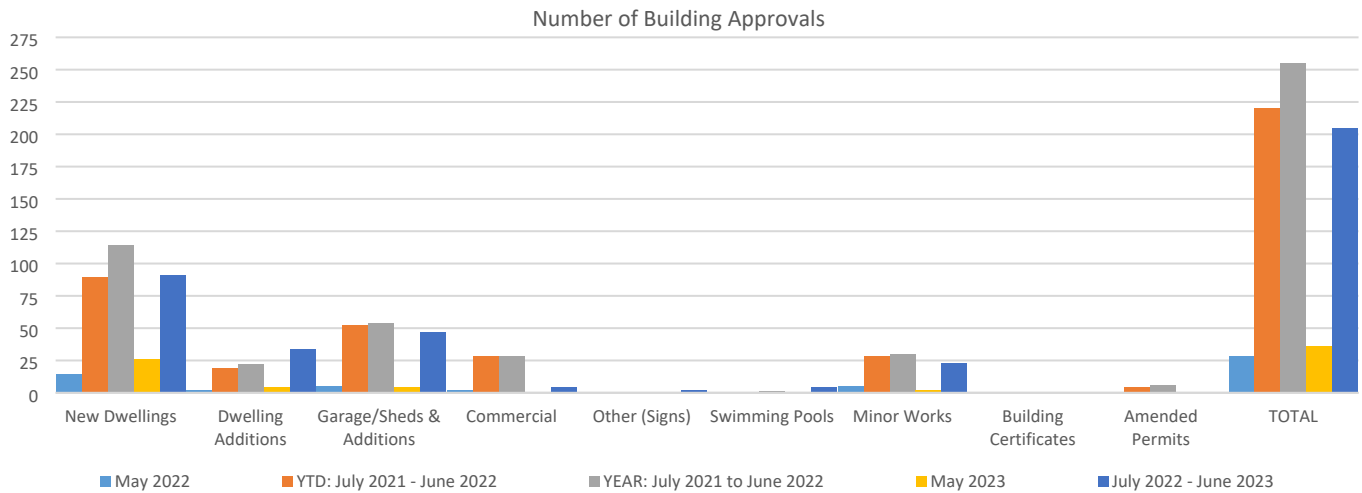


TPC		TASMANIAN PLANNING COMMISSION
		<p>(c) to prepare draft amendments under section 35KB(4)(a)(i) of the Act in the terms specified in the notice at Attachment 3 to the decision; and</p> <p>(d) to submit the draft amendments to the Commission under section 35KB(4)(a)(ii) of the Act within 42 days after the Northern Midlands LPS comes into effect (to be submitted by 21 December 2022).</p> <p>Notice of approval of the Northern Midlands Local Provisions Schedule was published in the Gazette specifying that the State Planning Provisions and the Local Provisions Schedule, which are as part of the Tasmanian Planning Scheme, came into effect on 9 November 2022. In accordance with section 51 of the Act, applications lodged from 12 October 2022 are assessed against the Tasmanian Planning Scheme – Northern Midlands and applications that were valid before 12 October 2022 continue to be assessed against the Northern Midlands Interim Planning Scheme 2013.</p> <p>The Tasmanian Planning Commission directed the Council to prepare the following draft amendments under section 35KB (1) of the Land Use Planning and Approvals Act 1993. The draft amendments were placed on public exhibition until 20 February 2023. Report on representations considered at Council meeting of 20 March 2023 and sent to the Commission. Awaiting advice from the Commission.</p>
AM-NOR-03-2022 LPS		Apply the General Residential Zone to 38 and 44 Phillip Street, Perth (folios of the Register 23463/1 and 23463/2) and adjoining road centrelines and reserved roads. TPC hearing held 1 June 2023. Decision received 9 June 2023. The Commission rejected the draft amendment as not being consistent with the Northern Tasmanian Regional Land Use Strategy.
AM-NOR-04-2022 LPS		Apply the Rural Living Zone C to 18 Wilmores Lane (folio of the Register 116434/3), 116 Catherine Street (folio of the Register 168940/1) and 120 Catherine Street (folio of the Register 168940/2), 140 Catherine Street (folio of the register 116434/2), 130 Brickendon Street, Longford (folio of the register 116434/1) and adjoining road centrelines and reserved roads. TPC hearing held 1 June 2023. Decision received 13 June 2023, Amendment approved effective 21 June 2023..
AM-NOR-05-2022 LPS		Apply the Rural Zone to 500 and 502 Hobart Road, Youngtown. TPC hearing held 1 June 2023. Decision received 9 June 2023. Amendment approved, effective 14 June 2023.
AM-NOR-06-2022 LPS		Apply the Landscape Conservation Zone to properties in Ross, Deddington, Evandale and Liffey. Apply the Priority Vegetation Area overlay to properties in Ross, Deddington, Evandale and Liffey. TPC hearing held 1 June 2023. Awaiting decision.
AM-NOR-07-2022 LPS		Apply the Airport Noise Exposure Area overlay and the Airport Obstacle Limitation Area overlay. TPC hearing held 1 June 2023. Awaiting decision.
DECISIONS RECEIVED		
PLN21-0214		Draft Amendment AM-NOR-02-2022-LPS. 21 Macquarie Street, Cressy. On public exhibition for 28 days until 15 January 2023. No representations received. TPC decision received 8 May 2023. Amendment approved.

2.4 Building Approvals

The following table shows a comparison of the number and total value of building works for 2021-2022 and 2022-2023.

	YEAR: 2021-2022				YEAR		YEAR: 2022-2023			
	May 2022		YTD 2021-2022		July 2021 - June 2022		May 2023		YTD 2022-2023	
	No.	Total Value \$	No.	No.	No.	Total Value \$	No.	Total Value \$	No.	No.
New Dwellings	14	4,030,000	89	23,177,829	114	30,244,148	26	7,393,410	91	28,915,415
Dwelling Additions	2	250,000	19	2,668,000	22	2,848,500	4	705,000	34	9,726,630
Garage/Sheds & Additions	5	147,500	52	4,178,238	54	4,236,238	4	583,000	47	3,390,957
Commercial	2	12,700,000	28	27,270,305	28	27,270,305	0	0	4	16,317,000
Other (Signs)	0	0	0	0	0	0	0	0	2	82,945
Swimming Pools	0	0	0	0	1	70,000	0	0	4	296,000
Minor Works	5	116,212	28	455,174	30	525,174	2	28,500	23	425,868
Building Certificates	0	0	0	0	0	0	0	0	0	0
Amended Permits	0	0	4	1,295,000	6	1,295,000	0	0	0	0
TOTAL	28	17,243,712	220	59,044,546	255	66,489,365	36	8,709,910	205	59,154,815
Inspections										
Building	0		7		38		0		10	
Plumbing	36		285		316		24		259	



2.5 Planning and Building Compliance – Permit Review

Below are tables of inspections and action taken for the financial year.

Planning Permit Reviews	This Month	2022/2023	Total 2021/2022
Number of Inspections	12	72	18
Property owner not home or only recently started			
Complying with all conditions / signed off		1	2
Not complying with all conditions			
Re-inspection required	9	59	12
Notice of Intention to Issue Enforcement Notice		5	
Enforcement Notices issued		1	2
Enforcement Orders issued			
Infringement Notice			
No Further Action Required	3	12	4
Building Permit Reviews	This Month	2022/2023	Total 2021/2022
Number of Inspections	5	26	
Property owner not home or only recently started			
Complying with all conditions / signed off			
Not complying with all conditions			
Re-inspection required	1	8	
Building Notices issued		2	
Building Orders issued			
No Further Action Required	4	18	



Illegal Works - Building	This Month	2022/2023	Total 2021/2022
Number of Inspections	4	75	11
Commitment provided to submit required documentation	1	11	
Re-inspection required		42	8
Building Notices issued		11	1
Building Orders issued	1	6	
Emergency Order		3	1
No Further Action Required	3	22	3
Illegal Works - Planning	This Month	2022/2023	Total 2021/2022
Number of Inspections	2	40	29
Commitment provided to submit required documentation		2	3
Re-inspection required	1	24	21
Enforcement Notices issued	1	3	2
Enforcement Orders Issued			
Notice of Intention to Issue Enforcement Notice issued			3
No Further Action Required	1	14	5

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

2.1 Strategic, sustainable, infrastructure is progressive

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

3.1 Sympathetic design respects historical architecture

3.2 Developments enhance existing cultural amenity

3.4 Towns are enviable places to visit, live and work

Place: Nurture our heritage environment

Environment - Cherish, Sustain our Landscapes and Preserve, Protect Our Built Heritage for Tomorrow

Strategic outcomes:

4.1 Cherish and sustain our landscape

4.2 Meet environmental challenges

4.4 Our heritage villages and towns are high value assets

3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Enabling Project/s:

Projects which are considered to be incrementally important – usually by improving existing facilities or other complementary upgrades to infrastructure (does not include Council's business as usual projects including renewal and maintenance of existing assets)



5.4 Subdivisions:

Several at Cressy, Evandale, Longford & Perth - the Northern Midlands Council is a planning authority with responsibilities specified in the Land Use Planning and Approvals Act 1993 (LUPAA). These responsibilities include developing planning schemes, proposing amendments to planning schemes, supporting or rejecting changes proposed by others and making decisions on individual developments in accordance with the planning scheme. Several significant subdivisions in the Northern Midlands region have recently been identified and are in various stages of conceptual design or planning.

4 STATUTORY REQUIREMENTS

4.1 Land Use Planning & Approvals Act 1993

The planning process is regulated by the *Land Use Planning & Approvals Act 1993*, section 43 of which requires Council to observe and enforce the observance of its planning scheme.

4.2 Building Act 2016

The *Building Act 2016* requires Council to enforce compliance with the Act.

5 RISK ISSUES

Lack of public awareness is a risk to Council. If people are not aware of requirements for planning, building and plumbing approvals, this may result in work without approval. Council continues to promote requirements to ensure the public is aware of its responsibility when conducting development.

6 COMMUNITY CONSULTATION

Discretionary applications are placed on public notification in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*.

From time to time, articles are placed in the Northern Midlands Courier and on Council's Facebook page, reminding the public of certain requirements.

