



**NORTHERN
MIDLANDS
COUNCIL**

AGENDA

ORDINARY MEETING OF COUNCIL

MONDAY, 18 SEPTEMBER 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.

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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, 18 SEPTEMBER 2023 AT 5.00 PM AT THE COUNCIL CHAMBERS, 13 SMITH STREET, LONGFORD

MAREE BRICKNELL
ACTING GENERAL MANAGER

13 SEPTEMBER 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, 21 August 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, 16 October 2023, in person only.

5.3 QUESTIONS ON NOTICE

RECOMMENDATION

That Council receive the Questions on Notice and note the answers provided.

Councillor McCullagh has submitted the following eight (8) questions on notice to the General Manager.

1. At the previous meeting I requested who was the "Responsible Officer" for the LOGO matter. The question was not answered specifically, but rather merely related to when the Council passed the motion. Please detail SPECIFICALLY, who was the responsible officer for the LOGO matter, and also provide specifically who prepared the report for Council for the matter.

Response: This matter was considered in Closed Session of Council Meeting – Minute Ref 21/460. Report has been provided on Councillors document management system (Docs on Tap).

2. At the previous meeting I requested who was the "Responsible Officer" for the Launceston Airport Rates matter. The question was not answered specifically, but rather the answer merely related to when the Council passed the motion. Please detail SPECIFICALLY, who was the responsible officer for the Airport matter, and also provide specifically who prepared the report for Council for the matter.

Response: This matter was considered in Closed Session of Council Meeting – Minute Ref 18/140. Report has been provided on Councillors document management system (Docs on Tap).

3. Can the General Manager please advise whether new equipment is afoot for the Perth Train Park, and when the Perth Train Park will be upgraded?

Response: Pleased to advise that onsite works have commenced for the installation of the new play equipment. There have been delays with the supply of equipment and in recent times wet conditions on the site.



4. Can the General Manager please provide the Ratepayers as to the status of the Planter boxes at Sticky Beaks corner, and when and what is likely to occur in the immediate future?

Response: The Dept of State Growth advised that they had engaged Safe Systems Solutions to make an assessment of this intersection but they have not provided a date for completion.

5. I have received concerns around the quality of Brumby St Longford. Can Council please provide information as to the quality of Brumby St Longford, and what is being done to fix the road, and what can be done to improve the long term quality of the road.

Response: This road was graded 6 – 8 weeks ago, however all roads at this time of the year with higher rainfall need regular maintenance. Requirement for this road to be regraded / re-sheeted will be investigated further.

6. Can you please advise how much money has been expended on the upgrade of the Campbell Recreation Oval project in the past 5 years, and specifically, who was the Responsible Officer for this project? Can you also provide any expected further expenditure.

Response: To be provided.

7. Please advise how much money the Council has expended on external consultants for the 2020/21 Financial Year, the 2021/22 Financial Year, the 2022/23 Financial year.

Response: Inclusive of Planning, Engineering, Information Technology, Strategic and Master Planning, HR, Legal, and Other General consultancy:

- 2020/21 \$676,074
- 2021/22 \$1,015,392
- 2022/23 \$1,007,242

8. Has the Council made any formal decisions to purchase the old Longford Police Station building in Smith St Longford?

Response: Report listed in Closed Council Agenda.



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
20 July 2023	Cressy War Memorial Swimming Pool Management Committee	Ordinary
3 August 2023	Perth Community Centre Management Committee	Ordinary
8 August 2023	Evandale Community Centre and Memorial Hall Management Committee	AGM
9 August 2023	Ross Community Sports Club Management Committee	Ordinary
13 August 2023	Devon Hills Neighbourhood Watch & Residents Management Committee	AGM
13 August 2023	Devon Hills Neighbourhood Watch & Residents Management Committee	Ordinary
31 August 2023	Avoca, Royal George & Rossarden Local District Committee	Ordinary
5 September 2023	Ross Local District Committee Meeting	Ordinary
5 September 2023	Campbell Town Local District Committee Meeting	Ordinary
5 September 2023	Perth Local District Committee	Ordinary
6 September 2023	Longford Local District Committee Meeting	Ordinary
6 September 2023	Bicycle Advisory Committee	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 AVOCA, ROYAL GEORGE & ROSSARDEN LOCAL DISTRICT COMMITTEE

At the ordinary meeting of the Avoca, Royal George & Rossarden Local District Committee held on 31 August 2023 the following motion/s were recorded for Council's consideration:

RECOGNITION OF PERSONS WHO HAVE MADE A SIGNIFICANT CONTRIBUTION TO THE LOCAL COMMUNITY:

Officer Recommendation:

That Council approve the Avoca, Royal George and Rossarden Local District Committee project to recognise the significant contribution of local persons who have had a positive impact on the local community, e.g. Avoca Angels; and recommend to the Committee that they make application for Special Project Funding in 2024.

Committee Recommendation and Background:

The Committee wish to recognise local people who are deceased and have had a positive impact on the local community by installing plaques in recognition of their contribution e.g. the Bush Nurses (Avoca Angels). Consideration to be given to the naming of the installation to be located at Boucher Park (exact location and installation type to be determined). Research, etc. is to be undertaken by Committee members. The ARGR LDC have indicated that they would like to make application for Council funding, as well as fundraise together with other local committees to contribute to the project. The following recommendation was supported unanimously by the membership.

[That Council approve the Avoca, Royal George and Rossarden Local District Committee project to recognise the significant contribution of local persons who have had a positive impact on the local community, e.g. Avoca Angels.](#)

Officer Comment:

A name for the installation would need to be considered, and given that Longford already has used the name "Longford Legends", the Committee may wish to consider a name such as the "Avoca Angels"; being a name which is already associated with the Bush Nurses.

The Committee to note that the next round of funding for Special Projects is in March 2024 and it would be advisable that they prepare an application for that funding stream.



7.2 CAMPBELL TOWN DISTRICT FORUM

At the ordinary meeting of the Campbell Town District Forum held on 5 September 2023 the following motion/s were recorded for Council's consideration:

FEES FOR FOOD VENDORS - 5 SEPTEMBER 2023:

Officer Recommendation:

That the fees and charges for food vendors be referred to the mid-year budget review for consideration.

Committee Recommendation:

That the fees currently charged for food vendor permits are apparently based on fees charged in other northern councils. However, the amount of trade at a market in Campbell Town or Ross is quite different to larger events like Longford Blooms or the Harvest Market in Launceston that can draw thousands of attendees. We ask Council to consider a fee structure for smaller events.

Officer Comment:

Northern Midlands Council increased the fees for food vendors in the 2023/2024 budget from \$152.00 to \$200.00 and Forum members have been advised by affected operators that this increase is impacting small businesses who are operating at events such as monthly markets. Fees and charges for the 2023/2024 year are as follows:

9.08 - Food Premises Annual Renewal - High Risk	\$350.00
9.09 - Food Premises Annual Renewal - Medium Risk	\$300.00
9.10 - Food Premises Annual Renewal - Low Risk	\$200.00
<i>(Food Premise licences are not transferable to new operators if business sold in the instance if this happened during the year the new operator fee for the remainder of the year will be a pro rata amount of the full fee based on the number of months remaining in the year.)</i>	
9.20 - Mobile Food Vendor Permit (Six Months)	\$180.00
9.21 - Mobile Food Vendor Permit (Twelve Months)	\$348.00
9.22 - Temporary Food Business Registration - Per Day	\$40.00
9.23 - Temporary Food Business Registration - 2 to 8 Weeks	\$74.00
9.24 - Temporary Food Business Registration - 6 months	\$147.00
9.25 - Statewide Mobile Food Licence - Yearly	\$209.00
9.26 - Temporary Food Business Registration -	Charity Nil

Infrequent users can utilise the per day rate (9.22 - Temporary Food Business Registration - Per Day \$40.00) to reduce costs however, item 9.25 - Statewide Mobile Food Licence – Yearly, also provides the operators with the option to utilise their permit for multiple events statewide for an annual fee of \$200.00.



7.3 PERTH LOCAL DISTRICT COMMITTEE

At the ordinary meeting of the Perth Local District Committee held on 5 September 2023 the following motion/s were recorded for Council's consideration:

OPENING OF WILLIAM STREET RESERVE YEAR ROUND:

Officer Recommendation:

That the matter be investigated and advice provided.

Committee Recommendation:

For the William Street Reserve to be opened during the day (as per Charles Berryman Picnic Ground) commencing next year at the end of Daylight Savings. To be closed during time of flood as currently happens.

Officer Comment:

The Committee have noted that the William St Reserve is currently closed 24/7 to vehicle traffic from April to October. The reason given for this closure was to stop the slopes being used as "hill climbs" thus damaging the slopes. A barbeque has now been built in this area to stop this occurring.

CCTV AT THE DOG PARK:

Officer Recommendation:

That the matter of funding for, and the installation of CCTV, at the Perth Dog Park be investigated and the Committee be advised accordingly.

Committee Recommendation:

Due to incidents involving injury to both patrons and dogs (which have been reported to the ranger), we request CCTV be provided at the dog park as a matter of urgency.

Officer Comment:

The Committee noted that there had been issues/incidents in the dog park where people and dogs had been injured. Users of the dog park had raised the need for CCTV in that area; and it had been noted that there may be grant money available.

It is recommended that the matter of funding for, and the installation of CCTV, at the Perth Dog Park be investigated and the Committee be advised accordingly.

SOUTH ESK RIVER WALKWAY QUARRY SITE

Officer Recommendation:

That the PLDC be advised that the quarry site will continue to be filled for approximately 12 months, after which time the improvement projects plans can start to be implemented subject to funding availability.

Committee Recommendation:

The PLDC requests if we could please have a timeline and a project update on the quarry.

Officer Comment:

The Committee noted that work had been done at the Quarry Site, however, soil is still being stored at the site.

That the Committee be advised that the quarry site will continue to be filled for approximately 12 months, after which time the improvement plans can start to be implemented subject to funding availability.



REPLACEMENT OF BANNERS

Officer Recommendation:

That a review of all street banners be undertaken and new banners and/or replacements be procured as the need arises; and the Committee be advised accordingly.

Committee Recommendation:

The PLDC requests updated banners to replace old and faded Christmas banners, displayed at the Lion's Train Park.

Officer Comment:

As advised at the 7 March 2023 PLDC meeting, an annual budget is allocated to new banners, design and installation, Council officers review the condition of all banners from time to time, and procure replacements as required. Banners are replaced on a rotational basis or as the need arises.



7.4 OTHER COMMITTEE RECOMMENDATIONS

BICYCLE ADVISORY COMMITTEE

At the ordinary meeting of the Bicycle Advisory Committee held on 06th September 2023 the following motion/s were recorded for Council's consideration:

Officer Recommendation:

That Council Initiates the commencement of a Municipal Bicycle and Shared Pathway Strategy, as per the Committees motions.

Committee Recommendations:

Recommendation 1:

Bicycle advisory committee endorses the following maps for inclusion & consideration into the Northern Midlands Council municipal bicycle and shared pathway strategy:

- a. Potential Bicycle Treatments Routes Ross
- b. Potential Bicycle Treatments Routes Cressy
- c. Potential Bicycle Treatments Routes Evandale
- d. Potential Bicycle Treatments Routes Longford
- e. Potential Bicycle Treatments Routes Campbell Town
- f. Potential and Existing Bicycle Treatments Routes Perth
- g. Potential Bicycle Connectivity for the Northern Towns
- h. Potential Bicycle Connectivity for Longford and Cressy
- i. Potential Bicycle Treatments for the Central Midlands

Recommendation 2:

Bicycle Advisory Committee endorses the following Priorities for inclusion and Consideration into the Northern Midlands Council Municipal bicycle and shared pathway plan or strategy:

- a. Bicycle/Shared Pathways Priorities List

Recommendation 3:

The Bicycle Advisory Committee has now Identified potential bicycle treatments and listed their priorities. The committee would like Council to initiate the commencement of a municipal bicycle and shared pathway strategy by Council Officers, prior to public consultation, bring the draft strategy back to the committee for comment & endorsement. Once the Strategy has been endorsed by Council, Council to allocate funding annually for implementation and seek external funding opportunities when they arise.

Officer Comment:

The Committee has worked hard over the last couple of months to come up with potential locations and priorities throughout the Municipality, for inclusion into a bicycle and shared pathways strategy.

The potential routes that have been identified could range from designated shared pathways (physically separated from the main carriageway) to advisory and awareness signage.

Further consideration/discussion regarding the crossing of the South Esk River needs to be held within Council and the relevant stakeholders. The committee have identified an alternative option to cross the river at the old Long Bridge location. The existing shared pathway currently terminates at the intersection of Illawarra and Pateena Road, the alternative would start at this intersection and head along Pateena road, cross the river at Long Bridge to Tannery Road. The Shared Pathway could head both South and West on Tannery Road connecting Longford and Bishopsbourne Road respectively.



DEVON HILLS NEIGHBOURHOOD WATCH AND RESIDENTS MANAGEMENT COMMITTEE

At the ordinary meeting of the Devon Hills Neighbourhood Watch and Residents Management Committee held on 13 August 2023 the following motion/s were recorded for Council's consideration:

FIRE AND EVACUATION PLAN:

Officer Recommendation:

That Council advocate for a Bushfire Community Protection Plan through the Tamar Fire Management Area Committee when Tasmania Fire Service reviews the 2023/24 plan.

Committee Recommendation:

That Council have a current/updated Fire and Evacuation Plan for the areas of Devon Hills and Range Road by 1 November 2023.

Officer Comment:

On 22 March 2023, correspondence was received from the Chief Officer from Tasmania Fire Service in relation to Community Bushfire Protection Plans.

Northern Midlands Council participates in the Tamar Fire Management Area Committee ("TFMAC"). The TFMAC sets the priorities for the bushfire mitigation works based on objective and subjective assessments. Tasmania Fire Service delivers bushfire mitigation activities, including Bushfire Community Protection Plans, based on the Committee's priorities.

Tasmania Fire Service have advised the current plan, and therefore respective priorities, will be due for review in late 2023/early 2024. Northern Midlands Council can advocate for the Devon Hills and Ridge Road areas through its membership with TFMAC.

Tasmania Fire Service advise it is clear the Devon Hills area has predominantly grass fuels which is not suitable for fuel reduction burning and, as they are on properties of community members and their neighbours, it is those people who are best placed to conduct their own fire prevention and preparation.

Tasmania Fire Service provided advice on what private landholders can do (5 Minute Bushfire Plan) and the Tasmania Fire Service Bushfire Safety Guide, which provides information on bushfire prevention and preparedness activities.

STREET SIGNS, HAGGERSTON ROAD:

Officer Recommendation:

That Council continue to work with the Department of State Growth to investigate improved signage.

Committee Recommendation:

That Council replace all 'Give Way' street signs with 'Stop' street signs along Haggerston Road and Devon Hills Road.

Officer Comment:

The Devon Hills Neighbourhood Watch and Residents Management Committee raise concerns over Give Way signs and road safety along Haggerston Road, stating there is increased potential for accidents with the subdivision progressing and that 'Give Way' signs are not sufficient.

Haggerston Road currently remains a Department of State Growth ("DSG") road. DSG have previously advised there is no warrant for 'Stop' signs along Haggerston Road. The path is a shared pathway and does not have priority over vehicular traffic, meaning path users need to give way to vehicles.

DSG have advised:

There continues to be no warrant for a Stop sign.

To clarify the concern, the facility is a shared path and does not have priority over vehicular traffic. i.e. path users (whether cyclists or pedestrians) need to give way to vehicles by holding either on the side of the road or in the central median island refuge. An on road bike lane would pass in front of the holding line and then necessarily has priority over vehicles entering from the side road.

However, have undertaken to take a further review of the signage.



CAR PARKING, HAGGERSTON ROAD:

Officer Recommendation:

That Council investigate this request.

Committee Recommendation:

That Council make provision for parking space along Haggerston Road for users of the bike/walk way (not subject to handover by State Growth) as a matter of urgency and safety.

Officer Comment:

This road presently remains a Department of State Growth road. There is sufficient space along Haggerston Road for cars to pull aside and park without the need for specified car parking spaces. Further, users of the shared pathway generally commence their use from Perth or Evandale, with Haggerston Road being in the middle of the pathway.

BIKE AND WALK WAY:

Officer Recommendation:

That Council investigate this request and refer it to the Northern Midlands Bicycle Advisory Committee.

Committee Recommendation:

That Council establish a bike/walk way around Devon Hills linking Haggerston Road bike/walk way with Devon Hills Road and around Loop Road, with an option for further development linking Devon Hills to Perth Mill Road.

Officer Comment:

The Bicycle Advisory Committee, at its September 2023 meeting, has included a Devon Hills bicycle loop and a connection to Perth Mill Road in its endorsed municipal bicycle/shared pathways maps. The Bicycle Advisory Committee will table an agenda item at its December 2023 meeting, to include it in its priorities list.

The Committee has moved a motion for Council to initiate the commencement of a municipal bicycle and shared pathways strategy, within this strategy include/consider the Committee's maps and priorities list.



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: Maree Bricknell, Acting General Manager

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

Date Held	Purpose of Workshop
4 September 2023	<p>Council Workshop</p> <p>Presentations</p> <ul style="list-style-type: none"> TasNetworks application to submit EIS / DA for North West Transmission Developments: Live Streaming of Council Meetings Greater Launceston Plan <p>Discussion included:</p> <ul style="list-style-type: none"> Longford Expansion Strategy Update Local District Committee Review
18 September 2023	<p>Council Workshop</p> <p>Discussion:</p> <ul style="list-style-type: none"> Council Meeting Agenda items
	Council Meeting

8.2 MAYOR'S ACTIVITIES ATTENDED & PLANNED

Mayor's Activities Attended for the period 14 August 2023 to 4 Sept 2023 are as follows:

Date	Activity
14 August 2023	Attended online Lift Local Grants Workshop, Gipps Creek
15 August 2023	Attended local community meeting, Avoca
16 August 2023	Attended Perth Early Learning Centre with Brian Mitchell, Perth
16 August 2023	Attended Tasmanian Community Fund meeting online, Longford
17 August 2023	Attended LAFM radio interview, Gipps Creek
18 August 2023	Attended ALGWA meeting online, Gipps Creek
21 August 2023	Officiated at Citizenship Ceremony, Longford
21 August 2023	Attended NMC Workshop and Council Meeting, Longford
22 August 2023	Attended Selection Panel Interviews with TCF, Launceston
24 August 2023	Attended Elizabeth Macquarie Irrigation Trust meeting, Campbell Town
27 August 2023	Attended NTJFA football Grand Finals x 2 female games, UTAS Stadium, Launceston
27 August 2023	Attended NTFA Seniors Preliminary Final, Longford
28 August 2023	Attended Northern Tasmanian Alliance for Resilient Councils Official Launch, Launceston
29 August 2023	Attended local community meeting, Avoca
31 August 2023	Attended Tamar Estuary Management Taskforce meeting, Launceston
2 Sept 2023	Attended SES Awards presentation, Campbell Town
4 Sept 2023	Attended Red Cross meeting, Longford
4 Sept 2023	Attended meeting with Deputy Mayor, Longford
4 Sept 2023	Attended NMC Workshop, Longford
	Attended to correspondence and emails.