7 OFFICER'S COMMENTS/CONCLUSION

There have been 4 commercial building approvals valued a total of \$16,317,000 for 2022/23 (year to date) compared to 28 commercial building approvals valued a total of \$27,270,305 (year to date) for 2021/2022.

In total, there have been 205 building approvals valued at \$59,154,815 (year to date) for 2022/2023 compared to 220 building approvals valued at \$59,044,546 (year to date) for 2021/22.



14.2 REQUEST TO REDUCE PLANNING APPLICATION FEES: NORTHERN MIDLANDS IRRIGATION SCHEME

Responsible Officer: Des Jennings, General Manager

Report prepared by: Paul Godier, Senior Planner

RECOMMENDATION

That Council agree to reduce the application fee to \$15,000 to cover Council's costs + consultant planner assessment at cost + planning appeal at cost, to a maximum of \$59,944.

1 PURPOSE OF REPORT

This report considers a request to reduce the planning application fee for the Northern Midlands Irrigation Scheme.

Tasmanian Irrigation requests Council to consider reducing the application fee, as a fee based on construction costs will likely be significantly more than the cost it would take to process the application.

2 INTRODUCTION/BACKGROUND

The application advises:

The Northern Midlands Irrigation Scheme will provide high-surety irrigation water to horticultural, viticultural, orchard and other high value uses in the Macquarie, Barton, Conara, Campbell Town, Ross and the Lower Isis Valley areas in central Tasmania. It will also provide additional irrigation water that is underpinned by large Hydro Tasmania storages in the central highlands of Tasmania. To mitigate significant impacts, the pipeline will mostly be located underground, with the three pump stations and two balance tanks being above ground.

The size of this application is such that the current workload of Council's planning department means it is unable to assess the application. A consultant planner has been engaged, in accordance with Council's Code of Tendering and Procurement, to assess the application.

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

1.2 Councillors serve with integrity and honesty

1.3 Management is efficient, proactive and responsible

3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Not applicable.



4 POLICY IMPLICATIONS

There are no policy implications.

5 STATUTORY REQUIREMENTS

5.1 Local Government Act 1993

206. List of fees and charges

A general manager of a council is to –

(a) keep a list of all fees and charges fixed under this Division; and

(b) make the list available for public inspection during ordinary hours of business at the public office.

207. Remission of fees and charges

A council may remit all or part of any fee or charge paid or payable under this Division.

6 FINANCIAL IMPLICATIONS

The planning application states that the estimated cost of the project is \$20 million.

Council's fee schedule states:

Discretionary application \$567

Advertising fee \$277

+ 0.3% of project cost over \$300,000 (\$20 million – \$300,000 x 0.3% = \$59,100)

Total = \$59,944

7 RISK ISSUES

Regardless of a consultant planner assessing the application, Council staff input to the application process remains. This includes administration, liaison with the consultant planner, liaison with referral agencies, printing and placing site notices, sending advertisements to the Examiner and reviewing the proof, mailing neighbour notices, entering the consultant planner's report into Council's Document Assembler programme for creating a Council agenda, discussion between Council's planners and other staff including managers and General Manager, as well as overheads. To reduce the risk of these costs exceeding the fee paid they are estimated at \$15,000.

There is also a risk that the decision on the application will be appealed, either by a representor or by the applicant. Council would then have to pay for expert evidence and for a lawyer to represent it in the appeal.

8 CONSULTATION WITH STATE GOVERNMENT

Not required for this request to reduce fees.

9 COMMUNITY CONSULTATION

Not required for this request to reduce fees.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can:

- Not reduce the application fee of \$59,944.
- Reduce the application fee to \$15,000 to cover Council's costs + consultant planner assessment at cost + planning appeal at cost, to a maximum of \$59,944.
- Reduce the application fee using another method.



11 OFFICER'S COMMENTS/CONCLUSION

For the reasons given in this report it is recommended that Council agree to reduce the application fee to \$15,000 to cover Council's costs + consultant planner assessment at cost + planning appeal at cost, to a maximum of \$59,944.

12 ATTACHMENTS

1. Request to Reduce Application Fee [**14.2.1** - 2 pages]



14.3 REQUEST TO REDUCE PLANNING APPLICATION FEES: NORTHERN MIDLANDS SOLAR FARM

Responsible Officer: Des Jennings, General Manager

Report prepared by: Paul Godier, Senior Planner

RECOMMENDATION

That Council agree to reduce the application fee to \$15,000 to cover Council's costs + consultant planner assessment at cost + planning appeal at cost, to a maximum of 0.3% of project cost over \$300,000.

1 PURPOSE OF REPORT

This report considers the attached request to reduce the planning application fee for the Northern Midlands Solar Farm proposal.

2 INTRODUCTION/BACKGROUND

The request to reduce the fee advises:

The proposal is for the first large-scale solar farm proposed in Tasmania. It will provide significant benefits to the State and the Northern Midlands area in particular. In short:

- *The solar farm is rated at 288 MW, by far the largest in the State, helping to deliver a clean source of energy generation and reach Tasmania's ambitious renewable energy targets.*
- *Creation of approximately 300 direct construction jobs and 10-15 direct ongoing jobs.*
- *Powering approximately 45,000 Tasmanian homes and contributing to reduced electricity prices.*
- *The continued agricultural use of the land through 'agrisolar'.*
- *An increase in Council land rates for the solar farm area within Connorville Station.*

The proponent is undertaking the development application as the landholder, not a renewable energy developer. If approval is granted, the proponent will seek a renewable energy developer to lead and manage the development process.

We believe that Council's fee schedule does not specifically deal with contemplating major infrastructure projects. Council's fee schedule contains only a base fee of \$567.00 + 0.3% for works over \$300,000.00 (plus additional advertising fee).

As set out in Council's fee schedule, applications with a cost of works above \$10 million can be negotiated, with a minimum application fee of \$30,000.

For an infrastructure project such as this Proposal, with cost of works in the order of \$700-800 million, the generated application fee would be in the region of \$600,000 (it's not clear what this is based on as 0.3% of \$700-800 million is substantially more). Clearly, this is not an appropriate fee to charge, and is not at all reflective of the complexity of assessment and work that Council might be required to undertake. Furthermore, as already agreed and in place, the Proponent is funding an independent planner (Neil Shephard) (engaged by Council in accordance with Council's Code of Tendering and Procurement) to assist with assessment, in the order of [REDACTED] (redacted for commercial confidentiality) (or higher depending on any additional work required by Neil).

Noting that the Proponent is already funding an independent planning consultant for Council (engaged by Council in accordance with Council's Code of Tendering and Procurement), we consider that only the base application fee should be applied (\$567 + advertising fee) to this Proposal.



3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

1.2 Councillors serve with integrity and honesty

1.3 Management is efficient, proactive and responsible

3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Not applicable.

4 POLICY IMPLICATIONS

There are no policy implications.

5 STATUTORY REQUIREMENTS

5.1 *Local Government Act 1993*

206. List of fees and charges

A general manager of a council is to –

(a) keep a list of all fees and charges fixed under this Division; and

(b) make the list available for public inspection during ordinary hours of business at the public office.

207. Remission of fees and charges

A council may remit all or part of any fee or charge paid or payable under this Division.

6 FINANCIAL IMPLICATIONS

Council's fee schedule states:

Discretionary application \$567

Advertising fee \$277

+ 0.3% of project cost over \$300,000

The planning application advises that the estimated cost of the project is \$10 million+. The application fee of \$29,944 was therefore payable and paid on 26 May 2023 making the application valid.

The attached letter advises that the nominal cost of works for the proposal is \$700-800 million.

The fee for an \$800 million project would be \$567 + \$277 + (\$800 million – \$300,000 x 0.3% = \$2,399,100) = \$2,399,944

7 RISK ISSUES

Regardless of a consultant planner assessing the application, Council staff input to the application process remains. This includes administration, liaison with the consultant planner, liaison with referral agencies, printing and placing site



notices, sending advertisements to the Examiner and reviewing the proof, mailing neighbour notices, entering the consultant planner's report into Council's Document Assembler programme for creating a Council agenda, discussion between Council's planners and other staff including managers and General Manager, as well as overheads. To reduce the risk of these costs exceeding the fee paid they are estimated at \$15,000.

There is also a risk that the decision on the application will be appealed, either by a representor or by the applicant. Council would then have to pay for expert evidence and for a lawyer to represent it in the appeal.

8 CONSULTATION WITH STATE GOVERNMENT

Not required for this request to reduce fees.

9 COMMUNITY CONSULTATION

Not required for this request to reduce fees.

10 OPTIONS FOR COUNCIL TO CONSIDER

- Not reduce the application fee.
- Reduce the application fee to \$15,000 to cover Council's costs + consultant planner assessment at cost + planning appeal at cost, to a maximum of
- Reduce the application fee using another method.

11 OFFICER'S COMMENTS/CONCLUSION

For the reasons given in this report it is recommended that Council agree to reduce the application fee to \$15,000 to cover Council's costs + consultant planner assessment at cost + planning appeal at cost, to a maximum of 0.3% of project cost over \$300,000.

12 ATTACHMENTS

1. Development Application Fee waiver request - NM Solar Farm [**14.3.1** - 2 pages]



14.4 REQUEST TO REDUCE PLANNING APPLICATION FEES: GREAT LAKES BATTERY PROJECT

Responsible Officer: Des Jennings, General Manager

Report prepared by: Paul Godier, Senior Planner

RECOMMENDATION

That Council reduce the application fee to \$15,000 to cover Council's costs + consultant planner assessment at cost + planning appeal at cost, to a maximum of 0.3% cost of project over \$300,000.

1 PURPOSE OF REPORT

This report considers a request to reduce the planning application fee for the Great Lakes Battery Project, approximately 2.5km north-east of Poatina.

2 INTRODUCTION/BACKGROUND

The request advises :

Neoen are asking the Northern Midlands Council to please consider an application fee of \$30,000 for this project. This value represents 0.3% of \$10m, which reflects an approximate valuation on the fixtures for the project, which include the foundations, drainage, roads, fencing, and operations and maintenance buildings.