Mayor's Activities Attended by the Deputy Mayor and Councillors for the period 5 Sept 2023 to 4 October 2023 are as follows:

Date	Activity	
8 Sept 2023	OA Investiture, Government House, Hobart	Deputy Mayor
9 Sept 2023	Volunteer Expo, Longford	Deputy Mayor
13 Sept 2023	NTDC Mayors Meeting, Launceston	Deputy Mayor
13 Sept 2023	Probus AGM, Longford	Cr Adams
16 Sept 2023	NTFL Grand Final Function, UTAS Stadium, Launceston	Cr Brooks
18 Sept 2023	NMC Workshop and Council Meeting	Deputy Mayor

8.3 ACTING GENERAL MANAGER'S ACTIVITIES

Acting General Manager's Activities Attended & Planned for the period 15 August to 11 September 2023 are as follows:

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

Date	Activity
17 August 2023	Met with ratepayer re Longford Racecourse
21 August 2023	Attended Citizenship Ceremony
21 August 2023	Attended Council Workshop and Council Meeting
22 August 2023	Met with SGS Engineers and Planners re TRANSlink Intermodal Facility
22 August 2023	Met with Cr Terrett
24 August 2023	Met with the Business Unit Manager, Austral Bricks
25 August 2023	Met with Perth Lions Club representative
28 August 2023	Attended official opening of the Airport Terminal check-in hall
28 August 2023	Met with Longford Town Hall Management Committee representatives
29 August 2023	Met with the Russell Mackenzie re clean-up day planned for Perth's William Street Reserve
4 September 2023	Met with Hugh Targett, Tasmanian Aero Club
4 September 2023	Attended Council Workshop
5 September 2023	Met with Cr Andrews
7 September 2023	Attended LG Pro Conference, Devonport

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, S57-S60*, 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

No reports relating to attendance at Conferences and Seminars have been received.

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 2023/2024 YTD	Total 2022/2023	Total 2021/2022
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June			
132	88	63											151	763	995
337	23	34											57	391	530

8.7 ANIMAL CONTROL

Prepared by: Maree Bricknell, Corporate Services Manager

Item	Income/Issues 2022/2023		Income/Issues for August 2023		Income/Issues year to date 2023/2024	
	No.	\$	No.	\$	No.	\$
Dogs Registered	4,229	108,313	2,485	63,558	2,731	70,130
Dogs Impounded	44	3,545	3	645	4	667
Euthanised	2		2	796.17	2	
Re-claimed	36		1	161.50	1	
Re-homed/Dogs Home	6					
New Kennel Applications	10	745				
Renewed Kennel Licences	83	3,818	3	140	88	4,124
Infringement Notices (paid in full)	53	9,465	3	1,755	5	2,117
Legal Action						
Livestock Impounded						
TOTAL		125,886		66,097		77,039

Audits:

Ongoing including Dangerous Dogs, Kennel Licences, Fire Hazards.

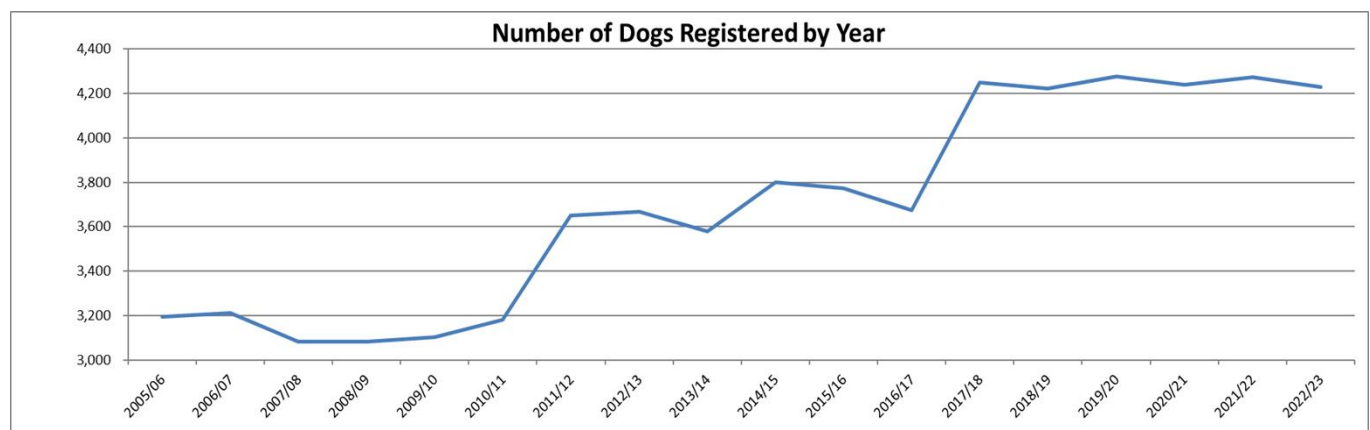
Microchips:

0 dogs microchipped.

Note: Animal Control and Compliance Officers will no longer be microchipping dogs and this will be removed from this report.

Attacks:

2 attacks - Completed





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/ 2020/2021	Prior Years	
		2021/2022	2022/2023
Notifiable Diseases	0	1	8
Inspection of Food Premises	67	170	133
Place of Assembly Approvals	1	14	9

Actions	2023/2024												
	YTD	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Routine Fixed Food Inspections	25 / 231	10	15										
Routine Mobile/Market stall Food Inspections	7	5	2										
Preliminary Site Visits – Licensed Premises	1	0	1										
On-site wastewater Assessments	9	4	5										
Complaints/Enquiries – All Types	142	67	75										
Place of Assembly approvals	0	0	0										
Notifiable Diseases	2	1	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	20/21	21/22	22/23	YTD 23/24	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Animal Control	35	26	28	7	4	3										
Building & Planning	17	77	52	15	9	6										
Community Services	26	54	44	7	5	2										
Corporate Services	13	48	23	7	2	5										
Governance	6	15	21	2	2	-										
Waste	1	12	11	4	-	4										
Works	352	368	352	58	31	27										

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

Date	Recipient	Purpose	Amount \$
18-Jul-23	Danielle Smith	Representation - International Netball Festival	\$100.00
18-Jul-23	Courtney Goss	Representation - International Netball Festival	\$100.00
18-Jul-23	Hunter McGee	Representation - Tas Thunder State Touch Football Team	\$100.00
18-Jul-23	Lucy Johnston	Representation – Tas Interschools Equestrian Team	\$100.00
23-Aug-23	Poppy Beaumont	Representation – Tas Touch Football Girls U14 Team	\$100.00
		TOTAL	\$500.00

8.11 ACTION ITEMS: COUNCIL MINUTES

Document	Item No.	Item	Status	Action Required	Assignees	Action Taken
2022-10-24 Ordinary Meeting of Council - Open Council	7 1.2	CTDF Recommendation 1	Completed	That the request by the Campbell Town District Forum for a community meeting to 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).	Leslie Hall, Lorraine Wyatt, Trent Atkinson	23/11/2022 Gail Eacher Report to future Council Meeting. 07/09/2023 Gail Eacher Report to 18 September 2023 Council meeting.
2023-08-21 Ordinary Meeting of Council - Open Council	13.6	Live Streaming of Council Meetings	Completed	That Council a) Notes the report. b) Determines to live stream Council meetings via audio only and review visual streaming after legal advice is provided. c) ... d) Commences live streaming Council meetings on a six month trial basis, with a review to occur in six months time. e) Engages a contractor for a period of up to six months to establish and commence live streaming of Council meetings, including technical support and training for Officers.	Ben Badcock, Victoria Veldhuizen	30/08/2023 Victoria Veldhuizen Consultant engaged to commence live streaming (audio only), meeting scheduled to discuss practical implementation of live streaming with consultant.
2023-08-21 Ordinary Meeting of Council - Open Council	13.6	Live Streaming of Council Meetings	Completed	c) Accepts and endorses the Live Streaming of Council Meetings Policy.	Gail Eacher, Victoria Veldhuizen	25/08/2023 Gail Eacher Policy manual updated to include new policy. Policy and policy manual uploaded to the website.
2023-08-21 Ordinary Meeting of Council - Open Council	13.6	Live Streaming of Council Meetings	Completed	That Council seek legal advice regarding community, staff and councillors attending meetings prior to determining whether to visual livestream council meetings.	Maree Bricknell	05/09/2023 Maree Bricknell Solicitor attended Council workshop to provide advice. Contractor meeting arranged to discuss requirements for commencement on trial basis.
2023-08-21 Ordinary Meeting of Council - Open Council	7 4.2	LLDC Recommendation: Local District Committee Memorandum of Understanding - 5 July 2023	Completed	That Council notes the information provided about Complaints Management and that this information is provided to the Longford Local District Committee.	Lorraine Wyatt	24/08/2023 Lorraine Wyatt LLDC advised of Council decision via email 24/8/2023.
2023-08-21 Ordinary Meeting of Council - Open Council	7 4.4	LLDC Recommendation: Longford Racecourse Master Plan - 5 July 2023	Completed	That Council notes the requests of the Longford Local District Committee regarding the status of the Longford Racecourse masterplan and that an update be provided to the committee in due course.	Maree Bricknell	24/08/2023 Lorraine Wyatt LLDC advised of Council decision via email 24/8/2023.
2023-08-21	7 4.3	LLDC	Completed	That Council note the feedback provided by	Lorraine	24/08/2023 Lorraine Wyatt LLDC advised of



Document	Item No.	Item	Status	Action Required	Assignees	Action Taken
Ordinary Meeting of Council - Open Council		Recommendation: Mill Dam - 5 July 2023		Longford Local District Committee and that as this is an operational matter, to be referred to the relevant department.	Wyatt	Council decision by email 24/8/2023
2023-08-21 Ordinary Meeting of Council - Open Council	7 4.5	LLDC Recommendation: Motor Racing Themed Street Signs - 2 August 2023	Completed	That Council note the request of the Longford Local District Committee for an update of the purchase and installation of themed street signs along the main street of Longford and that information be provided when it is available.	Trent Atkinson	24/08/2023 Lorraine Wyatt LLDC advised of Council decision via email 24/8/2023.
2023-08-21 Ordinary Meeting of Council - Open Council	7 5.1	Local Recycling Committee	Completed	That Council extend the membership term of Local Recycling Committee to 31 December 2023 to be concurrent with the extension of the Local District Committee membership term.	Lorraine Green	07/09/2023 Gail Eachers Noted.
2023-08-21 Ordinary Meeting of Council - Open Council	15.2	Naming of cul de sac off Catherine Street, Longford	Completed	That Council approve the name Jeffrey Place for the new cul-de-sac created by subdivision off Catherine Street, Longford.	Natalie Horne	30/08/2023 Natalie Horne Submitted proposed new name to Placenames, waiting on response.
2023-08-21 Ordinary Meeting of Council - Open Council	13.2	Napoleon Street Park, Perth: Detention, fencing and safety	Completed	That appropriate educational signage be incorporated into the design and a 12-monthly review be undertaken following construction of the detention basin (to include an assessment relating to fencing).	Erin Miles	05/09/2023 Erin Miles Signage location and design to be incorporated into final park design. Review awaiting construction of detention basin.
2023-06-26 Ordinary Meeting of Council - Open Council	5 3.3	Notice of Motion: Difficult Customer Policy	Completed	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.	Leslie Hall, Maree Bricknell	11/07/2023 Gail Eachers Report to August Council meeting. 05/09/2023 Maree Bricknell Report to the September Council meeting.
2023-04-26 Ordinary Meeting of Council - Open Council	5 3.1	Notice of Motion: Review of Local District Committee Structure.	Completed	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 Eachers Report to be prepared and presented to Council. 15/06/2023 Victoria Veldhuizen Not yet started. Report to the July Council Meeting. 06/07/2023 Victoria Veldhuizen Not yet started. 04/08/2023 Gail Eachers Report to September Council meeting.
2023-08-21 Ordinary Meeting of Council - Open Council	16.1	Policy Review- Fencing of Council's Reserves: Contribution	Completed	That Council accepts and endorses the changes to the Fencing of Council's Reserves: Contribution Policy.	Gail Eachers, Jonathan Galbraith	25/08/2023 Gail Eachers Policy and policy manual updated and uploaded to website.
2023-07-17 Ordinary Meeting of Council - Open Council	14.2	Policy Update: Exempt Temporary Buildings or Works (including shipping containers) Policy	Completed	That Council endorse the amendments to the Exempt Temporary Buildings or Works (including shipping containers) Policy, subject to the inclusion of a provision requiring applicants to reapply for a permit every 12 months.	Erin Miles, Gail Eachers	25/07/2023 Erin Miles Modified report to be presented back to Council at 21.08.2023 meeting.
2023-08-21 Ordinary Meeting of Council - Open Council	14.2	Policy Update: Exempt Temporary Buildings Or Works (Including Shipping Containers) Policy	Completed	That Council endorse the amendments to the Exempt Temporary Buildings or Works (including shipping containers) Policy, without the need to reapply for a permit every 12 months as required by minute no. 23/0232.	Erin Miles, Gail Eachers	25/08/2023 Gail Eachers Policy and policy manual updated and uploaded to website.
2023-08-21 Ordinary Meeting of Council - Open Council	14.3	Request to Reduce Planning Application Fees: Palmerston Battery Storage Proposal	Completed	That Council agree to reduce the application fee to \$30,000 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.	Paul Godier	12/09/2023 Paul Godier Applicant advised of Council's decision.
2023-08-21 Ordinary Meeting of Council - Open Council	13.1	State Government Reform of Role of Planning Authorities	Completed	a) That Council notes the report. b) That Council participates in the consultation process conducted by the Government via the State Planning Office. c) That Council reply to Premier Rockliff's correspondence, inclusive of the Officers comments contained within the report, and copy the correspondence to local members voicing concerns about the proposed changes.	Erin Miles	05/09/2023 Erin Miles Letter drafted and distributed for approval, prior to sending.
2022-11-28 Ordinary Meeting of Council - Open Council	5 3.4	Waste Dump Point at Evandale	Completed	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 Eachers	06/12/2022 Gail Eachers Investigation commenced. 24/03/2023 Gail Eachers Investigation currently being undertaken by engineers (plumbing & construction). Advice expected to be received by end April. 15/06/2023 Gail Eachers Further advice received, Engineering expected by end July. Once engineering advice has been received DA process will be commenced. 25/08/2023 Gail Eachers Engineering advice received, to proceed to DA, budget allocation and



Document	Item No.	Item	Status	Action Required	Assignees	Action Taken
Ordinary Meeting of Council - Carried Over Actions (Old Resolutions Register)	1.3	16/03/2020 - Deferred Item - GOV8 Overhanging Trees/Hedges: Evandale	In progress	Deferred to provide opportunity for the community to attend.	Des Jennings, Gail Eacher	fabrication. 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. 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. 04/08/2023 Gail Eacher Seeking heritage advice, prior to workshop consideration.
2023-08-21 Ordinary Meeting of Council - Open Council	13.7	Entry Signage: Longford and Perth	In progress	That Council 1. endorse Option 1 Longford Roundabout design and proceed to the development application stage for the project; and 2. endorse the updated Perth Roundabout entry signage design and proceed to fabrication; and 3. incorporate the English name for the South Esk River into the design of the signs.	Leigh McCullagh	11/08/2023 Gail Eacher Redesign in process.
2023-08-21 Ordinary Meeting of Council - Open Council	13.4	Lease: Falls Park & Falls Pavilion, 2-14 Logan Road, Evandale	In progress	That Council: a) lease the premises situate at Falls Park and Falls Pavilion, 2 - 14 Logan Road, Evandale. b) publicly advertise its intention to lease Falls Park and Falls Pavilion, 2 - 14 Logan Road, Evandale and calls for expressions of interest to lease the premises. c) obtain a market rental valuation for the premises situate at Falls Park and Falls Pavilion, 2 - 14 Logan Road, Evandale.	Victoria Veldhuizen	25/08/2023 Victoria Veldhuizen Valuation report arranged. Tender documents being prepared for advertisement.
2023-08-21 Ordinary Meeting of Council - Open Council	13.5	Lease: Northern Midlands Health, Fitness and Sports Centre	In progress	That Council: a) lease the premises known as Northern Midlands Health, Fitness and Sports Centre, situate at 8 Burghley Street, Longford. b) publicly advertise its intention to lease the Northern Midlands Health, Fitness and Sports Centre and calls for expressions of interest to lease the premises with the intention it is operated as a Sports Centre. c) obtain a market rental valuation for the Northern Midlands Health, Fitness and Sports Centre. d) advertises the lease of the Northern Midlands Health, Fitness and Sports Centre as a whole, including the basketball stadium, existing storeroom, gymnasium, children's play areas, aerobic room, squash courts x2, reception area, massage room, the former gym area and mezzanine level. e) cease advertising for lease the mezzanine level of the Northern Midlands Health, Fitness and Sports Centre presently listed with Knight Frank for the duration of the tender process and re-assess following the tender process whether to continue listing the mezzanine level with Knight Frank.	Victoria Veldhuizen	25/08/2023 Victoria Veldhuizen Listing of lease for mezzanine level withdrawn from market for duration of tender. Valuation report arranged. Tender documents being prepared for advertisement.
2023-08-21 Ordinary Meeting of Council - Open Council	7 4.3	LLDC Recommendation: Mill Dam - 5 July 2023	In progress	That Council receive a report regarding the Mill Dam reserve area and future ownership thereof.	Victoria Veldhuizen	11/08/2023 Gail Eacher Meeting set for discussion on master plan for the precinct.
2023-06-26 Ordinary Meeting of Council - Open Council	13.1	Local Community Strategies Consultation Report	In progress	That Council a) accept in-principle the Local Community Strategies Consultation Report, b) 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 August 2023 Council Meeting. d) Revise/implement recommendations as follows: communication strategy (in order of preference)	Des Jennings, Lorraine Green	06/07/2023 Lorraine Green The strategies are being reviewed in light of the recommendations made in the Consultation Report