Neoen currently own and operate the largest portfolio of utility-scale battery projects in Australia. Our experience has been that battery projects are, relatively speaking in the context of energy developments, not complex. The relatively small area of land required (in this case, 4 ha) has a very low impact on the environment. Our visual consultants have indicated there will be a low visual impact to surrounding areas. The outcomes of our community open information day last week were that we have not received any objections to this project going ahead, rather the feedback from community members across the board has been positive, including from close neighbours. Given this, tying the application fee to the total cost of the fixtures for the project more accurately reflects the relative simplicity and low impact of battery projects.

We also encourage consideration of the wide range of tangible benefits from this specific project to:

- *Tasmanian electricity consumers:*
 - *Reduction in bills, especially considering Tasmanian consumers currently substantially overpay for Frequency Control Ancillary Services – something the battery will be addressing. As an example, our Hornsdale battery project in South Australia saved consumers \$150m over the first two years of operations.*
 - *Increasing the security of electricity supply and reliability.*
 - *Stabilising the grid by providing inertia services.*
- *Northern Midlands Council and community members within the region:*
 - *Construction jobs over the approximate 18-month period of construction.*
 - *Boost in accommodation needs during the construction period.*
 - *Spending to the local businesses within the region during the period of construction.*
 - *Boost in tourism to the region as this will be Tasmania's first utility-scale battery.*
 - *The vast educational opportunities (e.g. school excursions, presentations) that Neoen will be a part of organising and facilitating.*
- *Beneficiaries of the community benefit fund:*
 - *Estimated to be \$25,000 per year, for every year the battery is in operation. Over a 20-year lifecycle, this amounts to a nominal value of \$500,000 to the region.*
- *Tasmanian government:*



- *Firming additional renewable energy generation, hopefully playing a part in supporting the TAS government to achieve a smooth transition towards their goal of 200% renewable energy output (based on 2022 figures).*

We trust \$30,000 would cover the effort required from the Northern Midlands Council in reviewing such an application but if this is not the case, Neoen would be happy to reimburse the council for any costs incurred on top of this.

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.2 Councillors serve with integrity and honesty
- 1.3 Management is efficient, proactive and responsible

3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Not applicable.

4 POLICY IMPLICATIONS

There are no policy implications.

5 STATUTORY REQUIREMENTS

5.1 Local Government Act 1993

206. List of fees and charges

A general manager of a council is to –

- (a) keep a list of all fees and charges fixed under this Division; and*
- (b) make the list available for public inspection during ordinary hours of business at the public office.*

207. Remission of fees and charges

A council may remit all or part of any fee or charge paid or payable under this Division.

6 FINANCIAL IMPLICATIONS

The request advises that estimated cost of the project is \$10 million.

Council's fee schedule states:

Discretionary application \$567

Advertising fee \$277

+ 0.3% of project cost over \$300,000 (\$10 million – \$300,000 x 0.3% = \$29,100)

Total = \$29,944



7 RISK ISSUES

Regardless of a consultant planner assessing the application, Council staff input to the application process remains. This includes administration, liaison with the consultant planner, liaison with referral agencies, printing and placing site notices, sending advertisements to the Examiner and reviewing the proof, mailing neighbour notices, entering the consultant planner's report into Council's Document Assembler programme for creating a Council agenda, discussion between Council's planners and other staff including managers and General Manager, as well as overheads. To reduce the risk of these costs exceeding the fee paid they are estimated at \$15,000.

There is also a risk that the decision on the application will be appealed, either by a representor or by the applicant. Council would then have to pay for expert evidence and for a lawyer to represent it in the appeal.

8 CONSULTATION WITH STATE GOVERNMENT

Not required for this request to reduce fees.

9 COMMUNITY CONSULTATION

Not required for this request to reduce fees.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can:

- Not reduce the application fee of 0.3% cost of project over \$300,000.
- Reduce the application fee to \$15,000 to cover Council's costs + consultant planner assessment at cost + planning appeal at cost, to a maximum of 0.3% cost of project over \$300,000.
- Reduce the application fee using another method.

11 OFFICER'S COMMENTS/CONCLUSION

For the reasons given in this report it is recommended that Council agree to reduce the application fee to \$15,000 to cover Council's costs + consultant planner assessment at cost + planning appeal at cost, to a maximum 0.3% cost of project over \$300,000.

12 ATTACHMENTS

1. Request to Reduce Planning Application Fees [**14.4.1** - 4 pages]



15 CORPORATE SERVICES REPORTS

15.1 MONTHLY REPORT: FINANCIAL STATEMENT

Responsible Officer: Maree Bricknell, Corporate Services Manager

Report prepared by: Maree Bricknell, Corporate Services Manager

RECOMMENDATION

That Council:

- i) receive and note the Monthly Financial Report for the period ending 31 May 2023, and
- ii) authorise Budget 2022/23 alterations as listed in Item 4.

1 PURPOSE OF REPORT

The purpose of this report is to present the monthly financial reports as at 31 May 2023.

2 INTRODUCTION/BACKGROUND

The Monthly Financial Summary for the period ended 31 May 2023 is circulated for information.

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

2.1 Strategic, sustainable, infrastructure is progressive

3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region.

4 ALTERATIONS TO 2022-23 BUDGET

Following a budget review of income and expenditure items the following alterations/variances are highlighted and explained:

SUMMARY FINANCIAL REPORT

For Month Ending: 31-May-23 11

A. Operating Income and Expenditure						
	Budget	Year to Date Budget 42%	Actual	(\$,000)	Target 100%	Comments
Rate Revenue	-\$12,965,360	-\$12,965,360	-\$13,107,520	\$142	101.1%	99% raised in July 2022
Recurrent Grant Revenue	-\$4,615,318	-\$4,615,318	-\$2,040,365	-\$2,575	44.2%	* 75% Advanced grants paid 21/22
Fees and Charges Revenue	-\$2,552,392	-\$2,339,693	-\$2,472,237	\$133	105.7%	* Fee income above budget
Interest Revenue	-\$1,067,621	-\$978,654	-\$720,447	-\$258	73.6%	Timing variance
Reimbursements Revenue	-\$44,625	-\$40,906	-\$76,079	\$35	186.0%	
Other Revenue	-\$1,542,444	-\$1,413,907	-\$683,443	-\$730	48.3%	Timing variance
	-\$22,787,760	-\$22,353,838	-\$19,100,091	-\$3,254	85.4%	



Employee costs	\$6,415,996	\$5,881,330	\$5,982,701	-\$101	101.7%	
Material & Services Expenditure	\$6,053,782	\$5,549,300	\$6,035,337	-\$486	108.8%	Insurances paid for full year
Depreciation Expenditure	\$6,651,715	\$6,097,405	\$6,097,425	\$0	100.0%	
Government Levies & Charges	\$1,185,962	\$1,087,132	\$1,142,673	-\$56	105.1%	
Councillors Expenditure	\$217,390	\$199,274	\$211,901	-\$13	106.3%	
Interest on Borrowings	\$100,368	\$92,004	\$137,174	-\$45	149.1%	Timing variance only
Other Expenditure	\$1,588,999	\$1,456,582	\$918,684	\$538	63.1%	Pension rebate provided for full year
Plant Expenditure Paid	\$569,494	\$522,036	\$574,740	-\$53	110.1%	
	\$22,783,706	\$20,885,064	\$21,100,635	-\$216	101.0%	
	-\$4,054	-\$1,468,774	\$2,000,544			
Gain on sale of Fixed Assets	-\$160,000	-\$146,667	-\$9,951	-\$137	0.0%	
Loss on Sale of Fixed Assets	\$426,581	\$391,033	\$94,499	\$297	24.2%	*Asset recognition EOY
Underlying (Surplus) / Deficit	\$262,527	-\$1,224,408	\$2,085,092			1*
	\$0					
Capital Grant Revenue	-\$8,686,722	-\$7,962,829	-\$3,659,333	-\$4,303	46.0%	* Not paid until milestones met
Subdivider Contributions	-\$345,649	-\$316,845	0	-\$317	0.0%	* Not recognised until EOY
Capital Revenue	-\$9,032,371	-\$8,279,673	-\$3,659,333			

Budget Alteration Requests

- For Council authorisation by absolute majority

	Budget Operating	Budget Capital	Actuals
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Capital works budget variances above 10% or \$10,000 are highlighted

May

Capital Items deferred to 2023/24

Fleet 2 Replacement	700002	\$15,000	Defer to 2023/24
Fleet 4 Replacement	700004	\$15,000	Defer to 2023/24
Fleet 9 Replacement	700009	\$15,000	Defer to 2023/24
Fleet 33 Replacement Truck	700033	\$156,000	Defer to 2023/24
Fleet 42 Replacement Truck	700042	\$156,000	Defer to 2023/24
Lfd Caravan park Amenities replacement	707758	\$420,000	Defer to 2023/24
Lfd Rail Bridge Pillar Restoration	708049	\$50,000	Defer to 2023/24
Ross Mens Shed Building Improvements	708056	\$210,000	Defer to 2023/24
Telstra Mobile Base Stations	708057	\$181,818	Defer to 2023/24
Lfd Rec Ground Irrigation	708065	\$150,000	Defer to 2023/24
Pth Dog Park Fence and culvert	708067/8	\$22,550	Defer to 2023/24
Avoca Hall Toilets upgrade	707775	\$50,000	Defer to 2023/24
Lfd Library Access Ramp	707808	\$60,000	Defer to 2023/24
Ross Drill Hall re-roof	708051	\$40,000	Defer to 2023/24
Evandale Pioneer Park Toilets Upgrade	720135	\$100,000	Defer to 2023/24
Lfd memorial Hall Upgrade	707987.2	\$1,500,000	Defer to 2023/24
W/Junct - Hobart Road Shared Path Way	751614.6	\$250,000	Defer to 2023/24
Pth Main Street Improvement Program	752025	\$1,000,000	Defer to 2023/24
Lfd Main Street Improvement Program	707987	\$1,000,000	Defer to 2023/24
Ctown Main Street Improvement Program	750544	\$1,275,000	Defer to 2023/24
Lfd Hobhouse Street reconstruction	750579	\$121,000	Defer to 2023/24
Evandale Murray Street carparking	750910	\$50,000	Defer to 2023/24
Lfd Waste Transfer Station Sealing	751615	\$80,500	Defer to 2023/24
Evandale Barclay Street Sub Stormwater	788632	\$350,000	Defer to 2023/24
Stormwater Side Entry Pit Replacements	788633	\$100,000	Defer to 2023/24
Ctown High St Esplanade Humeceptor Installation	788648	\$45,000	Defer to 2023/24
Ross Stormwater Waterloo St Culvert	788649	\$20,000	Defer to 2023/24