Document	Item No.	Item	Status	Action Required	Assignees	Action Taken
2023-08-21 Ordinary Meeting of Council - Open Council	13.3	Local Government Association of Tasmania (LGAT): Motions for the November 2023 General Meeting	In progress	list the following matter for consideration at the Local Government Association of Tasmania (LGAT) General Meeting to be held on 1 November 2023 ii) That LGAT lobby the State Government to provide an accessible online user interface for purchasers, residents and developers to all available flood mapping in populated areas in Tasmania; and assist Councils to flood map low lying land, inclusive of climate change impacts, so the effect flooding could have on property, including future developments, renovations and subdivisions is known statewide; and councils be obligated to include flood mapping in all form 337's issued.	Cameron Oakley, Gail Eacher	11/09/2023 Gail Eacher Advice received that LGAT Agenda for November meeting closed. Motion to be prepared for the first meeting in 2024.
2023-08-21 Ordinary Meeting of Council - Open Council	13.3	Local Government Association of Tasmania (LGAT): Motions for the November 2023 General Meeting	In progress	list the following matter for consideration at the Local Government Association of Tasmania (LGAT) General Meeting to be held on 1 November 2023 i) Rate equivalent payments applied to electricity generators, storage plant and equipment.	Gail Eacher	11/09/2023 Gail Eacher Advice received that LGAT Agenda for November meeting closed. Motion to be prepared for the first meeting in 2024.
2023-08-21 Ordinary Meeting of Council - Open Council	13.3	Local Government Association of Tasmania (LGAT): Motions for the November 2023 General Meeting	In progress	list the following matter for consideration at the Local Government Association of Tasmania (LGAT) General Meeting to be held on 1 November 2023 iv) Statewide tyre recycling.	Jonathan Galbraith, Victoria Veldhuizen	11/09/2023 Gail Eacher Advice received that LGAT Agenda for November meeting closed. Motion to be prepared for the first meeting in 2024.
2023-06-26 Ordinary Meeting of Council - Open Council	13.2	Napoleon Street Park, Perth	In progress	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.	Des Jennings, Lorraine Green	06/07/2023 Lorraine Green Costings are being prepared for the project
2023-06-26 Ordinary Meeting of Council - Open Council	5 3.1	Notice of Motion: Conara Park - 24 Hour Toilet	In progress	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 seek consent from State Growth to allow Council to develop a concept plan for the park, including the construction of a toilet; and that a further report be brought back to Council on the Conara Park Concept Plan.	Des Jennings	12/07/2023 Gail Eacher Letter to be drafted, master plan to be workshopped. 04/08/2023 Gail Eacher Letter sent. 07/09/2023 Gail Eacher Matter to be workshopped following advice received from DSG. The department is supportive of Council's proposal, however given the department has already, at Council's request, provided funding to Council for improvements to the facilities at Valentines Park in Campbell Town as an alternative to Conara Park, it is not appropriate for the department to contribute further funds. Also noted that the property forms part of the department's conservation management program and that only previously disturbed areas of the park will be considered for development (or redevelopment). The department is willing to support Council in leasing the Conara Park area, as well as contributing to rationalising the Conara Park area, including arranging for the removal of any surplus infrastructure to ensure the area is fit for purpose.
2023-06-26 Ordinary Meeting of Council - Open Council	5 3.2	Notice of Motion: Infrastructure Contribution	In progress	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.	Erin Miles	12/07/2023 Gail Eacher Letter to be drafted
2023-06-26 Ordinary Meeting of Council - Open Council	5 3.2	Notice of Motion: Infrastructure Contribution	In progress	3) That Council conduct a review of its development contribution policy to better address key infrastructure.	Erin Miles, Paul Godier	06/07/2023 Erin Miles Council officers are currently undertaking a review of the Public Open Space Contribution Policy and will present the proposed amendments to the policy for Council endorsement, at a future meeting. Council does not have any other kind of Development Contribution Policy.



Document	Item No.	Item	Status	Action Required	Assignees	Action Taken
2023-03-20 Ordinary Meeting of Council - Open Council	16.1	Sticky Beaks Cafe Corner (cnr Wellington and Marlborough Streets): Upgrades and Safety	In progress	That the JMG report Option Two (steel bollards) be 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.	Des Jennings, Jonathan Galbraith, Leigh McCullagh	23/03/2023 Gail Eacher Meeting arranged with Garry Hills, Dept. of 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. 11/07/2023 Gail Eacher Subject to available funding, DSG have advised they have an in-principle agreement in place to review the works. 10/08/2023 Jonathan Galbraith Council officers have requested an update on when this project will commence from the Department of State Growth and are still awaiting a response
2023-08-21 Ordinary Meeting of Council - Open Council	7 2.2	CLDC Recommendation: Upgrades to Play Equipment a Bartholomew Park, Cressy	Not yet started	That Council note the request from the Cressy Local District Committee to discuss what play equipment will be installed at Bartholomew Park.	Trent Atkinson	
2023-08-21 Ordinary Meeting of Council - Open Council	7 1.2	CTDF Recommendation: Community Notice Board - 1 August 2023	Not yet started	That Council investigate options and costs of the construction and installation of a community notice board at Valentines Park, in Campbell Town.	Leigh McCullagh	
2023-08-21 Ordinary Meeting of Council - Open Council	7 3.2	EAC Recommendation: Speed Zones Around the Leighlands Road and High Street Intersection - 1 August 2023	Not yet started	That Council notes the concerns of the Evandale Advisory Committee and writes to the Department of State Growth in support of the speed zone changes requested.	Jonathan Galbraith, Leigh McCullagh	
2023-08-21 Ordinary Meeting of Council - Open Council	13.3	Local Government Association of Tasmania (LGAT): Motions for the November 2023 General Meeting	On hold	list the following matter for consideration at the Local Government Association of Tasmania (LGAT) General Meeting to be held on 1 November 2023 iii) Council powers to act on derelict and contaminated sites.	Erin Miles, Gail Eacher	25/08/2023 Gail Eacher The following motion was submitted by Clarence City Council to the 18 March 2022 LGAT general meeting: That LGAT lobby the State Government to investigate a legislative mechanism to provide local government authorities with enhanced power to appropriately act on dilapidated, derelict and abandoned buildings registers and to charge levies in respect to those properties. The motion was Carried and is listed on the LGAT follow up of motions report. Current status is: The range of planning reforms underway has put the proposed guidance note on hold. The intention is for LGAT, with CBOS and the State Planning Office, to prepare a guidance note for councils on their existing powers and tools available to act on dilapidated and derelict buildings.



8.12 RESOURCE SHARING SUMMARY: 01 JULY 2023 TO 30 JUNE 2024

Resource Sharing Summary 1/7/22 to 30/6/23 As at 31/8/2023	Units Billed	Amount Billed GST Exclusive \$
Meander Valley Council		
Service Provided by NMC to MVC		
Street Sweeping Plant Operator Wages and Oncosts	24.00	1,486
Street Sweeper - Plant Hire Hours	24.00	2,608
Total Services Provided by NMC to Meander Valley Council		4,093
Service Provided by Meander Valley Council to NMC		
Wages and Oncosts	-	-
Total Service Provided by MVC to NMC		-
Net Income Flow	24	4,093
Total Net		4,093
Private Works and Council Funded Works for External Organisations		
Works Department Private Works Carried Out	Hours	Amount \$
	42.5	2,093
	42.5	2,093

8.13 VANDALISM

Prepared by: Jonathan Galbraith, Engineering Officer

Incident	Location	August 2023	Estimated Cost of Damages	
			Total 2023/24	Total 2022/23
Break in at Council yard	Campbell Town	500		
Vinyl burnt at Seccombe St toilet	Perth	2,000		
Vandalism at Victoria Square toilets	Longford	1,000		
Vandalism at Pioneer Park toilets	Evandale	1,000		
TOTAL COST VANDALISM		\$ 5,500	\$ 6,900	\$ 18,600

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 August as follows:

Session Venue	Date of Session	Attendance	Comment
Perth			
	3/8	7	
	10/8	9	
	17/8	13	
	24/8	10	
	31/8	9	

Free2B Girls Program

Free2b Girls Evandale commenced at the Primary School in the lunch break as a trial period, each session had approximately 20 participants in attendance and was very well received. A variety of crafts and games were offered.



Attendance for the month of August as follows:

Session Venue	Date of Session	Attendance	Comment
Campbell Town			
	9/8	3	RAW visited
	16/8	7	RAW visited
	25/8	7	Relationships Aus visited
	30/8	6	
Longford			
	1/8	18	
	8/8	11	
	15/8	13	
	22/8	17	
	29/8	18	

Meetings

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

Active Northern Midlands Youth project has now been completed. Outstanding feedback from all involved- the project's aims were social inclusion and offering activities that supported students' health and wellbeing.

Breakfast Club- Cressy: 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: 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.

Longford Primary School SRC have submitted an application to support their literacy reading challenge for the school community- this has been approved.

Branching Out- Free2b Girls extension program aimed at Grade 8- those disengaging from F2b (ageing out) commencing soon. Will run on a trial basis initially. Providing opportunity to keep young people engaged, provide mentorship, explore activities of their interest.

Leadership sessions: Youth Officer has been working with Student Leaders at Cressy District High School running workshops focusing on leadership development. Sessions will continue throughout Term 3.

Mental Health Week Expo- CTDHS: Working with School Nurse to organize an 'expo' for students- bring the service to them. Free activities for the students.

Cressy Student Wellbeing Group: Youth Officer and School Chaplain have been working together with Grade 6 students on a leadership and wellbeing program- producing student led resources for mental health.

Youth Advisory Group: The next meeting will be held on September 7th.



8.15 INTEGRATED PRIORITY PROJECTS & STRATEGIC PLANS UPDATE

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

CURRENT AS OF 4 SEPTEMBER 2023

Progress Report:

Not Started (obstacles)

On Hold

On Track

Completed

INTEGRATED PRIORITY PROJECTS PLAN:

Project	Status	Budget 2023-24	\$	Scheduled
1 Progress: Economic health and wealth - grow and prosper				
Foundation Projects				
4.1 <i>Main Street Upgrades: Campbell Town, Longford & Perth</i>	Gov	Campbell Town Business Case submitted to secure the 2022 Election Commitment. DA being prepared	Budget allocation 2023-24 plus contribution from \$8m Federal Govt Election Commitment 2022.	2,450,000 Commence Oct 23.
	Gov	Longford DA being prepared.	Budget allocation 2023-24 from Federal Govt Election Commitment 2019.	1,793,628 To tender Sept 23.
	C&D	Perth Business Case submitted to secure the 2022 Election Commitment. DA Submitted, awaiting Crown Consent	Contribution from \$8m Federal Govt Election Commitment 2022.	1,641,000 Stormwater Commencement Aug 2023.
4.1. <i>Longford Memorial Hall Upgrade</i>	Gov	Work underway: milestone report to activate first grant instalment being prepared.	Federal Govt Election Commitment 2019; Local Roads and Community Infrastructure allocation TBC.	3,109,479 Completion anticipated Dec 2023.
4.4 <i>TRANSLink Intermodal Facility</i>	Gov	Included in NMC Priority Projects document. Business Case being prepared to secure the 2022 Election Commitment. Due Dec 23. Submitted to NTDC as a Northern Tas Priority Project.	Federal Election commitment of \$5m for planning stage. No Council funded Budget allocation 2023-24. Further \$30m commitment subject to planning stage.	5,000,000 Preliminary discussions underway. Business Case application due by Dec 23.
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 sought – anticipated Oct/Nov 23. No budget allocation 2023-24 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 Included in NMC Priority Projects document. Govt has completed new public shelter. Government has committed to development of a master plan.	No allocation 2023-2024, staff resources only to support grant funding applications.	Not scheduled at this stage.
5.3 <i>Campbell Town – Town Hall Sale or Lease</i>	Gov	Agent appointed – all offers to be presented to Council.		Council to rezone property. Consider offers as presented.
5.3 <i>Longford Library & exhibition Building on the Village Green</i>	Gov	Longford Motor Sport Museum Included in NMC Priority Projects document.	No budget allocation staff resources only.	Not scheduled at this stage. Trial site at Woolmers.
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,</i>	C&D	Council to identify opportunities to provide infrastructure and secure	Drainage easement secured at Evandale.	Detention works not scheduled at



Project		Status	Budget 2023-24	\$	Scheduled
Longford & Perth		funding. Included in NMC Priority Projects document.	Detention basin secured at TRANSlink.		this stage.
2 People: Cultural and society – a vibrant future that respects the past					
Enabling Projects					
5.1 Recreation Ground Upgrades	Gov	Campbell Town, Evandale and Cressy NMC Priority Projects document. Funding to be sought for oval upgrades.			Not scheduled at this stage.
	Gov	Cressy Recreation Ground Cricket Australia & State Govt funding secured towards the upgrade of the practice facility, car park and dump point.	Budget allocation in 2023-24 Budget	115,000	Completed: acquittal reports submitted August 2023.
		Perth Recreation Ground Amenities, topdressing, cricket net upgrade.	Cricket Australia grant of \$30,000 secured towards cricket nets upgrade.	135,000	
		Longford Recreation Ground Irrigation system install and preparation for 2 nd ground.		255,000	
5.1 Swimming Pool Upgrades (several)	Gov	Covering of Campbell Town & Cressy Swimming Pools Included in NMC Priority Projects document.	No allocation 2023-24 staff resources only.	-	Not scheduled at this stage.
	Gov	Cressy: Solar system replacement Ross: Pool operation to continue (as per the current funding model) whilst structurally/operationally safe to do so.	Allocation 2023-24 Budget allocation 2023-24 towards WHS issues.	50,000	Completion prior to season opening.
5.2 Shared Pathways	Gov	Applications submitted to Growing Regions Program and Better Active Transport Tas program. Included in NMC Priority Projects document. Hobart Road shared pathway submitted to NTDC as a Northern Tas Priority Project.	Funding applications underway.		Design stage.
4 Place: Nurture our heritage environment					
Foundation Projects					
4.2 Perth South Esk River Parklands	Gov	Building Better Regions Fund grant secured towards the extension of the walkway, installation of footbridge and BBQ. Included in NMC Priority Projects document.	Footbridge and pathways to and from substantially complete.		Completion Aug/Sept 23. Acquittal report being prepared.
4.3 Sheepwash Creek Corridor & Open Space	Gov	Grants secured for major new/improved infrastructure. Included in NMC Priority Projects document.	Commonwealth Government Disaster Ready funding successfully sought.	3,700,000	Scheduled.
4.5 Municipal Tree Planting Program		Annual program being implemented. Included in NMC Priority Projects document.	Budget allocation 2023-2024.	100,000	Ongoing.
Enabling Projects					
5.1 Conara Park Upgrade	Gov	Concept prepared: awaiting funding opportunities. Included in NMC Priority Projects document.	No budget allocation staff resources only. Renegotiating with State Growth.	-	Not scheduled at this stage.
5.3 Redevelop	Gov	Liaising with Local District Committee to	Budget allocation 2023/2024.	\$100,000	During 2023/24.



Project	Status	Budget 2023-24	\$	Scheduled
Bartholomew Park Cressy	establish/prepare plans for upgrade.			

Other projects:

- Open Spaces and Active Infrastructure Grants Programs: soccer field and half-basketball courts – Grant funding applications being prepared.
- Laycock Street Park LRCI funding – scheduled in 2023/24 budget period.
- Morven Park Miniature Railway Storage Shed: TCF application lodged – unsuccessful.
- Ross Men’s Shed Extension: application lodged that has secured the federal election commitment – agreement for signing awaited.
- Napoleon Street Park – awaiting subdivision works.
- Longford Community/Neighbourhood House – lobbying State Government.
- Longford Caravan Park Amenities – under construction.
- Seacombe Street Reserve Raised Pavement Platform – Vulnerable Road User grant of \$50,000 secured – work scheduled in 2023/24 budget period.

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

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

Updated: 7 September 2023

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.
- Northern Midlands Community Expo 2023:
 - Process registrations coming in.
 - Assist organisations with enquiries.
 - Progress event marketing on radio, newspaper, online/digital/social.
 - Roadside signage installed.
 - Distribute Exhibitor Kits and updates to exhibitors.
 - Site visit and assessment update.
- Northern Midlands Visitor Centres Group:
 - Liaise with Centres re enquiries.
- Choose the Scenic Route
 - Work with team on the website/landing page content and design.
- Liaise with local tourism operators to provide industry information.
- Longford Village Green Information Booth sign: arrange updated sign. Completed.

HHTRA update:

- Facilitate and attend workshop with Brand Tasmania. Follow up admin and tasks.
- Prepare for AGM: finalise and distribute invitations, arranging guest speaker, catering, promotion, logistics etc.
- Ongoing marketing activities include website blog posts and social media.
- Administrative tasks.
- Distribute updated Quick Reference Guide to tourism community, agencies, etc. statewide.
- Progress planning for next workshop on 10th October.



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 11.6.

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.

PLAN 11.1: PLN23-0085: 18 Lot Subdivision - 7A William Street, Campbell Town

PLAN 11.2: PLN23-0106: 106-116 Bridge Street, Campbell Town - Classroom, Outbuildings, Sports Court and Relocate Cricket Nets

PLAN 11.3: PLN22-0253: Shed - 3 Hughes Court, Western Junction

PLAN 11.4: PLN23-0097: Extension to Existing Building - 2 Hughes Court, Western Junction

PLAN 11.5: PLN23-0132: 2 Lot Subdivision - 141 Perth Mill Road, Western Junction

PLAN 11.6: PLN23-0134: 4740 Poatina Road, Cressy



11 PLANNING REPORTS

11.1 PLN23-0085: 18 LOT SUBDIVISION - 7A WILLIAM STREET, CAMPBELL TOWN

File: 305100.155; PLN23-0085
Responsible Officer: Maree Bricknell, Acting General Manager
Report prepared by: Paul Godier, Senior Planner

RECOMMENDATION

That application PLN-23-0085 to develop and use a 15 residential lot subdivision including filling of land, & 1 road lot, & 2 footpath lots, 2.4m high fence along East Street boundary & infrastructure works in William Street and East Street at 7A William Street and William Street and East Street road reserves be refused on the following grounds:

- The proposed subdivision, with a number of lots substantially smaller than those in the area, is inconsistent with the rural township character and the pattern of development existing on established properties in the area, contrary to clause NOR-S2.8.1 P1 (k).
- The proposed internal lot, lot 10, is inconsistent with the rural township character and the pattern of development existing on established properties in the area, contrary to clause NOR-S2.8.3 P1 (a).

1 INTRODUCTION

This report assesses an application for an 18 lot subdivision at 7A William Street, Campbell Town.