April

Lfd - Bishopsbourne Rd Reconstruction		-\$504,900	Deferred until 2023/24
Lfd - Anstey Street Lewis to Cracroft		\$175,000	Stormwater, kerb, verge, footpath

March



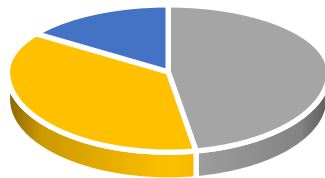
Nil Nil

B. Balance Sheet Items

	Year to Date Actual	Monthly Change	Same time last year	Comments
Cash & Cash Equivalents Balance	Year to Date			
- Opening Cash balance	\$25,974,971	\$19,672,667		
- Cash Inflow	\$22,903,609	\$2,484,415		
- Cash Payments	-\$29,275,403	-\$2,553,906		
- Closing Cash balance	\$19,603,177	\$19,603,177		
Account Breakdown				
- Trading Accounts	\$72,872			
- Investments	\$19,530,305			
	\$19,603,177			

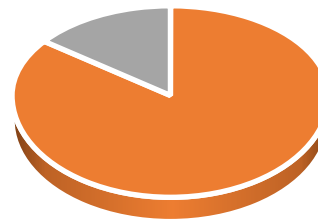
Summary of Investments	Investment Date	Maturity Date	Interest Rate%	Purchase Price	Maturity Value
Tasmanian Public Finance Corporation					
Call Account	1/05/2023	31/05/2023	3.85	\$5,529	\$5,545
CBA Call Account	18/05/2023	31/05/2023	0.25	\$6,575	\$6,576
Commonwealth Business Online Saver Account	24/05/2023	31/05/2023	3.70	\$2,005,747	\$2,007,170
Westpac Corporate Regulated Interest Account	1/05/2023	31/05/2023	3.85	\$57,702	\$57,702
CBA	17/03/2023	15/06/2023	4.27	\$1,000,000	\$1,010,529
CBA	11/05/2023	10/07/2023	4.19	\$2,000,000	\$2,013,775
CBA	11/05/2023	7/11/2023	4.56	\$2,000,000	\$2,044,975
CBA	18/05/2023	14/11/2023	4.65	\$1,000,000	\$1,022,932
My State Financial	25/05/2023	21/12/2023	4.85	\$3,462,454	\$3,559,071
Westpac - Stimulus Fund Investment	28/03/2023	28/06/2023	3.30	\$1,050,000	\$1,058,734
Westpac - Stimulus Fund Investment	16/12/2022	16/06/2023	1.60	\$3,000,000	\$3,023,934
Westpac	26/04/2023	23/10/2023	4.43	\$3,000,000	\$3,065,540
Westpac	13/04/2023	11/09/2023	4.33	\$1,000,000	\$1,017,913
Total Investments				\$19,588,007	\$19,894,395

Investments by Institution



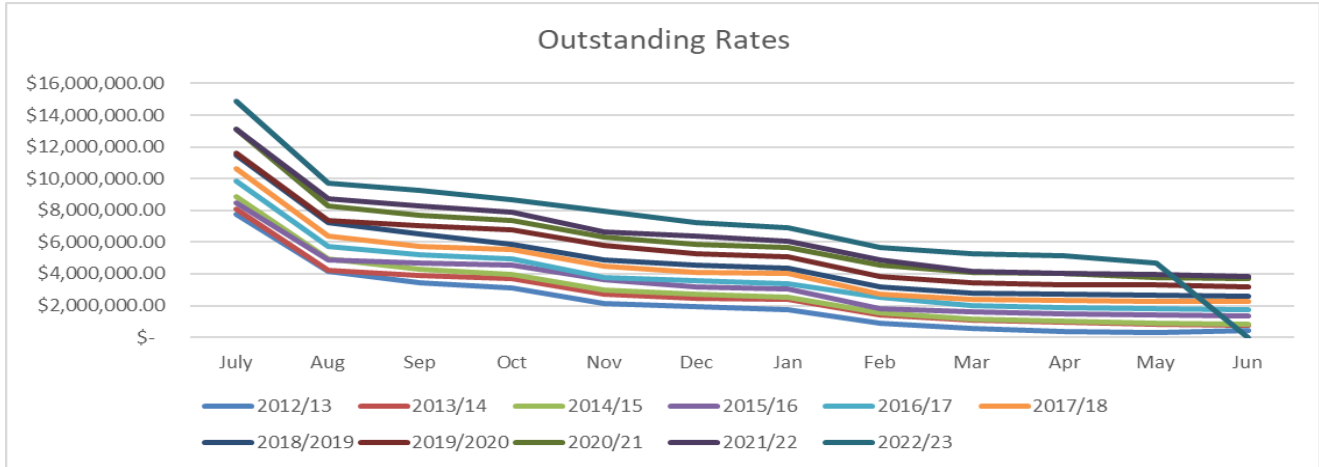
■ Bank of Us (B&E) ■ Tascorp ■ Westpac ■ CBA ■ MyState

Total Investments by Rating (Standard & Poor's)



■ AA+ ■ AA- ■ BBB ■ Unrated

Rate Debtors	2022/23	% to Raised	Same Time Last Year	% to Raised
Balance b/fwd	\$3,863,134		\$3,205,341	
Rates Raised	\$13,467,142		\$12,603,159	
	\$17,330,276		\$15,808,501	
Rates collected	\$12,101,904	89.9%	\$11,323,127	89.8%
Pension Rebates	\$527,437	3.9%	\$496,644	3.9%
Discount & Remissions	\$26,458	0.2%	\$25,102	0.2%
	\$12,655,799		\$11,844,872	
Rates Outstanding	\$4,674,477	34.7%	\$3,963,440	31.4%
Advance Payments received	-\$625,281	4.6%	-\$526,912	4.2%



Trade Debtors			
Current balance	\$617,831		
- 30 Days		\$14,663	
- 60 Days		\$578	
- 90 Days		\$71,181	
- More than 90 days		\$531,409	
Summary of Accounts more than 90 days:			
- Norfolk Plains Book sales		171	
- Hire/lease of facilities		13,352	
- Removal of fire hazards		7,345	
- Dog Registrations & Fines		16,337	
- Private Works		21,258	
- Regulatory Fees		6,546	
- Govt Reimbursements		466,400	

C. Capital Program

	Budget	Actual (\$,000)	Target 92%	Comments
Renewal	\$12,712,857	\$5,351,543	42%	
New assets	\$10,550,316	\$6,672,070	63%	
Total	\$23,263,173	\$12,023,613	52%	
Major projects:				
- Perth Early Learning Centre	\$3,770,064	\$3,698,880	98%	Substantially complete
- Lfd Memorial Hall upgrade	\$1,820,460	\$302,307	17%	Commenced
- Lfd Urban Streetscape Improvements	\$1,293,628	\$223,555	17%	Design stage
- Ctown Urban Streetscape Improvements	\$1,450,000	\$175,475	12%	Design stage
- Pth Urban Streetscape Improvements	\$1,141,000	\$115,740	10%	Design stage
- Cry Pool Improvements	\$678,000	\$685,940	101%	Complete
- Glen Esk Road Reconstruction	\$714,800	\$588,218	82%	Substantially complete
- Bishopsbourne Road Reconstruction	\$504,900	\$0	0%	Deferred 23/24
- Lfd Caravan Park Amenities replacement	\$450,000	\$31,693	7%	Preliminaries
- Evandale Hall Roof replacement	219,700	\$238,672	109%	Complete
- William Street Footbridge	270,000	\$140,503	52%	In progress
- Footpath Program	893,500	\$336,364	38%	In progress

* Full year to date capital expenditure for 2021/22 provided as an attachment.

D. Financial Health Indicators

	Target	Actual	Variance	Trend
Financial Ratios				
- Rate Revenue / Total Revenue	56.9%	68.6%	-11.7%	↘
- Own Source Revenue / Total Revenue	80%	89%	-9.6%	↘
Sustainability Ratio				
- Operating Surplus / Operating Revenue	-1.2%	-10.9%	9.8%	↘
- Debt / Own Source Revenue	40.8%	43.5%	-2.7%	↔
Efficiency Ratios				
- Receivables / Own Source Revenue	29.1%	23.2%	5.9%	↘
- Employee costs / Revenue	28.2%	31.3%	-3.2%	↗



- Renewal / Depreciation	191.1%	87.8%	103.4%	↗
Unit Costs				
- Waste Collection per bin	\$14.37	\$17.63		↔
- Employee costs per hour	\$53.47	\$41.52		↗
- Rate Revenue per property	\$1,825.08	\$1,845.09		↔
- IT per employee hour	\$5.45	\$3.37		↘



E. Employee & WHS scorecard

	YTD	This Month
Number of Employees	111	111
New Employees	37	0
Resignations	15	0
Total hours worked	144,087	17,715
Lost Time Injuries	0	0
Lost Time Days	0	0
Safety Incidents Reported	3	1
Hazards Reported	12	5
Risk Incidents Reported	13	0
Insurance claims - Public Liability	0	0
Insurance claims - Industrial	0	0
Insurance claims - Motor Vehicle	6	1
IT - Unplanned lost time	2	0
Open W/Comp claims	13	3