2 BACKGROUND

Applicant:

Woolcott Surveys

Zone:

8.0 General Residential Zone

29.0 Open Space Zone

Owner:

Grange Vistas Pty Ltd

Codes and Overlays:

C3.0 Road and Railway Assets Code

C6.0 Local Historic Heritage Code

C7.0 Natural Assets Code

C12.0 Flood Prone Hazard Code

C13.0 Bushfire Prone Areas Code

NOR-S2.0 Campbell Town Specific Area Plan

Classification under the Scheme:

Subdivision

Existing Use:

Vacant

Deemed Approval Date:

22 September 2023

Recommendation:

Refuse

Discretionary Aspects of the Application:

- Road and Railway Assets Code C3.5.1 P1 Traffic generation at a new junction
- Road and Railway Assets Code C3.7.1 P1 Subdivision for sensitive uses within a railway attenuation area
- Local Historic Heritage Code C6.7.1P1 Demolition within a local heritage precinct (fences, trees)
- Natural Assets Code C7.7.2 P1.2 Subdivision within a priority vegetation area
- Flood-Prone Areas Code C12.6.1 P1.1 & P1.2 Buildings and works within a flood-prone hazard area
- Flood-Prone Areas Code C12.7.1 P1 Subdivision within a flood-prone hazard area
- Bushfire prone Areas Code C13.6.1 P1 Provision of hazard management areas (colorbond fences to increase the potential build area)
- Bushfire prone Areas Code C13.6.2 P1 Public and firefighting access (cul-de-sacs smaller than 12m radius)



- Campbell Town Specific Area Plan NOR-S2.8.1 Lot design in development precincts (not in accordance with lot layout shown in masterplan)
- Campbell Town Specific Area Plan NOR-S2.8.3 Internal lots (Lot 10)
- Campbell Town Specific Area Plan Clause 10.6.2 Roads (construction of new road).

Planning Instrument:

Tasmanian Planning Scheme – Northern Midlands, Version: 5, Effective 10th May 2023.

Preliminary Discussion:

Additional information was requested before the application was placed on public notification.



^Subject Site from William Street



^Subject Site from East Street

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.



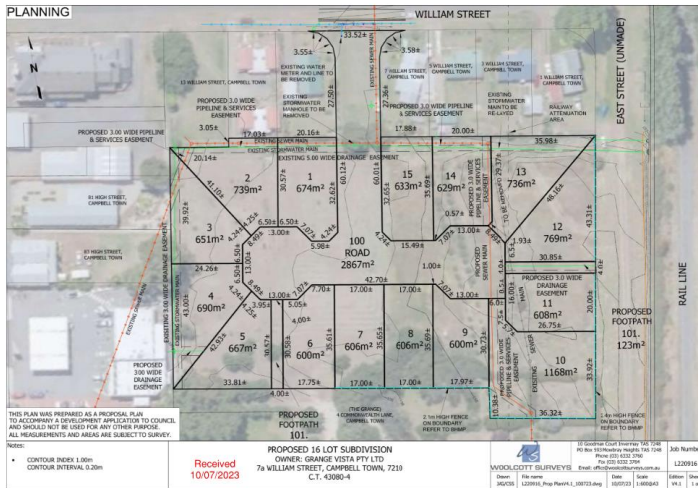
4 ASSESSMENT

4.1 Proposal

It is proposed to:

- Subdivide the existing lot into 18 lots including filling of land and the creation of 1 roadway lot and 2 footpath lots.
- Construct associated infrastructure works in William Street and East Street.
- Install a 2.4m high fence along the East Street boundary.

Site Plan



4.2 Zone and Land Use

The land is in the General Residential Zone and the Open Space Zone.

The relevant Planning Scheme definition is:

<i>subdivide</i>	<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>(a) <i>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>(b) <i>a lease of airspace around or above a building;</i></p> <p>(c) <i>a lease of a term not exceeding 10 years or for a term not capable of exceeding 10 years;</i></p> <p>(d) <i>the creation of a lot on a strata scheme or a staged development scheme under the Strata Titles Act 1998; or</i></p> <p>(e) <i>an order adhering existing parcels of land.</i></p>
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4.3 Subject Site and Locality

The author of this report undertook a site inspection on 11 September 2023. The site has an area of 1.322ha and has access from William Street and frontage to East Street. It adjoins residential development to the north, commercial development to the west, and The Grange to the south.



Aerial photograph of area



Photographs of subject site









4.4 Permit/Site History

The site has no relevant permit history.

4.5 Referrals

Council's Works and Infrastructure Department

Summary: Council's Engineering Officer provided the attached response and conditions which are included in the conditions of approval. Discussion with Council's Works Manager found that a 7.2m road sealed width would be acceptable as a change to the standard 6.9m width.

Heritage Advisor

Council's Heritage Advisor, David Denman, advised of no objection to the proposal and commented that the layout of the proposed streets and lots is considered acceptable within the context of the site and will therefore have no adverse impact on the historic cultural heritage significance of the precinct.

TasWater

TasWater issued a Submission to Planning Authority Notice on 17/7/2023 which will be attached to the planning permit if approved.

TasRail

TasRail provided the attached correspondence and representation which raise concern about discharge of stormwater to the rail network. It is noted that the proposal will discharge stormwater into East Street and not the rail network.

The applicant provided a document '7a William Street Subdivision Flood Prone Area Code Response Memo' by Hydrodynamica which advises that no impacts are predicted on the rail line.

TasNetworks

TasNetworks advised:

Based on the information provided, the development is not likely to adversely affect TasNetworks' operations. As with any subdivision, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended you advise the proponent to contact TasNetworks on 1300 137 008 or our Subdivision team at subdivisionsteam@tasnetworks.com.au at their earliest convenience.

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.

USE AND DEVELOPMENT STANDARDS

8.6 Development Standards for Subdivision

8.6.1 Lot design

Objective:	That each lot: <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.
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: Not applicable. This clause is substituted by clause NOR-S2.8.2 Lot design of the Campbell Town Specific Area Plan.	

<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 have 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 (g) is not less than 3.6m wide.
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Comment: Not applicable. This clause is substituted by clause NOR-S2.8.2 Lot design of the Campbell Town Specific Area Plan.

<p>A3</p> <p>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</p> <p>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
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	(e) the ability for emergency services to access the site.
Comment: Not applicable. This clause is substituted by clause NOR-S2.8.2 Lot design of the Campbell Town Specific Area Plan.	
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.	P4 Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to: (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.
Comment: Not applicable. This clause is substituted by clause NOR-S2.8.2 Lot design of the Campbell Town Specific Area Plan.	

8.6.2 Roads

Objective:	That the arrangement of new roads within a subdivision provides for: (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
A1 The subdivision includes no new roads.	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: (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; (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.
Comment: Not applicable. This clause is substituted by clause NOR-S2.8.4 Roads of the Campbell Town Specific Area Plan.	

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
A1 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.	P1 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: (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.
Comment: Complies with A1.	
A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must	P2 No Performance Criterion.



have a connection to a reticulated sewerage system.	
Comment: Complies with A2.	
A3 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 capable of connecting to a public stormwater system.	P3 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 capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to: <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
Comment: Complies with A3.	

29.0 Open Space Zone

29.1 Zone Purpose

The purpose of the Open Space Zone is:

29.1.1 To provide land for open space purposes including for passive recreation and natural or landscape amenity.

29.1.2 To provide for use and development that supports the use of the land for open space purposes or for other compatible uses.

USE AND DEVELOPMENT STANDARDS

29.2 Development Standards for Subdivision

29.2.1 Lot design

Objective:	That each lot: <ul style="list-style-type: none"> (a) has an area and dimensions appropriate for use and development in the zone; and (b) is provided with appropriate access to a road.
Acceptable Solutions	Performance Criteria
A1 Each lot, or lot proposed in a plan of subdivision, must: <ul style="list-style-type: none"> (a) be required for public use by the Crown, a council or a State authority; (b) be required for the provision of Utilities; or (c) be for the consolidation of a lot with another lot, provided each lot is within the same zone. 	P1 Each lot, or lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to: <ul style="list-style-type: none"> (a) the relevant requirements for development of buildings on the lots; (b) existing buildings and the location of intended buildings on the lot; (c) the topography of the site; (d) the presence of any natural hazards; and (e) the pattern of development existing on established properties in the area.
Comment: Complies with A1.	

A2 Each lot, or lot proposed in a plan of subdivision, excluding a riparian or littoral reserve or Utilities, must have a frontage not less than 15m.	P2 Each lot, or lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right of carriageway suitable for its intended use, having regard to: <ul style="list-style-type: none"> (a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (b) the topography of the site; (c) the functionality and useability of the frontage; (d) the anticipated nature of vehicles likely to access the site; (e) the ability to manoeuvre vehicles on the site; (f) the ability for emergency services to access the site; and (g) the pattern of development existing on established properties in the area.
Comment: Complies with P2.	
A3	P3



<p>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>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 length of the access; (c) the distance between the lot or building area and the carriageway; (d) the nature of the road and the traffic; and (e) the pattern of development existing on established properties in the area.
<p>Comment: Complies with P3.</p>	

CODES		
C1.0	SIGNS CODE	N/a
C2.0	PARKING AND SUSTAINABLE TRANSPORT CODE	Complies. Each lot has sufficient area to provide for the 2 car parking spaces required for single dwellings.
C3.0	ROAD AND RAILWAY ASSETS CODE	See code assessment below
C4.0	ELECTRICITY TRANSMISSION INFRASTRUCTURE PROTECTION CODE	N/a
C5.0	TELECOMMUNICATIONS CODE	N/a
C6.0	LOCAL HISTORIC HERITAGE CODE	See code assessment below
C7.0	NATURAL ASSETS CODE	See code assessment below
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	See code assessment below
C13.0	BUSHFIRE-PRONE AREAS CODE	See code assessment below
C14.0	POTENTIALLY CONTAMINATED LAND CODE	N/a
C15.0	LANDSLIP HAZARD CODE	N/a
C16.0	SAFEGUARDING OF AIRPORTS CODE	N/a

C3.0 Road and Railway Assets Code

C3.1 Code Purpose

The purpose of the Road and Railway Assets Code is:

- C3.1.1 To protect the safety and efficiency of the road and railway networks; and
- C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.

C3.2 Application of this Code

C3.2.1 This code applies to a use or development that:

- (a) will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;
- (b) will require a new vehicle crossing, junction or level crossing; or
- (c) involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.

C3.3 Definition of Terms

C3.3.1 In this code, unless the contrary intention appears:

Term	Definition
annual average daily traffic	means the number of vehicles per day averaged over all days in a calendar year.
category 1 road	means a category 1 road as defined in the <i>State Road Hierarchy</i> .
future major road	means land within which a major road is intended to be built shown as a future major road on an overlay map in the relevant Local Provisions Schedule.
future railway	means land on which an extension to the rail network is intended to be built shown as a future railway on an overlay map in the relevant Local Provisions Schedule.
limited access road	means a road declared to be a limited access road under s.52A of the <i>Roads and Jetties Act 1935</i> .
major road	means a category 1, 2 or 3 road as defined in the <i>State Road Hierarchy</i> , and any other road described



Term	Definition
	in an other major roads list in the relevant Local Provisions Schedule.
private level crossing	means a level crossing across the rail network by a private road or vehicular right of way which does not service any public use.
rail network	means as defined in the <i>Rail Infrastructure Act 2007</i> and corridors declared under the <i>Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016</i> .
road or railway attenuation area	means a road or railway attenuation area shown on an overlay map in the relevant Local Provisions Schedule or, if not shown, an area within 50m of the boundary of: <ol style="list-style-type: none"> (a) a major road with a speed limit above 60km/h; (b) the rail network; (c) a future major road; or (d) a future railway.
traffic impact assessment	means a study or a statement prepared in accordance with the <i>Guide to Traffic Management Part 12: Traffic Impacts of Development 2009</i> by a person with qualifications and a level of experience appropriate to the significance of the traffic impact.
vehicular traffic	means traffic composed of motor vehicles as motor vehicle is defined in section 3 of the <i>Vehicle and Traffic Act 1999</i> .

C3.5 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective:	To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
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Acceptable Solutions	Performance Criteria
<p>A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ol style="list-style-type: none"> (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. <p>A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p>A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p>A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ol style="list-style-type: none"> (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road. <p>A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	<p>P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</p> <ol style="list-style-type: none"> (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.

Comment: The application includes a Traffic Impact Assessment which finds that:
A1.4 is not satisfied from Table C3.1 as the proposal involves up to 135vpd and involves other road and more than 40vpd for vehicles up to 5.5m in length.
(a) The increase in traffic due to the proposal is estimated at up to 135 vpd. From review of Austroads junction warrants it has been determined that:

- *High Street / William Street junction layout is adequate.*
- *William Street / Proposed Road junction layout is adequate.*

(b) The nature of the traffic generated by the use will be 98% light vehicles post residential construction phase.
(c) The proposed road is to be constructed to a 6.9m width from face to face of kerb with kerb & Channel and footpath one side consistent with LGAT guidelines.



- (d) The General Urban Default Speed Limit of 50km/h will apply which is appropriate for the traffic activity and function of William Street.
- (e) There is no suitable alternative access.
- (f) The proposal is consistent with zoning for the area and considered cost effective and efficient infill development.
- (g) This traffic assessment identifies no reason to disallow the proposal due to traffic impacts.
- (h) No rail or road infrastructure is disaffected by the proposal.
- In summary there are no traffic safety or capacity issues due to the proposal. P1 is satisfied.

Table C3.1 Acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)

Location of vehicular traffic	Amount of acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)	
	Vehicles up to 5.5m long	Vehicles longer than 5.5m long
Vehicle crossing on major roads and private level crossings	10% or 10 vehicle movements per day, whichever is the greater	10%
Vehicle crossings on other roads	20% or 40 vehicle movements per day, whichever is the greater	20% or 5 vehicle movements per day, whichever is the greater

C3.7 Development Standards for Subdivision

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Objective:	To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.</p>	<p>P1</p> <p>A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) any buffers created by natural or other features; (c) the location of existing or proposed buildings on the site; (d) the frequency of use of the rail network; (e) the speed limit and traffic volume of the road; (f) any noise, vibration, light and air emissions from the rail network or road; (g) the nature of the road; (h) the nature of the intended uses; (i) the layout of the subdivision; (j) the need for the subdivision; (k) any traffic impact assessment; (l) any mitigating measures proposed; (m) any recommendations from a suitably qualified person for mitigation of noise; and (n) any advice received from the rail or road authority.
<p>Comment: Lots 10, 11, 12 and 13 do not comply.</p>	<p>Comment: Complies. The application provided a Railway Noise Assessment from pitt&sherry which assesses the proposal against P1 above. The noise assessment finds that: <i>The Lmax noise level on the site can be reduced sufficiently to meet the code limit if a 2.4 metre solid fence is constructed along the full length of the eastern boundary facing the railway, with a break for a footpath between Lots 11 and 12. This could be built from heavy duty Colorbond steel, timber or masonry, but must be free of any gaps or cracks, including between the fencing panels and the ground. All joints must be well sealed.</i> <i>Levels of ground vibration from trains operating on the Tasmanian rail network are normally relatively low and diminish quickly with distance from the track. Vibration levels are unlikely to be sufficient to adversely affect residential amenity on the proposed subdivision site.</i> <i>On this basis it may be concluded that residents of the proposed subdivision will not be adversely impacted by noise and vibration from the railway and the requirements of Clause C3.7.1 of the planning scheme will be met.</i></p>



C6.0 Local Historic Heritage Code

C6.1 Code Purpose

The purpose of the 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 Aboriginal heritage values.

C6.2 Application of this Code

C6.2.1 This code applies to:

- (a) development on land within any of the following, as defined in this code:
 - (i) a local heritage place;
 - (ii) a local heritage precinct;
 - (iii) a local historic landscape precinct; and
 - (iv) for excavation only, a place or precinct of archaeological potential; and
- (b) the lopping, pruning, removal or destruction of a significant tree as defined in this code.

C6.2.2 If a site is listed as a local heritage place and also within a local heritage precinct or local historic landscape precinct, it is only necessary to demonstrate compliance with the standards for the local heritage place unless demolition, buildings and works are proposed for an area of the site outside the identified specific extent of the local heritage place.

C6.2.3 This code does not apply to a registered place entered on the Tasmanian Heritage Register, unless for the lopping, pruning, removal or destruction of a significant tree as defined in this code.

C6.2.4 This code does not apply to use¹.

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	
A1 Within a local heritage precinct, demolition of a building, works or fabric, including trees, fences, walls and outbuildings must: (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.	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: (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.	
Comment: Complies. The proposal involves removal trees and fencing. Council's heritage adviser advised of no objection to the proposal and commented that the layout of the proposed streets and lots is considered acceptable within the context of the site and will therefore have no adverse impact on the historic cultural heritage significance of the precinct.		

C6.10 Development Standards for Subdivision

C6.10.1 Lot design on a Local Heritage Place

Objective:	That subdivision does not cause an unacceptable impact on the local historic heritage significance of local heritage places.
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Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1 Subdivision must not cause an unacceptable impact on the local historic heritage significance of a local heritage place, having regard to: (a) the local historic heritage significance of the local heritage place identified in the relevant Local Provisions Schedule; (b) the historic development pattern of the area; (c) the separation of buildings or structures from their original setting; (d) the lot sizes, dimensions, frontage, access and orientation; (e) the suitability of the proposed lots for their intended uses; and (f) the removal of vegetation, trees or garden settings.
Comment: Not applicable. The site is not a Local Heritage Place.	

C6.10.2 Lot design for a Local Heritage Precinct or a Local Historic Landscape Precinct

Objective:	That: (a) subdivision within a local heritage precinct is consistent with historic patterns of development; and (b) subdivision within a local historic landscape precinct is compatible with the character of the precinct.
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1 Subdivision must be compatible with the local historic heritage significance of a local heritage precinct or a local historic landscape precinct, as identified in the relevant Local Provisions Schedule, having regard to: (a) any relevant design criteria or conservation policy for a local heritage precinct or local historic landscape precinct, as identified in the relevant Local Provisions Schedule; and (b) the historic pattern of subdivision of the precinct.
Comment: Not applicable as this clause is substituted by clause NOR-S2.8.1 Lot design in development precincts of the Campbell Town Specific Area Plan.	

C6.10.3 Subdivision works for places or precincts of archaeological potential

Objective:	That works associated with subdivision, including infrastructure, do not increase the likelihood of adverse impact on a place or precinct of archaeological potential.
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1 Works associated with subdivision must not increase the likelihood of adverse impact on archaeological evidence on places or precincts of archaeological potential, having regard to: (a) the nature, extent and significance of the archaeological evidence existing on the land; (b) any significant impact upon archaeological evidence or potential; (c) any increased likelihood of future development that is incompatible with a place or precinct of archaeological potential; (d) the statement of archaeological potential for the place or precinct identified in the relevant Local Provisions Schedule; and (e) any advice contained in a statement of archaeological potential.
Comment: Not applicable. The site is not a place or precinct of archaeological potential	

C7.0 Natural Assets Code

C7.1 Code Purpose

The purpose of the Natural Assets Code is:

C7.1.1 To minimise impacts on water quality, natural assets including native riparian vegetation, river condition and the natural ecological function of watercourses, wetlands and lakes.

C7.1.2 To minimise impacts on coastal and foreshore assets, native littoral vegetation, natural coastal processes and the natural



ecological function of the coast.

C7.1.3 To protect vulnerable coastal areas to enable natural processes to continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes and other sensitive coastal habitats due to sea-level rise.

C7.1.4 To minimise impacts on identified priority vegetation.

C7.1.5 To manage impacts on threatened fauna species by minimising clearance of significant habitat.

C7.2 Application of this Code

C7.2.1 This code applies to development on land within the following areas:

- (a) a waterway and coastal protection area;
- (b) a future coastal refugia area; and
- (c) a priority vegetation area only if within the following zones:
 - (i) Rural Living Zone;
 - (ii) Rural Zone;
 - (iii) Landscape Conservation Zone;
 - (iv) Environmental Management Zone;
 - (v) Major Tourism Zone;
 - (vi) Utilities Zone;
 - (vii) Community Purpose Zone;
 - (viii) Recreation Zone;
 - (ix) Open Space Zone;
 - (x) Future Urban Zone;
 - (xi) Particular Purpose Zone; or
 - (xii) General Residential Zone or Low Density Residential Zone, only if an application for subdivision.

C7.2.2 This code does not apply to use.

C7.3 Definition of Terms

C7.3.1 In this code, unless the contrary intention appears:

Term	Definition
coastal values	means the values of coastal areas derived from their coastal habitat and vegetation, physical elements, landscape values, recreational values and economic values and the processes and functions that underpin them.
future coastal refugia	means land where coastal processes are likely to occur naturally and can continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes, and other sensitive coastal habitats due to sea-level rise.
future coastal refugia area	means land shown on an overlay map in the relevant Local Provisions Schedule, as within a future coastal refugia area.
littoral vegetation	means vegetation adjacent to a sea, lake or river that is close to the shore. It includes the intertidal zone to high water mark and can include wetlands.
natural streambank and streambed condition	means the natural rate of erosion or accretion of the bank and bed of a watercourse and natural hydrological processes, as determined using <i>The Tasmanian River Condition Index Book 2 Hydrology User's Manual and Book 3 Physical Form Field Manual</i> .
natural assets	means biodiversity, environmental flows, natural streambank and streambed condition, riparian vegetation, littoral vegetation, water quality, wetlands, river condition and waterway and/or coastal values.
priority vegetation	means native vegetation where any of the following apply: <ul style="list-style-type: none"> (a) it forms an integral part of a threatened native vegetation community as prescribed under Schedule 3A of the <i>Nature Conservation Act 2002</i>; (b) is a threatened flora species; (c) it forms a significant habitat for a threatened fauna species; or (d) it has been identified as native vegetation of local importance.
priority vegetation area	means land shown on an overlay map in the relevant Local Provisions Schedule, as within a priority vegetation area.
residual impacts	means those environmental effects predicted to remain after the initial effects of development have been avoided or minimised through design.
riparian vegetation	means vegetation found within or adjacent to watercourses, wetlands, lakes and recharge basins.
river condition	means condition of a waterway as determined using the <i>Tasmanian River Condition Index</i> .



significant habitat	means the habitat within the known or core range of a threatened fauna species, where any of the following applies: (a) is known to be of high priority for the maintenance of breeding populations throughout the species' range; or (b) the conversion of it to non-priority vegetation is considered to result in a long-term negative impact on breeding populations of the threatened fauna species.
threatened fauna species	means listed under the <i>Threatened Species Protection Act 1995</i> or listed as threatened or migratory under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> .
threatened flora species	means listed under the <i>Threatened Species Protection Act 1995</i> or as threatened under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> .
waterway and coastal protection area	means land: (a) shown on an overlay map in the relevant Local Provisions Schedule as within a waterway and coastal protection area; or (b) within the relevant distance from a watercourse, wetland, lake or the coast shown in the Table C7.3 below, but does not include a piped watercourse or piped drainage line. If an inconsistency for the width exists between Table C7.3 and the area shown on the overlay map, the greater distance prevails, excluding the width measured from the high water mark of tidal waters where the distance shown on the overlay map in the relevant Local Provisions Schedule prevails. The depiction of a watercourse, or a section of a watercourse on an overlay map in the relevant Local Provisions Schedule, is definitive regardless of the actual area of the catchment.
waterway values	means the values of watercourses and wetlands derived from their aquatic habitat and riparian vegetation, physical elements, landscape function, recreational function and economic function.

Table C7.3 Spatial Extent of Waterway and Coastal Protection Areas

Spatial Extent of Waterway and Coastal Protection Areas	Width
Class 1: Watercourses named on the 1:100,000 topographical series maps, lakes, artificial water storages (other than farm dams), and the high water mark of tidal waters.	40m
Class 2: Watercourses from the point where their catchment exceeds 100ha.	30m
Class 3: Watercourses carrying running water for most of the year between the points where their catchment is from 50ha to 100ha.	20m
Class 4: All other watercourses carrying running water for part or all of the year for most years.	10m
Ramsar Wetlands: Wetlands listed under the Convention on Wetlands of International Importance, (the Ramsar Convention).	100m
Other Wetlands: Wetlands not listed under the Ramsar Convention.	50m
<p>(a) For the purpose of spatially defining 'width' in Table C7.3:</p> <p>(i) width is measured from the top of bank or high water mark of tidal waters, watercourses or freshwater lakes; and</p> <p>(ii) in the case of watercourses or wetlands, the waterway and coastal protection area includes the waterway or wetland itself, being between the top of the banks on either side.</p> <p>(b) Any watercourse, including the tidal waters of any river, creek or stream, within or adjoining the following zones is deemed to be a Class 4 watercourse:</p> <p>(i) Inner Residential Zone;</p> <p>(ii) General Residential Zone;</p> <p>(iii) Low Density Residential Zone;</p> <p>(iv) Urban Mixed Use Zone;</p> <p>(v) Local Business Zone;</p> <p>(vi) General Business Zone;</p> <p>(vii) Central Business Zone;</p> <p>(viii) Commercial Zone;</p> <p>(ix) Light Industrial Zone;</p>	



- (x) Major Tourism Zone;
- (xi) Port and Marine Zone;
- (xii) Particular Purpose Zone; or
- (xiii) Future Urban Zone.

C7.4 Use or Development Exempt from this Code

C7.4.1 The following use or development is exempt from this code:

- (a) works by or on behalf of the Crown, State authority, or council to remedy an unacceptable risk to public or private safety or to mitigate or prevent environmental harm;
- (b) development assessed as a Level 2 Activity;
- (c) clearance of native vegetation within a priority vegetation area,
 - (i) on existing pasture or crop production land; or
 - (ii) if the vegetation is within a private garden, public garden or park, national park, or within State-reserved land or a council reserve, provided the native vegetation is not protected by legislation, a permit condition, an agreement made under section 71 of the Act, or a covenant;
- (d) forest practices or forest operations in accordance with a forest practices plan certified under the *Forest Practices Act 1985*, unless for the construction of a building or the carrying out of any associated development;
- (e) works by or on behalf of the Crown, State authority, or council for the protection of a water supply, watercourse, lake, wetland, or tidal waters or coastal assets as part of an endorsed or approved management plan;
- (f) coastal protection works by or on behalf of the Crown, State authority, or council that have been designed by a suitably qualified person; and
- (g) consolidation of lots.

C7.6.1 Buildings and Works within a waterway or coastal protection area or a future coastal refugia area

Comment: Not applicable.

C7.6.2 Clearance within a priority vegetation area

Comment: Complies with P1.1 (c) Clearance of native vegetation within a priority vegetation area must be for subdivision in the General Residential Zone or Low Density Residential Zone.

C7.7 Development Standards for Subdivision

C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area

Comment: Not applicable.

C7.7.2 Subdivision within a priority vegetation area

Objective:	That: <ul style="list-style-type: none"> (a) works associated with subdivision will not have an unnecessary or unacceptable impact on priority vegetation; and (b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on priority vegetation.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must:</p> <ul style="list-style-type: none"> (a) be for the purposes of creating 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 a lot; or (e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area. 	<p>P1.1</p> <p>Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:</p> <ul style="list-style-type: none"> (a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person; (b) subdivision for the construction of a single dwelling or an associated outbuilding; (c) subdivision in the General Residential Zone or Low Density Residential Zone; (d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design; (e) subdivision involving clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or (f) subdivision involving clearance of native vegetation that is of limited scale

	relative to the extent of priority vegetation on the site.
	Comment: Complies with P1.1 (c).
	<p>P1.2</p> <p>Works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:</p> <ul style="list-style-type: none"> (a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards; (b) any particular requirements for the works and future development likely to be facilitated by the subdivision; (c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings; (d) any mitigation measures implemented to minimise the residual impacts on priority vegetation; (e) any on-site biodiversity offsets; and (f) any existing cleared areas on the site.

Comment: Complies with P1.2. The TasVeg layer on the LIST does not identify native vegetation layer on the site, showing only FAG (Agricultural Land) and FUR (Urban Areas)

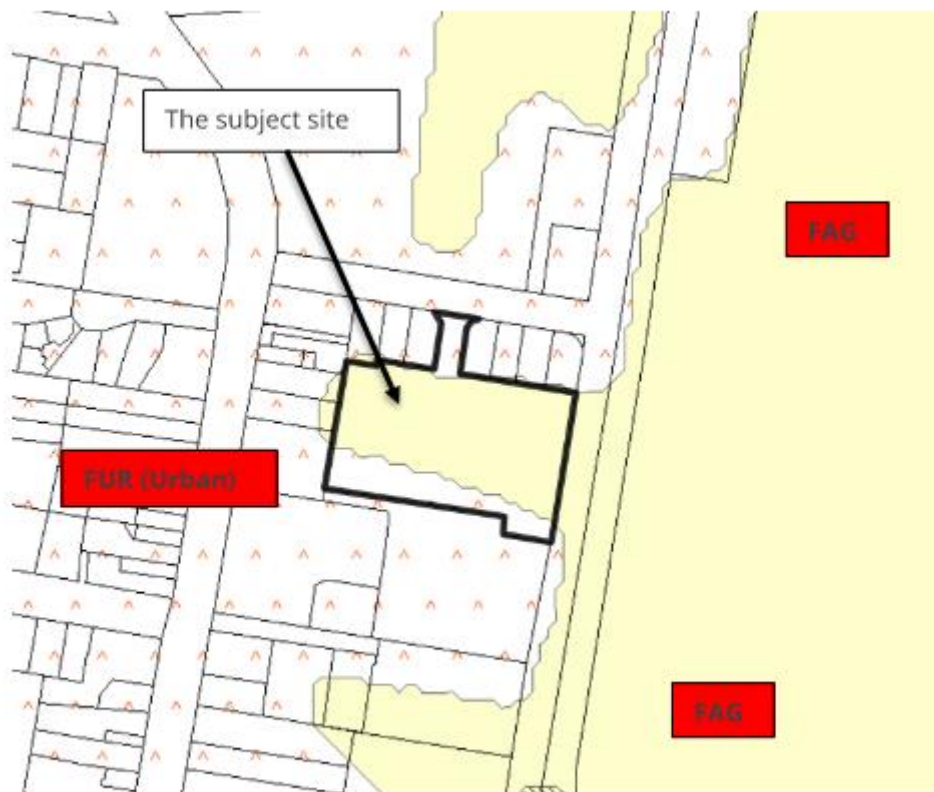


Figure 4 - TasVeg 4.0 map (source: The LISTMap)

Source: Bushfire Hazard Report

C12.0 Flood-Prone Areas Hazard Code

C12.1 Code Purpose

The purpose of the Flood-Prone Areas Hazard Code is:

- C12.1.1 To ensure that use or development subject to risk from flood is appropriately located and managed, so that:
 - (a) people, property and infrastructure are not exposed to an unacceptable level of risk;
 - (b) future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised; and
 - (c) it does not increase the risk from flood to other land or public infrastructure.
- C12.1.2 To preclude development on land that will unreasonably affect flood flow or be affected by permanent or



periodic flood.

C12.2 Application of this Code

C12.2.1 This code applies to development of land within a flood-prone hazard area.

C12.2.2 This code applies to use of land within a flood-prone hazard area if for:

- (a) a change of use that converts a non-habitable building to a habitable building; or
- (b) a new habitable room within an existing building.

C12.2.3 This code applies to use in a habitable building, or development of land, identified in a report prepared by a suitably qualified person, that is lodged with an application for a permit, or required in response to a request under section 54 of the Act, as subject to risk from flood or that has the potential to cause increased risk from flood.

C12.2.4 The planning authority may only make a request under clause C12.2.3 where it reasonably believes, based on information in its possession, that the land is subject to risk from flood or has the potential to cause increased risk from flood.

C12.2.5 This code does not apply to land subject to the Coastal Inundation Hazard Code.

C12.3 Definition of Terms

C12.3.1 In this code, unless the contrary intention appears:

Term	Definition
critical use	means a use that is within one of the following Use Classes: (a) Emergency Services; or (b) Hospital Services.
flood	means the risk of periodic or permanent flooding of land from a watercourse or other inland water source.
flood-prone hazard area	means land: (a) shown on an overlay map in the relevant Local Provisions Schedule, as within a flood-prone hazard area; or (b) identified in a report for the purposes of C12.2.3.
flood hazard report	means a report prepared by a suitably qualified person for a site, that must include: (a) details of, and be signed by, the person who prepared or verified the report; (b) confirmation that the person has the appropriate qualifications and expertise; (c) confirmation that the report has been prepared in accordance with any methodology specified by a State authority; and (d) conclusions based on consideration of the proposed use or development: (i) as to whether the use or development is likely to cause or contribute to the occurrence of flood on the site or on adjacent land; (ii) as to whether the use or development can achieve and maintain a tolerable risk for the intended life of the use or development, having regard to: a. the nature, intensity and duration of the use; b. the type, form and duration of any development; c. the likely change in the level of risk across the intended life of the use or development; d. the ability to adapt to a change in the level of risk; e. the ability to maintain access to utilities and services; f. the need for flood reduction or protection measures beyond the boundary of the site; g. any flood management plan in place for the site and/or adjacent land; and h. any advice relating to the ongoing management of the use or development; and (iii) any matter specifically required by Performance Criteria in this code.
flood management plan	means a management plan for a flood-prone hazard area endorsed by the relevant council.
hazardous use	means a use that is within one of the following Use Classes: (a) Crematoria and Cemeteries; (b) Extractive Industry, if the use involves the storage of a hazardous chemical of a manifest quantity; (c) Hospital Services, if the use involves the storage of a hazardous chemical of a manifest quantity; (d) Manufacturing and Processing, if the use involves the storage of a hazardous chemical of a manifest quantity; (e) Recycling and Waste Disposal;



Term	Definition
	(f) Research and Development, if the use involves the storage of a hazardous chemical of a manifest quantity; (g) Storage, if the use involves the storage of a hazardous chemical of a manifest quantity; (h) Transport Depot and Distribution, if the use involves the storage of a hazardous chemical of a manifest quantity; (i) Utilities, if the use involves the storage of a hazardous chemical of a manifest quantity; or (j) Vehicle Fuel Sales and Service.
vulnerable use	means a use that is within one of the following Use Classes: (a) Custodial Facility; (b) Educational and Occasional Care; (c) Residential, if for a respite centre, residential care facility, retirement village or assisted housing; or (d) Visitor Accommodation, if the use accommodates more than 12 guests.

C12.4 Use or Development Exempt from this Code

C12.4.1 The following use or development is exempt from this code:

- (a) alterations or extensions to an existing building if:
 - (i) the site coverage is not increased by more than 20m² from that existing at the effective date; and
 - (ii) not for a critical, hazardous, or vulnerable use;
- (b) use or development of land for:
 - (i) Natural and Cultural Values Management;
 - (ii) Passive Recreation;
 - (iii) Port and Shipping in a proclaimed wharf area;
 - (iv) Resource Development, excluding a habitable building;
 - (v) minor utilities;
 - (vi) infrastructure for the generation of hydro-electricity; and
 - (vii) outbuildings;
- (c) planting or disturbance of vegetation on existing pasture or crop production land; and
- (d) consolidation of lots.

C12.6 Development Standards for Buildings and Works

C12.6.1 Buildings and works within a flood-prone hazard area

Objective:	That: (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1.1 Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: (a) the type, form, scale and intended duration of the development; (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a flood hazard report. P1.2 A flood hazard report also demonstrates that the building and works: (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Comment: The application provided a response to the Flood Prone Areas Code from Hydrodynamica which finds that the performance criteria is complied with as follows:

a) Modest reshaping of the site ensures that the 1% AEP climate change storm events have a very limited impact on the subdivision site. Surface water, which is expected over significant proportions of the catchment in this extreme event, is shallow, safe, and



tolerable.

b) No specific hazard reduction measures are required, other than finished floor levels (FFLs) of future dwellings on Lots 7 and 8 being to be a minimum 150mm above the finished surface level (FSL).

Planner's comment: The National Construction Code requires flood levels of dwellings to be a minimum of 150mm above finished surface level. A condition on the planning permit is not required.

Performance Criteria P1.2:

a) The subdivision, when fully developed, will contribute to modest flooding of unmade East Street. As per Figures 8 and 9 the resultant flooding is safe, and will not be present for extended periods. No impacts are predicted on the rail line.

b) The evidence provided in this report shows a tolerable risk is present and maintained for the life of the development.

The proposed development is therefore acceptable under C12.6.1 P1.1 and P1.2.