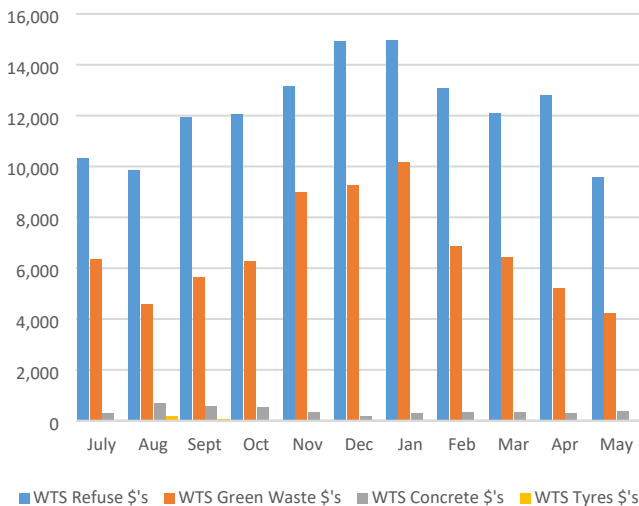
F. Waste Management

Waste Transfer Station	2020/21	2021/22	2022/23 Budget Year to Date	2022/23
Takings				
- Refuse	\$119,842	\$135,285	\$121,809	\$134,774
- Green Waste	\$80,904	\$82,450	\$76,243	\$73,962
- Concrete	\$2,293	\$2,980	\$2,355	\$4,312
- Tyres	727	694	\$594	\$257
Total Takings	\$203,767	\$221,409	\$201,001	\$213,305
Tonnes Disposed				
WTS Refuse Disposed Tonnes	1432	1349	1460	1122
WTS Green Waste Disposed Tonnes	4670	2760	4666	5970
WTS Concrete Disposed Tonnes	3056	3056	0	0
Kerbside Refuse Disposed Tonnes	2435	2430	2228	1973
Kerbside Recycling Disposed Tonnes	1051	1048	1186	837
Total Waste Tonnes Disposed	12644	10643	9540	9902

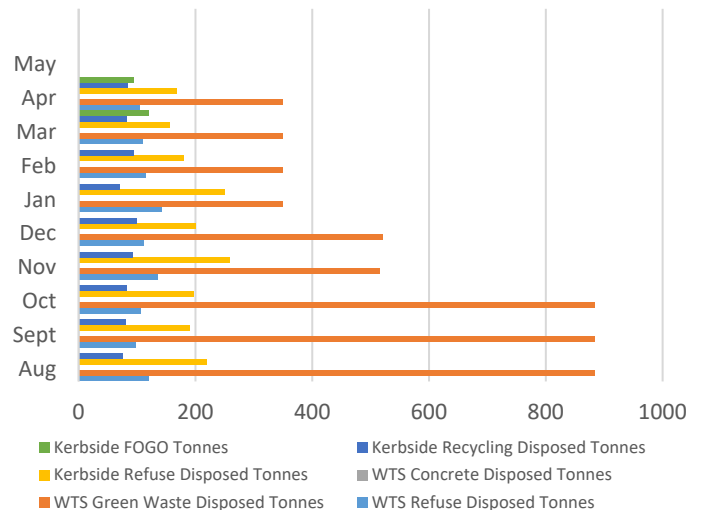


Mulch quarterly
Crush periodically

Waste Transfer Station Fees \$'s



Waste Disposal - Tonnes



5 OFFICER COMMENTS

Copies of the financial reports are also made available at the Council office.



6 ATTACHMENTS

1. Monthly Financial Report - May 2023 [15.1.1 - 1 page]
2. Monthly Works Infrastructure Capital Report 2022-2023 (May) [15.1.2 - 6 pages]



15.2 MUNICIPAL BUDGET

Responsible Officer: Maree Bricknell, Corporate Services Manager

Report prepared by: Maree Bricknell, Corporate Services Manager

RECOMMENDATION

- A. That Council receive and discuss the 2023-24 Annual Budget; 2023-24 Annual Plan; Rates & Charges Policy, Budget Summary Report and the Fees and Charges Schedule.
- B. That Council approve and adopt the 2023-24 Annual Plan pursuant to Section 71 of the *Local Government Act 1993*.
- C. That Council approve and adopt the 2023-24 Rates & Charges Policy pursuant to Section 86B of the *Local Government Act 1993*.
- D. That Council:
- i) approve and adopt the 2023-24 revenue and expenditure estimates pursuant to Section 82 of the *Local Government Act 1993*.
 - ii) make rates and charges for the period 1 July 2023 to 30 June 2024 pursuant to the provisions of the *Local Government Act 1993* in accordance with the following resolutions:
 - 1. General Rate**
 - a) That pursuant to Section 90 of the Local Government Act 1993 Council makes the following general rate on all rateable land (excluding land which is exempt pursuant to the provision of Section 87) within the municipal area of Northern Midlands for the period commencing 1 July 2023 and ending on 30 June 2024, namely a rate of 9.32 cents in the dollar on the assessed annual value of the land.
 - b) Pursuant to Section 107, by reason of the use or predominant use of any land, the non-use of any land or land being within a planning zone, Council by absolute majority declares that the general rate shall be varied as follows:
 - i) Land used for primary production purposes the general rate is varied to 2.69 cents in the dollar on the assessed annual value of the land;
 - ii) Land zoned as “residential low density and rural living zones” under the Tasmanian Planning Scheme – Northern Midlands the general rate is varied to 5.71 cents in the dollar on the assessed annual value of the land;
 - iii) Land used for sport and recreation purposes the general rate is varied to 6.98 cents in the dollar on the assessed annual value of the land;
 - iv) Land used for residential purposes (not being land within subparagraphs (ii) or (viii)) the general rate is varied to 6.34 cents in the dollar on the assessed annual value of the land;
 - v) Land used for quarries or mining purposes the general rate is varied to 8.44 cents in the dollar on the assessed annual value of the land;
 - vi) Land used for commercial purposes the general rate is varied to 7.55 cents in the dollar on the assessed annual value of the land;
 - vii) Land used for public purposes the general rate is varied to 8.56 cents in the dollar on the assessed annual value of the land;
 - viii) Land used for residential purposes (not being land within subparagraphs (ii) or (iv)) and zoned in the Agricultural or Rural zones in the Tasmanian Planning Scheme – Northern Midlands the general rate is varied to 5.71 cents in the dollar on the assessed annual value of the land;
 - ix) Land which is vacant the general rate is varied to 3.11 cents in the dollar on the assessed annual value of the land;



- x) Land which is vacant and which is zoned industrial under the Tasmanian Planning Scheme – Northern Midlands the general rate is varied to 9.32 cents in the dollar on the assessed annual value of the land.
- c) That pursuant to Section 90(4) of the Local Government Act 1993 Council sets a minimum amount payable in respect of the general rate of \$566.
- d) Pursuant to section 107 Council declares by absolute majority the minimum amount is varied to \$375 by reference to land use as follows:
 - i) Land used for public purposes;
 - ii) Land used for sport and recreation facilities;
 - iii) Land used for primary production;
 - iv) Land used for quarries or mining;
 - v) Land used for industrial;
 - vi) Vacant land which is not used for any purpose.

2. Service Rates and Services Charges

That pursuant to Sections 93A, 94 and 95 of the *Local Government Act 1993*, Council makes the following service rates and service charges on all rateable land within the municipal area of Northern Midlands (including land which is otherwise exempt from rates pursuant to Section 87 but excluding land owned by the Crown to which Council does not supply the following services) for the period on the 1 July 2023 and ending on the 30 day of June 2024 namely:

1. Service Charge Waste Management

- 1.1 A service charge for waste management (garbage/waste removal) in respect of all land to which Council makes available a garbage/waste removal service of:
 - i) \$175 for one 140 litre mobile garbage bin and one 240 litre mobile recycling and one food organic garden organic recycling bin in urban areas
 - ii) \$255 for one 240 litre mobile garbage bin and one 240 litre mobile recycling bin and one food organic garden organic recycling bin in urban area
 - iii) \$175 for one 140 litre mobile garbage bin and one 240 litre mobile recycling in rural serviced areas
 - iv) \$255 for one 240 litre mobile garbage bin and one 240 litre mobile recycling bin in rural serviced areas; and
 - v) \$120 for each additional recycle bin all areas.

2. Fire Service Contribution

- 2.1 Pursuant to section 93A of the *Local Government Act 1993* Council makes the following service rates in respect of the Fire Service Contributions it must collect under the *Fire Service Act 1979* for the rateable parcels of land within the municipal area as follows;
 - a) Cressy, Campbell Town, Longford, Perth & Evandale Volunteer Brigade rating district 0.33 cents in the dollar of assessed annual value of such land;
 - b) for general land 0.28 cents in the dollar of assessed annual value of such land.
- 2.2 Pursuant to section 93(3) Council sets a minimum amount payable in respect of the service rate for fire protection of \$48.

3. Separate Land

For the purposes of these resolutions the rates and charges shall apply for each parcel of land which is shown as being separately valued in the valuation list prepared under the *Valuation of Land Act 2001*.

4. Payment

Pursuant to Section 124 of the Act, Council:

- a) permits all ratepayers to pay rates by instalments instead of by one payment, if ratepayers so elect
- b) determines that if all rates are paid by one payment, then the date by which the rates are due to be paid shall be 30 September 2023,



- c) decides that where rates are payable by instalments, then they shall be paid by three instalments of approximately equal amounts and determines that the dates by which such instalments are to be paid shall be as follows:
- i) the first instalment on or before 31 August 2023
 - ii) the second instalment on or before 30 November 2023
 - iii) the third instalment on or before 28 February 2024

5. Discount for Early Payment

Pursuant to Section 130 of the Act, Council offers to all ratepayers who pay the whole of the rates specified in the rates notice in one payment on or before 31 August 2023, a discount of 0.5% upon the current rates and charges.

6. Penalty & Interest

That pursuant to Section 128 of the Act, if any rate or instalment is not paid on or before the date it falls due then:

- a) there is payable a penalty of 5% of the unpaid rate or instalment imposed from 1 April 2024; and
- b) there is payable a daily interest charge of 0.0178% in respect of the unpaid rate or instalment for the period during which it is unpaid.

7. Adjusted Values

That for the purposes of each of these resolutions, any reference to assessed annual value includes a reference to that value as adjusted pursuant to Section 89 of the *Local Government Act 1993*.

8. Words Used

Words and expressions used both in these resolutions and in the *Local Government Act 1993* or the *Fire Service Act 1979* have in these resolutions the same respective meanings as they have in those Acts.

- E. That Council approve and adopt special project assistance funding.
- F. That Council approve and adopt special event funding.
- G. That Council pursuant to Section 205 of the *Local Government Act 1993*;
- i) Imposes fees and charges as specified in the Fees and Charges Schedule 2023-24; and
 - ii) Each of the fees and charges referred to in these resolutions are payable within 30 days of receipt by the person who is liable to pay rates in respect of the land to which the fees and charges relate, of a notice of those fees and charges from the Council.
 - iii) If any fee or charge is not paid to Council on the date that it is due for payment then interest is payable at a rate of 6.50% from the due date of payment until the date of payment.