C12.7 Development Standards for Subdivision

C12.7.1 Subdivision within a flood-prone hazard area

Objective:	That subdivision within a flood-prone hazard area does not create an opportunity for use or development that cannot achieve a tolerable risk from flood.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must:</p> <p>(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area;</p> <p>(b) be for the creation of separate lots for existing buildings;</p> <p>(c) be required for public use by the Crown, a council or a State authority; or</p> <p>(d) be required for the provision of Utilities.</p>	<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must not create an opportunity for use or development that cannot achieve a tolerable risk from flood, having regard to:</p> <p>(a) any increase in risk from flood for adjacent land;</p> <p>(b) the level of risk to use or development arising from an increased reliance on public infrastructure;</p> <p>(c) the need to minimise future remediation works;</p> <p>(d) any loss or substantial compromise by flood of access to the lot, on or off site;</p> <p>(e) the need to locate building areas outside the flood-prone hazard area;</p> <p>(f) any advice from a State authority, regulated entity or a council; and</p> <p>(g) the advice contained in a flood hazard report.</p>
<p>Comment: The application provided a response to the Flood Prone Areas Code from Hydrodynamica which finds that the performance criteria is complied with as follows:</p> <p>a) 1% AEP climate change flooding on the adjacent unmade road increases, however this is contained within the road easement and has a safe H1 Hazard Vulnerability Classification. This is a tolerable risk and there is no increased risk to private property or to the rail line.</p> <p>b) As per P1 a).</p> <p>c) There is no need for future remediation works, however it is understood NMC have plans to improve the existing open drain, which will help reduce the flood footprint.</p> <p>e) No need for buildings to be located outside flood-prone hazard area. Dwellings on Lots 7 and 8 to have FFLs a minimum 150mm above FSL.</p>	

C13.0 Bushfire-Prone Areas Code

C13.1 Code Purpose

The purpose of the Bushfire-Prone Areas Code is:

C13.1.1 To ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.

C13.2 Application of this Code

C13.2.1 This code applies to:

- (a) subdivision of land that is located within, or partially within, a bushfire-prone area; and
- (b) a use, on land that is located within, or partially within, a bushfire-prone area, that is a vulnerable use or hazardous use.

C13.3 Definition of Terms

C13.3.1 In this code, unless the contrary intention appears:

Term	Definition
accredited person	means as defined in the Act.



Term	Definition
bushfire attack level (BAL)	means the bushfire attack level as defined in <i>Australian Standard AS3959:2018 Construction of buildings in bushfire-prone areas</i> as 'a means of measuring the severity of a building's potential exposure to ember attack, radiant heat and direct flame contact, using increments of radiant heat expressed in kilowatts per metre squared, and the basis for establishing the requirements for construction to improve protection of building elements from attack by bushfire'.
bushfire hazard management plan	means as defined in the Act.
bushfire protection measures	means the measures that might be used to reduce the risk of bushfire attack and the threat to life and property in the event of bushfire.
bushfire-prone area	means: (a) land shown on an overlay map in the relevant Local Provisions Schedule, as within a bushfire-prone area; or (b) where there is no overlay map in the relevant Local Provisions Schedule, land that is within 100m of an area of bushfire-prone vegetation equal to or greater than 1ha.
bushfire-prone vegetation	means contiguous vegetation including grasses and shrubs but not including maintained lawns, parks and gardens, nature strips, plant nurseries, golf courses, vineyards, orchards or vegetation on land that is used for horticultural purposes.
carriageway	means the section of road formation which is used by traffic, and includes all the area of the traffic lane pavement together with the formed shoulders.
contiguous	means separated by less than 20m.
emergency management strategy (hazardous use)	means a strategy that provides for mitigation measures to achieve and maintain a level of tolerable risk that is specifically developed to address the characteristics, nature and scale of the use considering: (a) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; and (b) available fire protection measures to: (i) prevent the hazardous use from contributing to the spread or intensification of bushfire; (ii) limit the potential for bushfire to be ignited on the site; (iii) prevent exposure of people and the environment to the hazardous chemicals, explosives or emissions as a consequence of bushfire; and (iv) reduce risk to emergency service personnel.
emergency management strategy (vulnerable use)	means a strategy that provides for mitigation measures to achieve and maintain a level of tolerable risk that is specifically developed to address the characteristics, nature and scale of the use considering: (a) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; (b) the ability of occupants of the vulnerable use to: (i) protect themselves and defend property from bushfire attack; (ii) evacuate in an emergency; and (iii) understand and respond to instructions in the event of a bushfire; and (c) any bushfire protection measures available to reduce risk to emergency service personnel.
fire fighting water point	means the point where a fire appliance is able to connect to a water supply for fire fighting purposes. This includes a coupling in the case of a fire hydrant, offtake or outlet, or the minimum water level in the case of a static water supply.
fire hydrant	means as described in <i>Australian Standard AS2419.1-2005 Fire hydrant installations, Part 1: System design, installation and commissioning</i> .
hardstand	means as described in <i>Australian Standard AS 2419.1-2005 Fire hydrant installations, Part1: System design, installation and commissioning</i> .
hazard management area	means the area, between a habitable building or building area and bushfire-prone vegetation, which provides access to a fire front for fire fighting, which is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of a bushfire.



Term	Definition
hazardous use	means a use where: (a) hazardous chemicals of a manifest quantity are stored on a site; or (b) explosives are stored on a site and where classified as an explosives location or large explosives location as specified in the <i>Explosives Act 2012</i> .
hose lay	means the distance between two points established by a fire hose laid out on the ground, inclusive of obstructions.
property access	means the carriageway which provides vehicular access from the carriageway of a road onto land, measured along the centre line of the carriageway, from the edge of the road carriageway to the nearest point of the building area.
static water supply	means water stored in a tank, swimming pool, dam, or lake, that is available for fire fighting purposes at all times.
TFS	means Tasmania Fire Service.
vulnerable use	means a use that is within one or more of the following use classes: (a) Custodial Facility; (b) Education and Occasional Care; (c) Hospital Services; (d) Residential if the use is for assisted housing, residential care facility, respite centre or retirement village.
water corporation	means the corporation within the meaning of the <i>Water and Sewerage Corporation Act 2012</i> .

C13.4 Use or Development Exempt from this Code

C13.4.1 The following use or development is exempt from this code:

- (a) any use or development that the TFS or an accredited person, having regard to the objective of all applicable standards in this code, certifies there is an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures; and
- (b) adjustment of a boundary in accordance with clause 7.3 of this planning scheme.

C13.6 Development Standards for Subdivision

C13.6.1 Provision of hazard management areas

Objective:	That subdivision provides for hazard management areas that: (a) facilitate an integrated approach between subdivision and subsequent building on a lot; (b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and (c) provide protection for lots at any stage of a staged subdivision.
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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or</p> <p>(b) The proposed plan of subdivision:</p> <ul style="list-style-type: none"> (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision; (ii) shows the building area for each lot; (iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.6 of <i>Australian Standard AS3959:2018 Construction of buildings in bushfire-prone areas</i>; and (iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than the separation distances required for BAL 19 in Table 2.6 of <i>Australian Standard AS3959:2018 Construction of buildings in bushfire-prone Areas</i>; and 	<p>P1</p> <p>A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire-prone area, having regard to:</p> <ul style="list-style-type: none"> (a) the dimensions of hazard management areas; (b) a bushfire risk assessment of each lot at any stage of staged subdivision; (c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; (d) the topography, including site slope; (e) any other potential forms of fuel and ignition sources; (f) separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent



<p>(c) if hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.</p>	<p>development; (g) an instrument that will facilitate management of fuels located on land external to the subdivision; and (h) any advice from the TFS.</p>
<p>Comment: Complies. <i>The Bushfire Hazard Report advises: Performance criteria is relied upon due to relying on Colorbond fencing to increase the potential build area.</i></p> <p><i>a) An adequate hazard management area has been provided for lots along the southern and eastern sides. Each lot is required to maintain the entire lot as a hazard management area.</i></p> <p><i>b) The subdivision will not be staged.</i></p> <p><i>c) The bushfire prone vegetation is grassland. Its fuel load, structure and flammability is considered low.</i></p> <p><i>d) The bushfire prone vegetation is on land with no slope. It is level/upslope from the site.</i></p> <p><i>e) There are no other identified forms of fuel and ignition sources.</i></p> <p><i>f) The separation distances do not restrict subsequent development.</i></p> <p><i>g) There is no need to have a part 5 agreement or easement on land external to the subdivision.</i></p> <p><i>The TFS has reviewed the proposal.</i></p>	

C13.6.2 Public and fire fighting access

<p>Objective:</p>	<p>That access roads to, and the layout of roads, tracks and trails, in a subdivision:</p> <ul style="list-style-type: none"> (a) allow safe access and egress for residents, fire fighters and emergency service personnel; (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack, and for hazard management works to be undertaken; (c) are designed and constructed to allow for fire appliances to be manoeuvred; (d) provide access to water supplies for fire appliances; and (e) are designed to allow connectivity, and where needed, offering multiple evacuation points.
<p>Acceptable Solutions</p> <p>A1</p> <ul style="list-style-type: none"> (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or (b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas, is included in a bushfire hazard management plan that: <ul style="list-style-type: none"> (i) demonstrates proposed roads will comply with Table C13.1, proposed property accesses will comply with Table C13.2 and proposed fire trails will comply with Table C13.3 and (ii) is certified by the TFS or an accredited person. 	<p>Performance Criteria</p> <p>P1</p> <p>A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to:</p> <ul style="list-style-type: none"> (a) appropriate design measures, including: <ul style="list-style-type: none"> (i) two way traffic; (ii) all weather surfaces; (iii) height and width of any vegetation clearances; (iv) load capacity; (v) provision of passing bays; (vi) traffic control devices; (vii) geometry, alignment and slope of roads, tracks and trails; (viii) use of through roads to provide for connectivity; (ix) limits on the length of cul-de- sacs and dead-end roads; (x) provision of turning areas; (xi) provision for parking areas; (xii) perimeter access; and (xiii) fire trails; and (b) the provision of access to: <ul style="list-style-type: none"> (i) bushfire-prone vegetation to permit the undertaking of hazard management works; and (ii) fire fighting water supplies; and (c) any advice from the TFS.
<p>Comment: The cul-de-sacs are proposing a 9m outer radius head, rather than the 12m outer radius head as required by table. The planning authority discretion is required as the proposal cannot be certified by a Bushfire Hazard Practitioner as compliant with P1. The Bushfire Hazard Report advises:</p> <p><i>a) The cul-de-sac head will be constructed in accordance with LGAT Standard drawings, having a radius of 9m. The acceptable solution</i></p>	



requires a radius of 12m for cul-de-sacs within a bushfire prone area.

- i. The road provides for two way traffic, including access for fire vehicles in a bushfire event.
- ii. The road will be sealed as per LGAT standards. The road will be suitable for use in all weather conditions.
- iii. There is no vegetation above the road. The road has a horizontal separation to any potential grassland threat to the south of minimum 30m to the east. There is an additional threat to the south, approximately 30m from the eastern cul-de-sac.
- iv. The road has an appropriate load capacity to facilitate fire vehicles in a bushfire event.
- v. Passing is achievable given the width of the road (5.5m) and road reserve (14m).
- vi. There are no recommended traffic control devices as part of the subdivision.
- vii. The cul-de-sac head is level, and on a flat surface. The bushfire threat is on flat land in this part of the adjoining site.
- viii. The road is a cul-de-sac road and is within an urban area.
- ix. The cul-de-sac has a length of approximately 80m. It is considered there is ample opportunity for vehicles to exit to the north in a bushfire event.
- x. Turning area is provided. There are numerous access strips in the end of the proposed road, allowing for a three-point turn if required.
- xi. Parking areas at the end of the cul-de-sac will be limited due to the number access strips in this part. No standing signage has been recommended for both the eastern and western end of the cul de sac.
- xii. Perimeter access is provided to the east on the crown road reservation, however given the nature of the bushfire vegetation, is not seen as a requirement. The surrounding land to the north, west and generally south has been developed.
- xiii. There are no proposed fire trails, the road reserve to the east could provide vehicular access should it be required.

b) The TFS can access the bushfire prone vegetation on the surrounding lots should a bushfire event occur.

c) The application has been referred to TFS for comment who have confirmed they are satisfied with the reduced sized cul-de-sac.

The bushfire threat in this area is assessed as generally low. The lots will be cleared in their entirety to provide for residential development. The entire lot will be treated as a bushfire hazard management area. The development is within an established urban environment. The requirements to provide a cul-de-sac with 12m radius would be out of character with this area, and not considered warranted given the level of threat. The risk is considered low based on the site characteristics and nature of the area.

The Planning & Assessment Officer, Bushfire Risk Unit, TFS, advised "We support the variation to reduce the size of the cul-de-sac turning heads. We don't think that the variation will significantly impact firefighter safety or operations. We note that the report recommends no standing signage in the eastern cul-de-sac and no parking signage in carriageways less than 7m wide. We would also like to see the signage requirements for the cul-de-sac included in section 7 as well.

Table C13.1: Standards for Roads

Element		Requirement
A.	Roads.	Unless the development standards in the zone require a higher standard, the following apply: <ol style="list-style-type: none"> (a) two-wheel drive, all-weather construction; (b) load capacity of at least 20 tonnes, including for bridges and culverts; (c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 2m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; (h) curves have a minimum inner radius of 10m; (i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7m in width; (j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and (k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with <i>Australian Standard AS1743:2018 Road signs-Specifications</i>.

Table C13.2: Standards for Property Access

Element		Requirement
A.	Property access length is less than 30m; or access is not required for a fire appliance to access a fire fighting water point.	There are no specified design and construction requirements.
B.	Property access length is 30m or greater; or access is	The following design and construction requirements apply to property access: <ol style="list-style-type: none"> (a) all-weather construction;



Element		Requirement
	required for a fire appliance to a fire fighting water point.	(b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width of 4m; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 0.5m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) dips less than 7 degrees (1:8 or 12.5%) entry and exit angle; (h) curves with a minimum inner radius of 10m; (i) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and (j) terminate with a turning area for fire appliances provided by one of the following: (i) a turning circle with a minimum outer radius of 10m; or (ii) a property access encircling the building; or (iii) a hammerhead "T" or "Y" turning head 4m wide and 8m long.
C.	Property access length is 200m or greater.	The following design and construction requirements apply to property access: (a) the requirements for B above; and (b) passing bays of 2m additional carriageway width and 20m length provided every 200m.
D.	Property access length is greater than 30m, and access is provided to 3 or more properties.	The following design and construction requirements apply to property access: (a) complies with requirements for B above; and (b) passing bays of 2m additional carriageway width and 20m length must be provided every 100m.

Table C13.3: Standards for Fire Trails

Element		Requirement
A.	All fire trails.	The following design and construction requirements apply: (a) all-weather, 4-wheel drive construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width of 4m; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 2m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) dips less than 7 degrees (1:8 or 12.5%) entry and exit angle; (h) curves with a minimum inner radius of 10m; (i) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed fire trails, and 10 degrees (1:5.5 or 18%) for unsealed fire trails; (j) gates if installed at fire trail entry, have a minimum width of 3.6m, and if locked, keys are provided to TFS; and (k) terminate with a turning area for fire appliances provided by one of the following: (i) a turning circle with a minimum outer radius of 10m; or (ii) a hammerhead "T" or "Y" turning head 4m wide and 8m long.
B.	Fire trail length is 200m or greater.	The following design and construction requirements apply: (a) the requirements for A above; and (b) passing bays of 2m additional carriageway width and 20m length provided every 200m.

C13.6.3 Provision of water supply for fire fighting purposes

Objective:	That an adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage to allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.	
Acceptable Solutions		Performance Criteria
A1 In areas serviced with reticulated water by the water corporation: (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes; (b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant		P1 No Performance Criterion.



with Table C13.4; or (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.	
Comment: Complies with A1 (b).	
A2 In areas that are not serviced by reticulated water by the water corporation: (a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes; (b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table C13.5; or (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.	P2 No Performance Criterion.
Comment: N/a	

Table C13.4: Reticulated Water Supply for Fire Fighting

Element		Requirement
A.	Distance between building area to be protected and water supply.	The following requirements apply: (a) the building area to be protected must be located within 120m of a fire hydrant; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Design criteria for fire hydrants.	The following requirements apply: (a) fire hydrant system must be designed and constructed in accordance with <i>TasWater Supplement to Water Supply Code of Australia, WSA 03-2011-3.1 MRWA 2nd edition</i> ; and (b) fire hydrants are not installed in parking areas.
C.	Hardstand.	A hardstand area for fire appliances must be provided: (a) no more than 3m from the hydrant, measured as a hose lay; (b) no closer than 6m from the building area to be protected; (c) with a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.

Table C13.5: Static Water Supply for Fire Fighting

Element		Requirement
A.	Distance between building area to be protected and water supply.	The following requirements apply: (a) the building area to be protected must be located within 90m of the fire fighting water point of a static water supply; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Static Water Supplies.	The static water supply: (a) may have a remotely located offtake connected to the static water supply; (b) may be a supply for combined use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times; (c) must be a minimum of 10,000L per building area to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems; (d) must be metal, concrete or lagged by non-combustible materials if above ground; and (e) if a tank can be located so it is shielded in all directions in compliance with Section 3.5 of <i>Australian Standard AS3959:2018 Construction of buildings in bushfire-prone areas</i> , the tank may be constructed of any material provided that the lowest 400mm of the tank exterior is protected by: (i) metal; (ii) non-combustible material; or



Element		Requirement
		(iii) fibre-cement a minimum of 6mm thickness.
C.	Fittings, pipework and accessories (including stands and tank supports).	Fittings and pipework associated with a fire fighting water point for a static water supply must: <ul style="list-style-type: none"> (a) have a minimum nominal internal diameter of 50mm; (b) be fitted with a valve with a minimum nominal internal diameter of 50mm; (c) be metal or lagged by non-combustible materials if above ground; (d) if buried, have a minimum depth of 300mm; (e) provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to fire fighting equipment; (f) ensure the coupling is accessible and available for connection at all times; (g) ensure the coupling is fitted with a blank cap and securing chain (minimum 220mm length); (h) ensure underground tanks have either an opening at the top of not less than 250mm diameter or a coupling compliant with this Table; and (i) if a remote offtake is installed, ensure the offtake is in a position that is: <ul style="list-style-type: none"> (i) visible; (ii) accessible to allow connection by fire fighting equipment; (iii) at a working height of 450 – 600mm above ground level; and (iv) protected from possible damage, including damage by vehicles.
D.	Signage for static water connections.	The fire fighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must comply with: <ul style="list-style-type: none"> (a) water tank signage requirements of <i>Australian Standard AS 2304:2019 Water storage tanks for fire protection systems</i>; or (b) <i>Water Supply Signage Guideline, version 1.0</i>, Tasmania Fire Service, February 2017.
E.	Hardstand.	A hardstand area for fire appliances must be: <ul style="list-style-type: none"> (a) no more than 3m from the firefighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like); (b) no closer than 6m from the building area to be protected; (c) a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.

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, see assessment below
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	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



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

NOR-S2.0 Campbell Town Specific Area Plan

NOR-S2.1 Plan Purpose

The purpose of the Campbell Town Specific Area Plan is:

NOR-S2.1.1 To provide for residential use and development that is compatible with the existing rural township character.