1 PURPOSE OF REPORT

The purpose of this report is for Council to present the Municipal Budget for the financial period from 1 July 2023 to 30 June 2024 to the community.

2 INTRODUCTION/BACKGROUND

2.1 BUDGET

The 2023-24 operating budget is framed to continue recovery from the social and financial shock caused by the Covid19 pandemic, the challenges with the community housing demand escalation, and the unprecedented frequency of rising interest rates which are to hold inflation to reasonable levels. This year Council aims to deliver a very small Operating surplus with a 5.9 percent general rate increase, and a 20 percent service charge increase



for waste management.

Base financial assumptions used in the 2023-24 Budget calculations are mostly in accordance with principles adopted by Council in February 2023, and the Long-Term Financial Plan adopted in June 2022 (reviewed with 2023 figures) but adjusted for the recent interest rate increases.

Federal Grant revenue has been increased by approximately 6.0 percent as indicated by the State Grants Commission, provision made for TasWater dividends to continue at current level, fees and charges indexed by 4.75 percent, bank interest revenue calculated at a weighted average return of 3.79 percent based on current investment rates.

Council's estimated Employee wage cost has been increased by 3.5 percent being the second year increase in the three year Enterprise Bargaining Agreement, materials, services and contracts indexed by 4.75 percent, and depreciation indexed by 8.11 percent.

Staff resources have been boosted to fund employment of a full-time Executive Officer, Building Compliance officer, Health Inspector, and \$150,000 for additional staff resources in areas of most need.

Apart from the increased employee resources this year existing service levels will be maintained, only a small number of projects/initiatives have been included, and funds will continue to be allocated to renew municipal infrastructure. This results in a very small underlying budget surplus result of only \$5,643.

The Budget's new projects/initiatives include:

- Land Use Strategy, South Longford zoning review, Longford Racecourse Area review, Sheepwash Creek flood modelling/amendment, Significant Tree register, and participation in Nth Tas Regional Land Use Strategy \$90,117
- Master planning and special projects \$70,000
- Computer system upgrade/Accounting consultancy \$80,000
- Electronic WHS compliance system \$18,200
- Asset Management Review consultancy \$50,000
- Midlands Town Video Project videos and promotion \$38,000 plus c/fwds
- Northern Midlands .id Economic Profile \$7,500

In 2023-24 budgeted operating revenue is \$31.4 million and budgeted operating expenditure is \$23.8 million which results in an operating surplus of \$7.59 million, or an underlying surplus of only \$5,643 after eliminating capital grant revenue and developer contributions.

Included in the operating expenditure is \$7.1 million depreciation which represents approximately 30 percent of operating expenditure.



OPERATING STATEMENT			
	Budget	Actual (26/5)	Budget
Underlying Surplus/(Deficit) Calculation	2023/24	2022/23	2022/23
Revenue			
Rates & Charges	14,203,781	13,107,520	12,965,360
Grants and Property (Including Capital)	12,432,509	5,383,937	13,302,040
Fees & Charges	2,604,486	2,327,425	2,552,392
Interest General Funds and Rates Outstanding	1,166,779	381,526	745,893
Interest Stimulus Funds	61,900	139,139	220,000
Stimulus Package Interest Reimbursements	63,900	137,174	101,728
Other Reimbursements	45,197	75,897	44,625
Investment in TasWater	468,000	351,000	468,000
Other	419,842	84,110	574,639
	31,466,394	21,987,728	30,974,677
Expenditure			
Employee Costs	6,677,119	5,716,233	6,415,996
Materials & Services	7,368,388	6,282,533	6,623,276
Government Levies & Charges	1,151,278	1,142,673	1,185,962
Depreciation	7,163,532	6,097,425	6,651,715
Stimulus Package Interest Expense	63,900	137,174	100,368
Other Expenditure	1,447,146	935,965	1,227,516
	23,871,363	20,312,003	22,204,833
Operating Surplus/(Deficit)	7,595,031	1,675,725	8,769,844
Adjustments :			
Less Capital Grants and Property	7,227,321	3,659,333	8,686,722
Less Subdivider Contributions	362,067	0	345,649
Underlying Operating Surplus/(Deficit)	5,643	(1,983,608)	(262,527)

In addition to recurring base federal grants, special purpose grant funding is expected during 2023-24 for:

- Longford Memorial Hall & Main Street Project \$4,000,000
- Roads to Recovery \$960,936
- Roads & Community Infrastructure Phase 2,3, & 4a \$1,966,385
- Pension Rate rebates \$532,121
- Road Vulnerable Users - bike path \$250,000
- State Election –Longford rail bridge pillars, \$50,000

Cash and investments are expected to decrease by \$5.5 million during the year to approximately \$13.1 million at 30 June 2024 (or less than \$1 m net of loan and funding commitment reserves) with completion of the capital works program. This decrease is due to the number of major capital works programmed for 2023-24 and repayment of some stimulus borrowings.

Under the State Government Accelerated Local Government Capital Grants Program, Council holds a \$3 million interest free loan for stormwater improvements which is due to be repaid at the end of 2024.

With the support of \$7.2 million capital grant funding Council has set a large capital works budget of \$20.3 million including the following programs for 2023-24:

- | | | |
|---|----|-----------|
| • Road Program of | \$ | 9,298,655 |
| • Footpath Program of | \$ | 926,000 |
| • Bridge Replacement of | \$ | 1,107,500 |
| • Stormwater Program of | \$ | 665,000 |
| • Community Building Improvements of | \$ | 5,147,479 |
| • Recreation Improvements | \$ | 1,725,818 |
| • Fleet Replacement Program (net cost of) | \$ | 754,000 |
| • Plant & Equipment | \$ | 285,000 |



- Information Technology & other equipment \$ 425,863

Major projects include:

- Campbell Town, Longford and Perth Urban Main Street Improvement projects,
- Reconstruction of sections of Bishopsbourne Road and Ashby Road,
- 3 concrete bridge replacements/upgrades,
- Longford Memorial Hall refurbishment,
- Laycock Street playground development, and
- Replacement of the Longford Caravan Park amenities building.

Management Committee Grants amount to \$63,644 Special Community Grants to \$63,000, Special Event Grants to \$75,000, and other Donations are allocated to community groups for \$37,320 in 2023-24.

Ratepayers are encouraged to obtain Council's 2023-24 Annual Plan which outlines specific projects, capital works and other tasks/targets to be achieved over the next twelve months.

2.2 RATES

Total rate revenue in 2023-24 is estimated at \$14,203,781 which represents 58.6 percent of Council's total revenue (excluding Capital grant funding), including a General Rate revenue increase of approximately \$90,000 from expected rate base development over the next twelve months.

All properties within the Northern Midlands area were revalued in 2019 and the new valuations provided by the Valuer General as at 1 July 2019. Last year the Valuer General's valuation adjustment factors for each land use category were used to calculate rates and values will remain the same this year.

Council will continue to use Differential Rating for different land use categories to raise the same amount of revenue as the previous year within each land use category plus any development and indexation applied.

As at 1 July 2023 Assessed Annual Value is expected to amount to \$243,032,300 which represents a change of \$2,693,148 attributable to the value adjustment factors applied plus development over the last twelve months. Development amounted to increased rate revenue of \$119,000 last year.

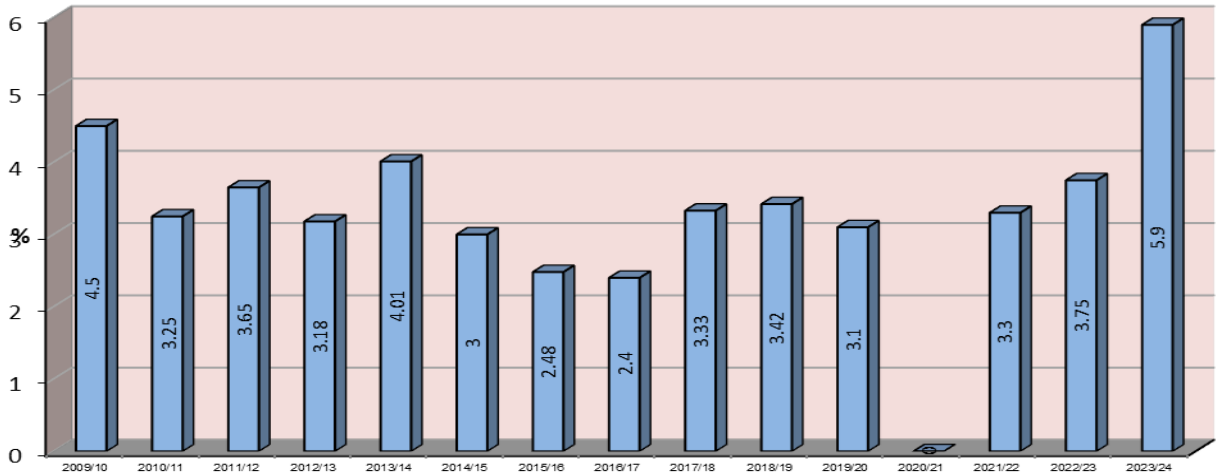
Under the differential rating system the following table details general rates raised in the individual land use categories, and demonstrates the movements in the share of the rates between the land use categories.