NOR-S2.1.2 To encourage use and development that promotes a vibrant main street and high quality public open space conducive for visitor stop overs.

NOR-S2.1.3 To encourage the provision of visitor accommodation and community facilities that support annual events and promotes Campbell Town as a meeting centre.

NOR-S2.1.4 To provide for road transport and recreational vehicle parking.

NOR-S2.1.5 To provide for the subdivision of key development sites and provide for appropriately located public open space.

NOR-S2.1.6 To encourage subdivision that provides for large lots and minimises internal lots.

NOR-S2.1.7 That as part of any new subdivision new trees are provided to increase the township's tree canopy cover.

NOR-S2.2 Application of this Plan

NOR-S2.2.1 The specific area plan applies to the area of land designated as NOR-S2.0 Campbell Town Specific Area Plan on the overlay maps and Figure NOR-S2.2.1.

NOR-S2.2.2 Precinct Plan NOR-S2.2.2 applies to the area of land designated as William Street Development Precinct Masterplan in Figure NOR-S2.2.2.

NOR-S2.2.3 Precinct Plan NOR-S2.2.3 applies to the area of land designated as Franklin and Bedford Streets Development Precinct Masterplan in Figure NOR-S2.2.3

NOR-S2.2.4 In the area of land this plan applies to, the provisions of the specific area plan are in substitution for, and in addition to the provisions of:

- (a) General Residential Zone;
- (b) Low Density Residential Zone;
- (c) Open Space Zone; and
- (d) Local Historic Heritage Code, as specified in the relevant provision.

NOR-S2.3 Local Area Objectives

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

NOR-S2.4 Definition of Terms

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

NOR-S2.5 Use Table

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

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If for a single dwelling.
Utilities	If for minor utilities.
Permitted	
Residential	If for a home based business.
Visitor Accommodation	
Discretionary	
Business and Professional Services	If for a consulting room, medical centre, veterinary centre, child health clinic or for the provision of residential support services.
Community Meeting and Entertainment	If for a place of worship, art and craft centre or public hall.
Educational and Occasional Care	If not for a tertiary institution.
Emergency Services	
Food Services	If not for a take away food premises with a drive through facility.
General Retail and Hire	If for a local shop.



Sports and Recreation	If for a fitness centre, gymnasium, public swimming pool or sports ground.
Utilities	If not listed as No Permit Required.
Prohibited	
All other uses	

NOR-S2.6 Use Standards

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

NOR-S2.8 Development Standards for Subdivision

NOR-S2.8.1 Lot design in development precincts

This clause is in addition to General Residential Zone – clause 8.6.1 Lot design, Low Density Residential Zone – clause 10.6.1 Lot design, Open Space Zone – clause 29.5.1 Lot design, and in substitution for Local Historic Heritage Code clause C6.10.2 Lot design for a Local Heritage Precinct or a Local Historic Landscape Precinct.

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.
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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be in accordance with the applicable lot layout shown in the precinct masterplans in Figures NOR- S2.2.2 and NOR-S2.2.3.</p>	<p>P1</p> <p>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:</p> <ul style="list-style-type: none"> (a) lot layout shown in the applicable precinct masterplans in Figures NOR-S2.2.2 and NOR- S2.2.3; (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: The masterplan shows 10 lots with areas of 641m², 680m², 689m², 707m², 758m², 780m², 871m², 1114m², 1715m², and 1863m².

The proposed subdivision has 15 lots with areas of:

Lot 1	674m ²	Lot 6	600m ²	Lot 11	608m ²
Lot 2	739m ²	Lot 7	606m ²	Lot 12	769m ²
Lot 3	651m ²	Lot 8	606m ²	Lot 13	736m ²
Lot 4	690m ²	Lot 9	600m ²	Lot 14	629m ²
Lot 5	667m ²	Lot 10	1168m ²	Lot 15	633m ²

The proposal does not comply with A1. Must be assessed against 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-S2.2.2 and NOR- S2.2.3;*
Comment: Although the proposed lot sizes are smaller than the masterplan, resulting in 15 rather than 10 lots, the lot layout is consistent with the masterplan.
- (b) *the road network as north south grid;*
Comment: The new road accessing the cul-de-sacs runs generally north-south and is consistent with the masterplan.
- (c) *fronting new lots onto existing roads where possible;*
Comment: Given that the site is an internal lot it is not possible to front new lots onto existing roads.
- (d) *minimising cul-de-sacs;*
Comment: The application proposes cul-de-sacs consistent with the masterplan.
- (e) *the provision of public open spaces that facilitate pedestrian loops around the town;*
Comment: Two pedestrian footpaths are proposed, consistent with the masterplan.
- (f) *creating connections between new and existing public open spaces;*
Comment: Two pedestrian footpaths are proposed, consistent with the masterplan.



(g) *creating road frontages around public open spaces;*
Comment: Each pedestrian footpath has road frontage, consistent with the masterplan.

(h) *using public open spaces for stormwater detention;*
Comment: One of the footpaths will have a stormwater main, but detention has not been required.

(i) *the relevant requirements for development of buildings on the lots;*
Comment: Single dwellings can be developed in accordance with the required setbacks of at least 4.5m from a frontage and 1.5m from a side or rear boundary.

(j) *the intended location of buildings on the lots;*
Comment: the application has not advised of the intended location of buildings on the lots, but single dwellings can be developed in accordance with the required setbacks of at least 4.5m from a frontage and 1.5m from a side or rear boundary.

(k) *the pattern of development existing on established properties within the area.*
Comment: The proposal is for two cul-de-sacs with lots ranging in size from 600m² to 1168m². There is a cul-de-sac at nearby Elizabeth Court which is in the area surrounding 7A William Street. The residential lots in Elizabeth Court range in size from 662m² to 990m². The proposal is for 15 lots with areas of:

Lot 1	674m ²	Lot 6	600m ²	Lot 11	608m ²
Lot 2	739m ²	Lot 7	606m ²	Lot 12	769m ²
Lot 3	651m ²	Lot 8	606m ²	Lot 13	736m ²
Lot 4	690m ²	Lot 9	600m ²	Lot 14	629m ²
Lot 5	667m ²	Lot 10	1168m ²	Lot 15	633m ²

It is considered that the proposed subdivision, with lots substantially smaller than the residential lots in Elizabeth Court and the wider area, is not consistent with the existing pattern of residential development in the surrounding area.

NOR-S2.8.2 Lot design

This clause is in substitution for General Residential Zone – clause 8.6.1 Lot design.

Objective:	That each lot: <ul style="list-style-type: none"> (a) has an area and dimensions appropriate for the use and development; (b) is provided with appropriate access to a road; (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 (d) is oriented to provide solar access for future dwellings.
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 600m² 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; or (b) be required for public use by the Crown, a council or a State authority; or (c) be required for the provisions 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 within the area.
Comment: Complies with A1.	

NOR-S2.8.3 Internal lots

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

Objective:	That subdivision layout of land outside the precinct masterplans in Figures NOR-S2.2.2 and NOR-S2.2.3: <ul style="list-style-type: none"> (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> <ul style="list-style-type: none"> (a) consistency with existing patterns of residential development of the surrounding area; (b) the lot gaining access from a road existing prior to the planning scheme coming into effect; (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: One internal lot, lot 10, is proposed. It must be assessed against P1.</p> <p>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> <ul style="list-style-type: none"> (a) <i>consistency with existing patterns of residential development of the surrounding area;</i> Comment: There is a cul-de-sac at nearby Elizabeth Court which is in the area surrounding 7A Wiliam Street. This cul-de-sac does not contain internal lots. It is considered that the proposed internal lot, lot 10, is not consistent with the existing pattern of residential development of the surrounding area. (b) <i>the lot gaining access from a road existing prior to the planning scheme coming into effect;</i> Comment: Lot 10 does not gain access from a road existing prior to the planning scheme coming into effect. (c) <i>site constraints making an internal lot configuration the only reasonable option to efficiently use the land;</i> Comment: There are no site constraints making an internal lot configuration the only reasonable option to efficiently use the land. The masterplan shows a larger lot that is not an internal lot. (d) <i>the lot contributing to the more efficient use of residential land and infrastructure;</i> Comment: Given the requirement of the bushfire report for no parking in the cul-de-sac, the internal lot contributes to less efficient use of the road . (e) <i>the amenity of adjacent lots not being unreasonably affected by subsequent development and use;</i> Comment: the size of the lot (1168m2) is such that the amenity of adjacent lots is not likely to be unreasonably affected by subsequent development and use (f) <i>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;</i> Comment: Access strip is 6m wide. (g) <i>passing bays being provided at appropriate distances to service the likely future use of the lot;</i> Comment: The access strip width allows for passing bays if required. (h) <i>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> Comment: the access strip is not adjacent to or combined with other internal lot access strips. (i) <i>the lot addressing and providing for passive surveillance of public open space and public rights of way if it fronts such public spaces;</i> Comment: Not applicable. (j) <i>the relevant requirements for development of buildings on the lots;</i> 	



	<p>Comment: Future buildings could comply with the relevant requirements on the lot.</p>
(k)	<p>the intended location of buildings on the lots;</p> <p>Comment: The application has not submitted intended location of buildings on the lot.</p>
(l)	<p>the topography of the site;</p> <p>Comment: The topography is generally flat.</p>
(m)	<p>the presence of any natural hazards;</p> <p>Comment: The Bushfire Prone Areas Code and Flood Prone Areas Code have been considered in this report in relation to the lot.</p>
(n)	<p>adequate provision of private open space; and</p> <p>Comment: The lot has sufficient area for private open space.</p>
(o)	<p>the pattern of development existing on established properties in the area.</p> <p>Comment: There is a cul-de-sac at nearby Elizabeth Court which is in the area surrounding 7A William Street. This cul-de-sac does not contain internal lots. It is considered that the proposed internal lot, lot 10, is not consistent with the existing pattern of residential development of the surrounding area.</p>

NOR-S2.8.4 Roads

This clause is in substitution for General Residential Zone – clause 8.6.2 Roads and Low Density Residential Zone – clause 10.6.2 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; (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
A1	P1	
The subdivision includes no new roads.	<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; (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. 	
Comment: The subdivision creates a new road.		Comment: The application provided a Traffic Impact Assessment from Traffic and Civil Services demonstrating compliance with P1.
A2	P2	
<p>Where the subdivision plan includes one or more new roads, street trees must be provided within the road reserve:</p> <p>at intervals of not less than 10m measured between the centre of each trunk; or</p> <p>at intervals not less than the canopy diameter of the tree species at maturity; and</p> <p>in locations where sight distances to vehicle access points are compliant with the following:</p> <p>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</p> <p>in the case of commercial vehicle accesses, Australian Standard AS 2890.2:2002, Parking facilities Part 2: Off-street commercial vehicle facilities.</p>	No Performance Criterion.	
Comment: Condition required for street trees in		

accordance with A2.

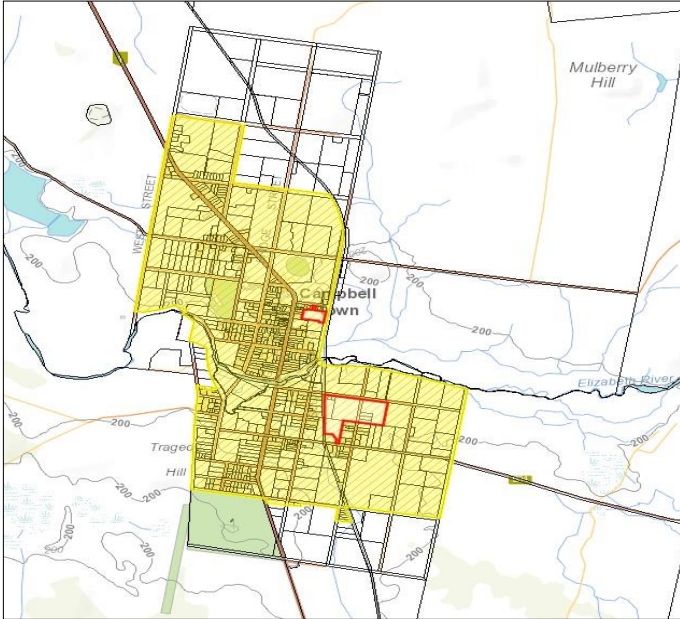
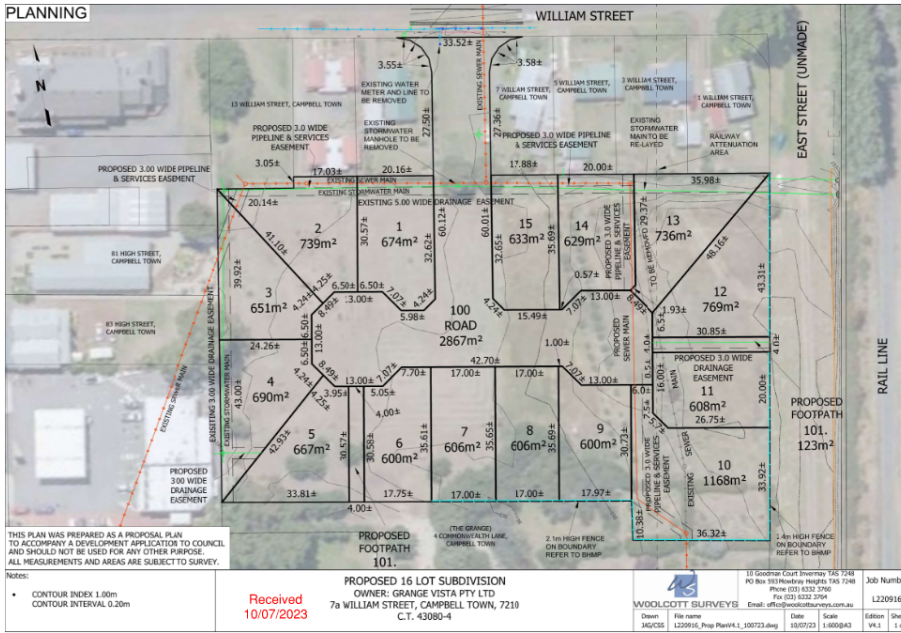


Figure NOR-S2.2.1 Campbell Town Specific Area Plan shown in light yellow as required by clause NOR-S2.2.1, with precinct development masterplan locations outlined in red



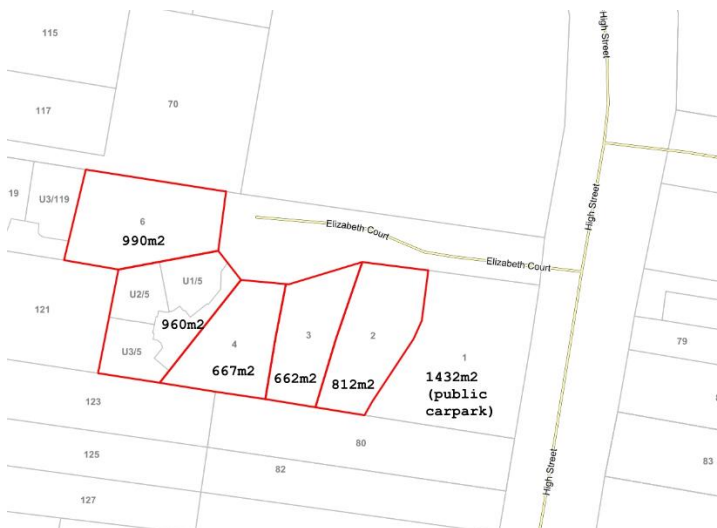
Figure NOR-S2.2.2 William Street Development Precinct Masterplan (outlined in black) as required by clause NOR-S2.2.2, clause NOR-S2.8.1 A1 and P1, and clause NOR-S2.8.3



^Proposed subdivision



^ Elizabeth Court in relation to subject site



^Elizabeth Court lot sizes

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 2 representations (attached) were received from:

- K Smith-Harvey & L Harvey, 81 High St, Campbell Town
- L Chivers, 9 William St, Campbell Town

Map showing location of representors properties (outlined in red) in relation to subject site (highlighted in red)



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

K Smith-Harvey & L Harvey, 81 High St, Campbell Town

- Their art gallery was designed with a ‘wall of glass’ to enhance customers’ view, which will be impacted by the proposed development by having to look at 15 houses and will result in devaluation of their property.

Planner’s comment:

Clause 6.10 of the planning scheme gives the matters to be taken in to consideration in determining an application. Loss of view and devaluation of property are not matters listed for consideration.

- Increase in the number of lots from the original masterplan, does not meet the objective ‘Retains the rural township character’

Planner’s comment:

The proposal is for two cul-de-sacs with lots ranging in size from 600m² to 1168m². There is a cul-de-sac at nearby Elizabeth Court which is in the area surrounding 7A William Street. The residential lots in Elizabeth Court range in size from 662m² to 990m². The proposal is for 15 lots with areas of:

Lot 1	674m ²	Lot 6	600m ²	Lot 11	608m ²
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Lot 2	739m2	Lot 7	606m2	Lot 12	769m2
Lot 3	651m2	Lot 8	606m2	Lot 13	736m2
Lot 4	690m2	Lot 9	600m2	Lot 14	629m2
Lot 5	667m2	Lot 10	1168m2	Lot 15	633m2

It is considered that the proposed subdivision, with lots substantially smaller than the residential lots in Elizabeth Court and the wider area, is not consistent with the existing pattern of residential development in the surrounding area, contrary to clause NOR-S2.8.1 P1 (k) of the planning scheme.

L Chivers, 9 William Street, Campbell Town

- Home is situated on the corner of the new road. There will be an increase in traffic noise and pedestrian activity. The 'no parking' restrictions in the cul-de-sac required by the bushfire report may lead to more on street parking around house.

Planner's comment:

The traffic impact assessment has found that, "It is estimated that the proposal will contribute up to 135 vehicles per day to William Street. Though this is a significant increase on the estimated AADT of 70 vehicles per day (2023), the total traffic volume is very low and will have a very minor impact on operation of the road".

It is recommended that the developer install a fence adjoining the new road for privacy with 7 and 9 William Street.

It is recommended that the new road be widened to 7.2m to allow for parking on one side.

Issue 3

- Increase in lots (15) from masterplan (10) does not meet the objective "Retains the rural township character"

Planner's comment:

As for representation above.

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

4.11 Public Open Space

Council's Public Open Space Policy States:

Public Open Space shall be taken in accordance with this policy on land zoned general residential, general industrial, light industrial, commercial, local business, general business, low density residential, rural living and village.

- 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.)

Comment: The proposal is to create 15 residential lots, meaning that the public open space payment shall be \$1,400 x 14.

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.