Land Use Code (LUC)	No. of Properties	Rates 2023-24	LUC %	Rates 2022-23	LUC %	Inc/Dec \$ %	Inc/Dec %
Commercial	262	1,302,290	10.8%	1,218,630	10.9%	6.9%	-0.1%
Industrial	175	1,717,190	14.2%	1,579,111	14.1%	8.7%	0.1%
Rural	888	2,627,218	21.7%	2,476,488	22.1%	6.1%	-0.3%
Low Density Residential	376	522,754	4.3%	495,264	4.4%	5.6%	-0.1%
Public Purpose	116	227,514	1.9%	187,516	1.7%	21.3%	0.2%
Quarry	2	25,980	0.2%	24,847	0.2%	4.6%	0.0%
Residential	4,740	4,818,747	39.9%	4,449,059	39.7%	8.3%	0.2%
Rural Residential	436	582,396	4.8%	546,429	4.9%	6.6%	-0.1%
Sport	40	35,787	0.3%	33,842	0.3%	5.7%	0.0%
Vacant	548	221,950	1.8%	202,580	1.8%	9.6%	0.0%
TOTAL	7,583	12,081,827	100%	11,213,766	100%	7.7%	0.0%

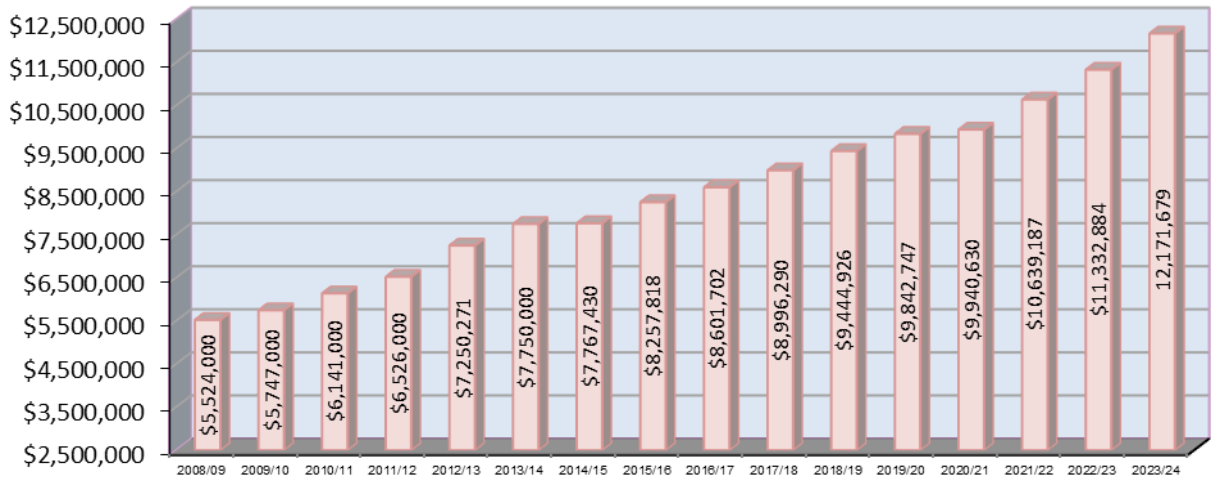
In order to adhere to Council's policy to budget at least to a surplus position, the general rate in the dollar of assessed annual value will increase by 5.9 percent, raising a total general rate of \$12,171,679. Individual rate bills will increase due to indexation to an average property in Avoca, Conara and Epping by \$70, Campbell Town Cressy and Ross by \$83, in Evandale \$105, in Longford \$90, and in Perth \$93. Minimum rates apply to approximately 13.4 percent of all rateable properties.



Percentage Rate Increase



General Rate Revenue \$'s



The following rates will apply for 2023-24:

- 9.32 cents in the \$AAV for land used for industrial purposes
- 9.32 cents in the \$AAV for non used (vacant) land zoned industrial
- 8.56 cents in the \$AAV for land used for public purpose
- 8.44 cents in the \$AAV for land used for quarries and mining
- 7.55 cents in the \$AAV for land used for commercial purposes
- 6.98 cents in the \$AAV for land used for sport and recreation
- 6.34 cents in the \$AAV for land used for residential purposes
- 5.71 cents in the \$AAV for land zoned low density residential
- 5.71 cents in the \$AAV for land zoned primary production used for residential purposes
- 3.11 cents in the \$AAV for other non used (vacant) land
- 2.69 cents in the \$AAV for land used for primary production.

It is recommended that in 2023-24 the minimum rate be increased 5.9 percent to \$566 for land used for residential, commercial and quarry/ mining purposes, and by 10 percent to \$375 for land used for rural, industrial, vacant, public purpose and sport and recreation purposes.

The State Fire Commission has increased the State Fire Levy by 4.4 percent (2.6% in urban areas and 6.6% in rural areas) and the amount to be collected amounts to \$715,214 for 2023-24. The minimum charge will increase by \$4 to \$48 in 2023-24, the rate in \$AAV for the Volunteer Districts of Cressy, Campbell Town, Longford, Perth and



Evandale will increase to 0.33 cents (from 0.315 cents last year), and in all other general areas increase to 0.280 cents (from 0.250 cents last year).

To offset some of the waste disposal and new state levy cost a Food Organics and Garden Organics (FOGO) kerbside collection was introduced in recent months to urban collection areas. It is too early to notice any savings in general waste due to the introduction of the FOGO bins service at this stage. However, an audit of kerbside waste prior to introduction of the FOGO service showed that up to 60 percent of urban waste was organic material.

During 2023-24 kerbside collection charges will increase by 20 percent to assist with funding increased contractor payments.

In 2023-24 the recommended kerbside collection cost for

- 140 litre waste, 240 litre recycling and FOGO collection service in urban areas of \$175 (increase of \$29), and
- 240 litre waste, 240 litre recycling and FOGO collection service in urban areas of \$255 (increase \$43),
- 140 litre waste, 240 litre recycling service in rural areas of \$175 (increase of \$29), and
- 240 litre waste, 240 litre recycling service in rural areas of \$255 (increase \$43).

An additional waste collection service will again be provided between Christmas and New Year to all properties receiving the kerbside collection service.

The following table shows examples of overall rate bills compared to last year:

Residential	Average Property Value	Rates 2022/23	Rates 2023/24	Increase in Rates Bill		Increase General	Discount Reduction
	\$	\$	\$	\$	%	%	\$
Longford	\$295,000	\$1,179	\$1,268	\$89	7.6%	5.9%	\$6
Perth	\$330,000	\$1,238	\$1,331	\$93	7.5%	5.9%	\$7
Evandale	\$315,000	\$1,281	\$1,386	\$105	8.2%	5.9%	\$7
Campbell Town	\$215,000	\$1,057	\$1,140	\$83	7.8%	5.9%	\$6
Cressy	\$245,000	\$1,035	\$1,117	\$82	8.0%	5.9%	\$6
Devon Hills	\$660,000	\$2,029	\$2,168	\$139	6.9%	5.9%	\$11
Ross	\$235,000	\$1,015	\$1,097	\$82	8.0%	5.9%	\$5
Avoca	\$155,000	\$819	\$889	\$70	8.6%	5.9%	\$4
Conara	\$115,000	\$724	\$789	\$65	9.0%	6.0%	\$4
Epping	\$145,000	\$791	\$860	\$68	8.7%	5.9%	\$4
Vacant Land	\$260,000	\$592	\$630	\$37	6.3%	6.1%	\$3
Vacant Land	\$140,000	\$385	\$423	\$38	9.9%	10.0%	\$2
Low Density Residential	\$540,000	\$1,686	\$1,806	\$119	7.1%	5.9%	\$9
Residential in Rural Zone	\$445,000	\$1,269	\$1,344	\$74	5.9%	5.9%	\$7
Rossarden	\$85,000	\$724	\$789	\$65	9.0%	6.0%	\$4
Rural A					7.2%	5.9%	
Rural B					6.7%	5.9%	
Commercial A					6.0%	5.9%	
Commercial B					7.2%	5.9%	
Industrial A					6.2%	5.9%	
Industrial B					5.9%	5.9%	
GENERAL RATE REVENUE INCREASE				5.9%			

Council has retained an early payment discount of 0.5 percent to encourage up-front rate payments this is for cash flow advantages.

A three (3) instalment payment system is again offered in 2023-24.

A daily interest of 0.0178 percent (6.5% p.a.) will be imposed on all overdue Rate Instalments, and a penalty of 5 percent will also be imposed on all outstanding amounts as at 1 April 2024.



During 2023-24 ratepayers have the option to pay Rates & Charges via Bpay, Bpay View, CBA, Australia Post, Service Tasmania at Campbell Town, Direct Debit and at Council Chambers at Longford.

Ratepayers are encouraged to register for Rate bills to be forwarded by email, and Rate bill reminders sent by SMS.

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.2 Councillors serve with integrity and honesty
- 1.3 Management is efficient, proactive and responsible
- 1.4 Improve community assets responsibly and sustainably

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

- 2.1 Strategic, sustainable, infrastructure is progressive
- 2.2 Proactive engagement drives new enterprise
- 2.3 Collaborative partnerships attract key industries
- 2.4 Support and attract wealth-producing business and industry

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

- 3.1 Sympathetic design respects historical architecture
- 3.2 Developments enhance existing cultural amenity
- 3.3 Public assets meet future lifestyle challenges
- 3.4 Towns are enviable places to visit, live and work

Place: Nurture our heritage environment

Environment - Cherish, Sustain our Landscapes and Preserve, Protect Our Built Heritage for Tomorrow

Strategic outcomes:

- 4.1 Cherish and sustain our landscape
- 4.2 Meet environmental challenges
- 4.3 Eco-tourism strongly showcases our natural beauties
- 4.4 Our heritage villages and towns are high value assets

3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Foundation Project/s:

Projects which are expected to have a transformational impact on the community. Council considers these projects to be a focal point for investment in the Northern Midlands region.



4.1 Main Street Upgrades - Campbell Town, Longford & Perth:

These projects will improve visual amenity, enhance connectivity and help to capitalise on each town's existing attractions, historical features and natural assets.

4.2 Perth South Esk River Parklands:

Improvement of the public open space, provide better connectivity to the river and strengthen the path network and accessibility along the river; creating a regional attraction in Perth that showcases the environmental amenity of the South Esk River.

4.3 Sheepwash Creek Corridor & Open Spaces:

Sheepwash Creek has the potential to become an attractive, appealing open space corridor complemented by its associated open spaces. Implementation of these projects would make this a reality and enhance Perth's natural charm.

4.4 TRANSlInk Intermodal Facility:

The growing precinct is adjacent to Launceston Airport, with an increasing number of businesses producing high-end agriculture products, the construction of an intermodal facility would improve access to interstate and overseas markets and open up additional land for development.

4.5 Municipal Tree Planting Program (Council-wide):

Northern Midlands Council plants and maintains street trees to provide environmental and health benefits to residents and visitors alike. This project offers a step change opportunity to substantially increase the tree planting program and enhance the environment and improve visual amenity for our residents.

Enabling Project/s:

Projects which are considered to be incrementally important – usually by improving existing facilities or other complementary upgrades to infrastructure (does not include Council's business as usual projects including renewal and maintenance of existing assets)

5.1 Recreation - Perth Sports Precinct and Community Centre:

Perth's recreation and community facilities are ageing and lack capacity to meet user demand. Co-location of a new oval, community centre, aquatic centre, bowls club and other recreation facilities would address this need and provide multiple social and health benefits for the region.

5.1 Recreation - Cressy Recreation Ground Upgrade:

The recreation ground has basic facilities and assets of varying condition that have been developed over the years in an ad-hoc manner. An upgrade will provide better facilities for Cressy residents and the broader region during the renovation of other local sporting grounds.

5.1 Recreation - Ben Lomond Public Shelter Development stage 2:

The Ben Lomond ski field is a drawcard to Northern Tasmania during the winter months. This project will deliver a replacement shelter for visitors to the area (stage 1) and an expanded multi-purpose area (stage 2).

5.1 Recreation - Swimming Pool upgrades:

Identification, design and delivery of a regional pool (location TBD) & install covering over the Cressy and Campbell Town swimming pools

5.1 Recreation - Oval Upgrades:

Upgrades to the ovals in Longford (x 2), Cressy and Campbell Town.

5.1 Recreation - Conara Park Upgrade:

Council seeks funding to upgrade the existing Conara Park site (currently owned by the Department of State Growth but proposed for decommissioning).

5.1 Recreation - Morven Park Master Plan stage 2:

Currently used for sporting activities including football, tennis, cricket and other recreational activities. Upgrades are needed to the clubhouse to accommodate the full range of users and various other facilities.



5.1 Recreation - Shared Pathways:

Development of shared pathways for pedestrians and cyclists along major roads, including Old Hobart Road (Breadalbane roundabout to Youngtown); Breadalbane roundabout to Launceston Airport; Illawarra Road (Pateena /Illawarra Road intersection to Longford); Leighlands Road; Cressy Road (Cressy to Longford).

5.2 Transport - Illawarra Road Upgrade & Shared Paths:

Illawarra Road carries a high proportion of heavy vehicles and the freight movements are increasing over time. This project will enable a shorter, improved route for both freight and passenger vehicles travelling between the North West and Southern portions of Tasmania.

5.2 Transport - Evandale Main Road Upgrade & Shared Paths:

This project is needed to cater for increasing freight and passenger vehicle movements. Council is seeking input to the design to maximise benefits for the Northern Midlands region

5.3 Community - NBN to Cressy School:

Cressy District High School is located near the new police facility. At present, NBN fibre extends to neither location. This project would see fibre installed.

5.3 Community - Campbell Town Hall Sale or Lease:

Decision at March 2021 Council Meeting to initiate the sale of the hall subject to adherence to Sections 177 and 178 of the Local Government Act 1993.

5.3 Community - Longford Library & Exhibition Building on the Village Green:

Upgrade and developments for Longford Library and Exhibition Building on the Village Green, including motor museum

5.3 Community - Power undergrounding in Evandale, Longford & Perth:

Undergrounding of power lines in the main streets of Longford, Evandale and Perth to improve visual amenity.

5.3 Community - Redevelop Cressy Park:

Redevelopment of Cressy Park including additional play equipment and seating.

5.4 Subdivisions:

Several at Cressy, Evandale, Longford & Perth - the Northern Midlands Council is a planning authority with responsibilities specified in the Land Use Planning and Approvals Act 1993 (LUPAA). These responsibilities include developing planning schemes, proposing amendments to planning schemes, supporting or rejecting changes proposed by others and making decisions on individual developments in accordance with the planning scheme. Several significant subdivisions in the Northern Midlands region have recently been identified and are in various stages of conceptual design or planning.

4 POLICY IMPLICATIONS

The Budget is drafted in accordance with base and financial parameters adopted by Council.

5 STATUTORY REQUIREMENTS

The 2023-24 Municipal Budget prepared in accordance with Section 82 of the *Local Government Act 1993* was submitted for adoption by absolute majority prior to 31 August 2023.

Under Section 90 of the *Local Government Act 1993* Council may make one general rate on all rateable land in its municipal area, based on value of land, and a minimum or fixed component may apply. Although Council can only make one general rate under Section 107 of the LGA it can vary the rate by use or non-use, locality, planning zone, or any other prescribed factor.



6 FINANCIAL IMPLICATIONS

As detailed above.

7 RISK ISSUES

There is a financial risk that if rating levels are not accurate and affordable Council will not be able to provide essential services to the community.

8 CONSULTATION WITH STATE GOVERNMENT

There is some requirement to consult with the State Grants Commission, the State Fire Service and the Department of Treasury and Finance in relation to revenue and expenditure that has impact on Council's budget.

9 COMMUNITY CONSULTATION

There is community input into the budget process of drafting the budget via councillors, local district committees, and direct input from members of the public.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council has the option to change components of the budget as required, and an opportunity each month to review its budget and add/delete items.

11 OFFICER'S COMMENTS/CONCLUSION

Section 82 (7) of the LGA requires the General Manager to report any budget adjustment and an explanation of the adjustment at the first ordinary meeting of the council following the adjustment.

12 ATTACHMENTS

Nil

To be circulated separately:

Annual Plan 2023-2024

Budget Summary 2023-2024



16 WORKS REPORTS

16.1 PROPOSED PEDESTRIAN RAIL CROSSING: HIGH STREET, ROSS

Responsible Officer: Leigh McCullagh, Works Manager

Report prepared by: Jonathan Galbraith, Engineering Officer

RECOMMENDATION

That Council make application to TasRail to install a new compliant crossing at High Street Ross

1 PURPOSE OF REPORT

The purpose of this report is for Council to consider applying to TasRail for a licence to construct a pedestrian rail crossing at High Street, Ross.

2 INTRODUCTION/BACKGROUND

High Street is intersected by the rail line to the east of Bond Street and is not a through road at this point. The road commences again on the other side of the rail and continues on past the sports ground. For many years there has been an informal crossing over the rail line. This crossing is used regularly by local residents and usage is likely increase as a result of a new seven lot subdivision that has been recently developed adjacent to the rail line.

TasRail has contacted Council in recent months and raised concerns about the crossing. They have advised that if it continues to be used Council should apply for a licence to install a formal crossing at this location and if Council does not wish to apply for a licence the crossing should be blocked off and made in accessible to the public.





3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

2.1 Strategic, sustainable, infrastructure is progressive

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

3.3 Public assets meet future lifestyle challenges

3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

Not applicable.

4 POLICY IMPLICATIONS

Not applicable.

5 STATUTORY REQUIREMENTS

The following legislation and standards are applicable to this matter:

- Rail Safety National Law (Tasmania) Acts 2012
- Australian Standard AS 1742.7 Railway Crossings

6 FINANCIAL IMPLICATIONS

There would be significant costs involved in the design and construction of this crossing. The cost cannot be estimated with certainty until application has been made to TasRail because they will advise the design and construction requirements upon receipt of an application. A risk assessment and may require an assessment to be undertaken using the Australian Level Crossing Assessment Model (ALCAM). Construction will then need to be carried out in accordance with AS 1742.7 and TasRail requirements. This will include a concrete path and crossing and a "maze" style fence to slow pedestrians approaching the crossing. The cost of the design and construction works may be up to \$50,000.

7 RISK ISSUES

If Council do not either upgrade this crossing or work with TasRail to close the crossing there is a risk that an accident may occur at this informal crossing that does not meet today's safety standards.

8 CONSULTATION WITH STATE GOVERNMENT

Council has discussed this crossing with TasRail on a number of occasions.



9 COMMUNITY CONSULTATION

Concerns about this crossing have been raised with Council by the Ross Local District Committee.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can choose to either apply to TasRail for an access licence to construct a new crossing, or work with TasRail to ensure the crossing is closed off and made inaccessible to the public.

11 OFFICER'S COMMENTS/CONCLUSION

It is recommended that Council apply for a licence to construct a formal crossing at this location. The crossing provides access to the sports ground, a new subdivision and a number of residences on High Street and has been used for many years. If the crossing is closed pedestrians would be required to walk an additional 700m via Badajos or Bridge Street to access this area.

12 ATTACHMENTS

Nil



17 ITEMS FOR THE CLOSED MEETING

RECOMMENDATION

That Council move into the “Closed Meeting” with the General Manager, Corporate Services Manager, Works Manager, Senior Planner and Executive Assistant to discuss Closed Council Items.

Item	Local Government (Meeting Procedures) Regulations 2015 Reference
Procedural Matters	15(2)(g)
Personnel Matters	15(2)(a)
Action Items: Status Report	15(2)(g)
Local Government Reform	15(2)(g)
Personnel Matters	15(2)(a)
Contract/Tender	15(2)(d)
Development Proposal	15(2)(g)
Contract	15(2)(d)
Analysis	15(2)(a) & (g)
Local District Committee membership	15(2)(g)

Local Government (Meeting Procedures) Regulations 2015 - Part 2 - Meetings

- (a) *personnel matters, including complaints against an employee of the council and industrial relations matters;*
- (b) *information that, if disclosed, is likely to confer a commercial advantage or impose a commercial disadvantage on a person with whom the council is conducting, or proposes to conduct, business;*
- (c) *commercial information of a confidential nature that, if disclosed, is likely to -*
 - (i) *prejudice the commercial position of the person who supplied it; or*
 - (ii) *confer a commercial advantage on a competitor of the council; or*
 - (iii) *reveal a trade secret.*
- (d) *contracts, and tenders, for the supply of goods and services and their terms, conditions, approval and renewal;*
- (e) *the security of -*
 - (i) *the council, councillors and council staff; or*
 - (ii) *the property of the council.*
- (f) *proposals for the council to acquire land or an interest in land or for the disposal of land;*
- (g) *information of a personal and confidential nature or information provided to the council on the condition it is kept confidential;*
- (h) *applications by councillors for a leave of absence;*
- (i) *matters relating to actual or possible litigation taken, or to be taken, by or involving the council or an employee of the council;*
- (j) *the personal hardship of any person who is a resident in, or is a ratepayer in, the relevant municipal area.*



18 CLOSURE

RECOMMENDATION

That Council move out of the "Closed Meeting".

Mayor Knowles closed the meeting at