Comment: The footpath lots are zoned Open Space and therefore not subject to the Public Open Space policy. Therefore the public open space rate shall be 5% of the subject land less one residential lot, less the footpath lots.

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 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?		<input type="checkbox"/>
	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		<input type="checkbox"/>



	reasonable access to both sides;		
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 <u>section 10 of the <i>Local Government (Highways) Act 1982</i></u> 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"/>

6 FINANCIAL IMPLICATIONS TO COUNCIL

Assessment of the application is within budget allocations.

7 OPTIONS

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



8 DISCUSSION

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

Discretion to refuse the application is limited to:

- Road and Railway Assets Code C3.5.1 P1 Traffic generation at a new junction
- Road and Railway Assets Code C3.7.1 P1 Subdivision for sensitive uses within a railway attenuation area
- Local Historic Heritage Code C6.7.1P1 Demolition within a local heritage precinct (fences, trees)
- Natural Assets Code C7.7.2 P1.2 Subdivision within a priority vegetation area
- Flood-Prone Areas Code C12.6.1 P1.1 & P1.2 Buildings and works within a flood-prone hazard area
- Flood-Prone Areas Code C12.7.1 P1 Subdivision within a flood-prone hazard area
- Bushfire prone Areas Code C13.6.1 P1 Provision of hazard management areas (colorbond fences to increase the potential build area)
- Bushfire prone Areas Code C13.6.2 P1 Public and firefighting access (cul-de-sacs smaller than 12m radius)
- Campbell Town Specific Area Plan NOR-S2.8.1 Lot design in development precincts (not in accordance with lot layout shown in masterplan)
- Campbell Town Specific Area Plan NOR-S2.8.3 Internal lots (Lot 10)
- Campbell Town Specific Area Plan Clause 10.6.2 Roads (construction of new road).

Other than as discussed below, the proposal is found to comply with the performance criteria

- Campbell Town Specific Area Plan NOR-S2.8.1 Lot design in development precincts (not in accordance with lot layout shown in masterplan)

The proposal is for two cul-de-sacs with lots ranging in size from 600m² to 1168m². There is a cul-de-sac at nearby Elizabeth Court which is in the area surrounding 7A William Street. The residential lots in Elizabeth Court range in size from 662m² to 990m². The proposal is for 15 lots with areas of:

Lot 1	674m ²	Lot 6	600m ²	Lot 11	608m ²
Lot 2	739m ²	Lot 7	606m ²	Lot 12	769m ²
Lot 3	651m ²	Lot 8	606m ²	Lot 13	736m ²
Lot 4	690m ²	Lot 9	600m ²	Lot 14	629m ²
Lot 5	667m ²	Lot 10	1168m ²	Lot 15	633m ²

It is considered that the proposed subdivision, with lots substantially smaller than the residential lots in Elizabeth Court and the wider area, is not consistent with the pattern of development existing on established properties within area, contrary to clause NOR-S2.8.1 P1 (k) of the planning scheme.

- Campbell Town Specific Area Plan NOR-S2.8.3 Internal lots (Lot 10)

There is a cul-de-sac at nearby Elizabeth Court which is in the area surrounding 7A William Street. This cul-de-sac does not contain internal lots. It is considered that the proposed internal lot, lot 10, is not consistent with the existing pattern of residential development of the surrounding area.

For the reasons given above it is recommended that the application be refused.

9 ATTACHMENTS

1. Proposal Page [11.1.1 - 1 page]
2. Planning Supporting Report, Woolcott Surveys, 10 July 2023 [11.1.2 - 15 pages]
3. Annexure 1 - Folio Plan-43080-4 [11.1.3 - 1 page]
4. Annexure 2 - Proposal Plan V 4.1 [11.1.4 - 1 page]
5. Annexure 3 - Civil Works and Services Plan, rare. 17 July 2023 [11.1.5 - 21 pages]
6. Annexure 4 - Traffic Impact Assessment, TC S, April 2023 [11.1.6 - 48 pages]
7. Annexure 5 - Bushfire Hazard Report - Woolcott Surveys, 2 April 2023 [11.1.7 - 42 pages]



8. Annexure 6 - Railway Noise Assessment Rev 1 - Pitt& Sherry - 5 April 2023 [**11.1.8** - 3 pages]
9. Tas Water SPAN Request for Additional Information DA 2023 00730- NMC [**11.1.9** - 2 pages]
10. Flood Prone Area Code Response - Hydrodynamica - 14 July 2023 [**11.1.10** - 11 pages]
11. PL N-23-0085 public exhibition documents [**11.1.11** - 144 pages]
12. Tas Networks response [**11.1.12** - 2 pages]
13. Tas Rail Objection 187 June 2023 [**11.1.13** - 2 pages]
14. Heritage referral PL N-23-0085 - 7 A William Street William St East St Campbell Town [**11.1.14** - 17 pages]
15. Tas Water SPAN 17 July 2023 [**11.1.15** - 4 pages]
16. WI referral response PL N-23-0085 7 A William Street Campbell Town [**11.1.16** - 3 pages]
17. Representation - K Smith- Harvey [**11.1.17** - 2 pages]
18. Representation - L Chivers [**11.1.18** - 1 page]
19. 3. Representation- Tas Rail [**11.1.19** - 2 pages]



11.2 PLN23-0106: 106-116 BRIDGE STREET, CAMPBELL TOWN - CLASSROOM, OUTBUILDINGS, SPORTS COURT AND RELOCATE CRICKET NETS

File: 300600.6, PLN23-0106
Responsible Officer: Maree Bricknell, Acting General Manager
Report prepared by: Rebecca Green, Consultant Planner

RECOMMENDATION

That application PLN-23-0106 to develop and use the land at 106-116 Bridge Street, Campbell Town for a New Classroom & Associated Outbuilding, Sports Court & Relocation of Cricket Nets (27.4.3 Fencing) 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 HBV Architects, Drawing No: 2220, Sheet No's: 00-03, Dated: 1st June 2023); and P5-P6 (RFI Response Plans showing title boundaries and fencing, HBV Architects, Dated: 23 June 2023); and P7-P15 (Civil Services Plans, JMG, Project No: 220833LO, Sheet No's: C00-C08, Rev: P1, Dated: 24/08/2023); and P16-P20 (Hydraulic Services Plans, JMG, Project No: 220833LO, Sheet No's: H01-H05, Rev: 2 (H01, H03, H05), Rev: 3 (H02 & H04), Dated: 24.08.23); and D1 (Planning Scheme Response to 27.4.3, Received: 24/6/23).

2 TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2023/00845-NMC) – attached at Appendix A.

1 INTRODUCTION

This report assesses an application to develop and use a new classroom & associated outbuilding, sports court and relocation of cricket nets at 106-116 Bridge Street, Campbell Town

2 BACKGROUND

Applicant:

HBV Architects

Zone:

27.0 Community Purpose

Classification under the Scheme:

Educational and occasional care

Deemed Approval Date:

28 September 2023

Owner:

Department Of Education

Codes:

C2.0 Parking and Sustainable Transport Code
NOR-S2.0 Campbell Town Specific Area Plan

Existing Use:

Educational and occasional care

Recommendation:

Approve

Discretionary Aspects of the Application:

- 27.4.3 P1 - Fencing within 4.5m of a frontage in the Community Purpose Zone

Planning Instrument:

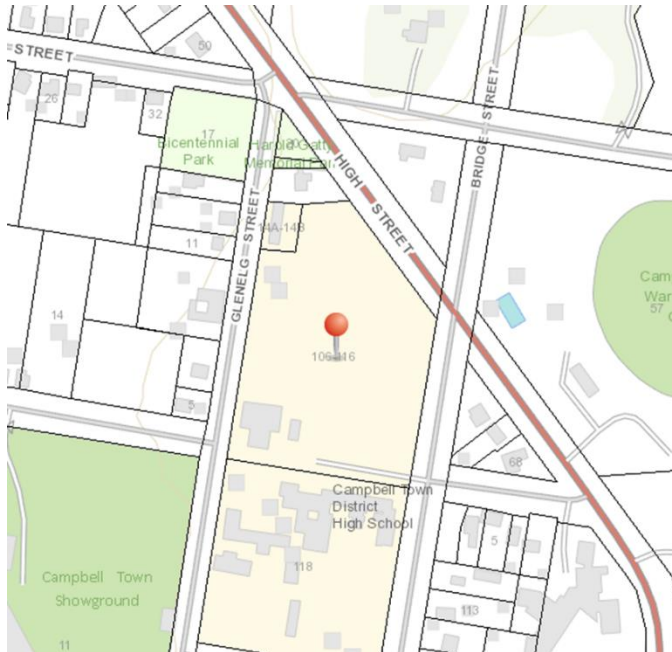
- *Tasmanian Planning Scheme – Northern Midlands, Version: 5, effective 9th November 2022.*



Preliminary Discussion:

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

Subject Site



3 STATUTORY REQUIREMENTS

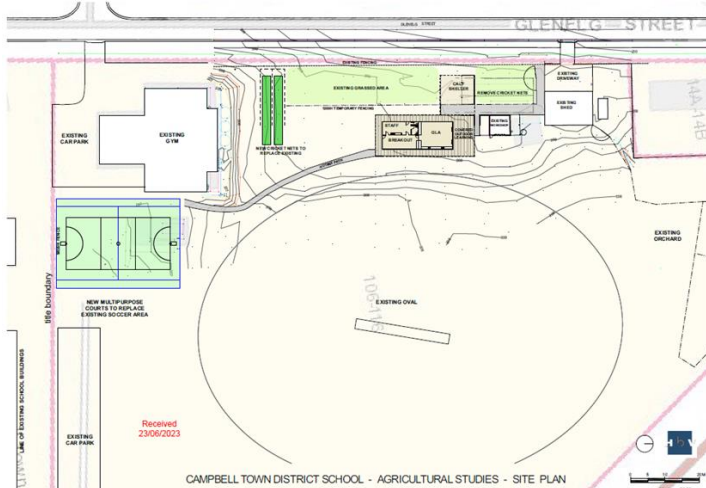
The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application). Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 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

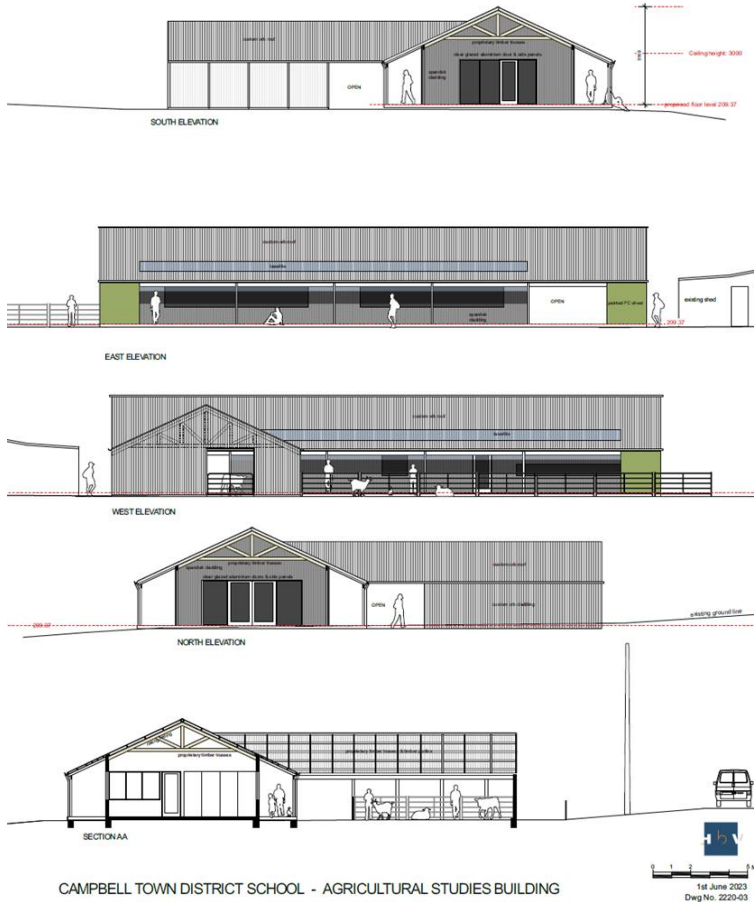
It is proposed to develop and use a new classroom & associated outbuilding, sports court and relocate cricket nets.

Site Plan (extract)



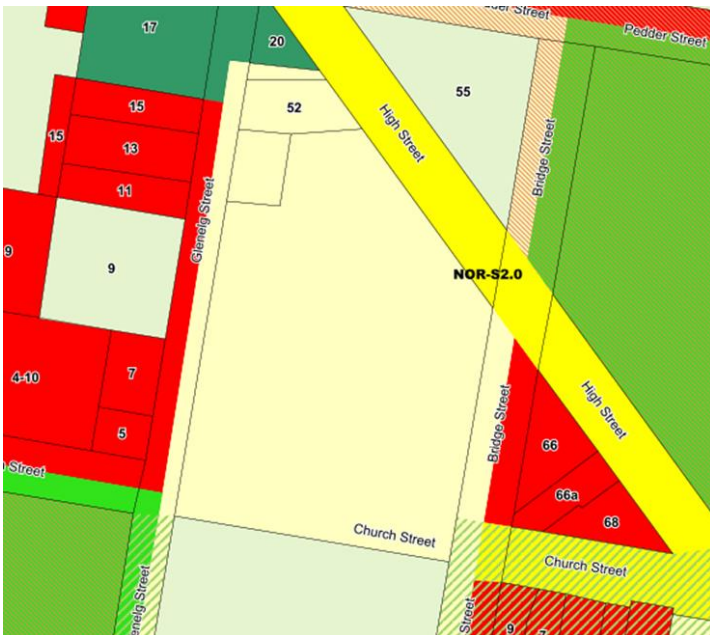


Elevations



4.2 Zone and Land Use

Zone Map – 27.0 Community Purpose



The land is zoned 27.0 Community Purpose, and is within the Campbell Town Specific Area Plan.

The relevant Planning Scheme definition is:

Educational and Means use of land for educational or short-term care purposes. Examples include a childcare centre,



Occasional Care	day respite centre, employment training centre, kindergarten, primary school, secondary school and tertiary institution.
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Educational and occasional care is Permitted in the zone.

4.3 Subject Site and Locality

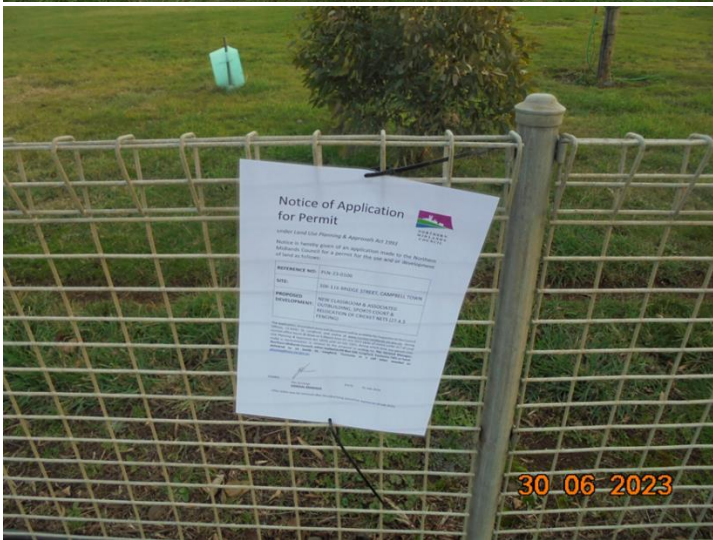
A site inspection was undertaken on 30th June 2023. The site is part of the Campbell Town District High School and accommodates agricultural buildings and sports ground.

Aerial photograph of area



Photographs of subject site







4.4 Permit/Site History

Relevant permit history includes:

- P17-241 – Trade Waste Upgrade
- PLN20-0073 - Shed

4.5 Referrals

Council's Works Department

Council's Works & Infrastructure Department (Jonathan Galbraith) reported on 30/6/23 and advised that the department has no comment to make on this application.

TasWater

TasWater issued a Submission to Planning Authority Notice on 31/08/2023 (TasWater Ref: TWDA 2023/00845-NMC).

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

Educational and Occasional Care is a Permitted (with permit) use.

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

No change to existing hours of operation.

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

No changes to existing lighting hours of operation.

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.

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:

- (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.

Comment

Not applicable.

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

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



<p>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>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.
<p>Comment Not applicable.</p>	

<p>27.4 Development Standards for Buildings and Works 27.4.1 Building height</p>	
<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. 	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<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; (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 Complies with A1.</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. 	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 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>P1 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 Complies with A1.</p>	
<p>A2 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, whichever is the greater. 	<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:</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 properties; or (c) Visual impacts caused by the apparent scale, bulk or proportions of the



	building when viewed from the adjoining property.
Comment	
Complies with A2.	
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.	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.
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.	

27.4.3 Fencing	
Objective: That fencing: (a) is compatible with the streetscape; and (b) provides for passive surveillance.	
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	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.
Comment	
The proposed cricket net fencing is to be located within 4.5m (1.2m from the existing steel fence and a further 2.5m from the boundary) of the frontage with Glenelg Street. The 3-metre high chain-link fence is for the purpose of the cricket training only and therefore for sporting activities associated with the existing school. The existing cricket nets which will be replaced are in similar location on Glenelg Street in terms of proximity to the frontage but parallel to the street rather than perpendicular and therefore compatible with the existing streetscape. The proposed fencing will not be for the entirety of the frontage (7 metre) and on a relatively flat location of the site. The fencing will not affect the existing traffic volumes on Glenelg Street and will assist in preventing cricket balls from entering the road. Performance criteria P1 met.	

27.4.4 Outdoor storage areas	
Objective: That outdoor storage areas for do not detract from the appearance of the site or surrounding area.	
Acceptable Solutions	Performance Criteria
A1 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.	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 with A1. The storage of all material and equipment associated with the proposal will be stored in areas not visible from any road or public open space adjoining the site.	

27.5 Development Standards for Subdivision
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	Not applicable.
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 – exempt as development less than 854.4m AHD.

C2.0 Parking and Sustainable Transport Code		
Comment		
Whilst the Parking and Sustainable Transport Code applies to all use and development, as this application will not result in an increase in the volume of traffic accessing the site, nor will it increase the number of parking spaces required, it is considered that further assessment for the purpose of this report is not necessary.		

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	No provisions apply to the proposal, as multiple dwellings and subdivision only are considered in the Specific Areas Plan.
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	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
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 1 representation (attached) was received from:

- David and Irene Heath, 9 Glenelg Street, Campbell Town

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

Issue 1

- Glenelg Street is extremely narrow, livestock/feed trucks will block access whilst they deliver.

Planner's comment:

The existing use of the site for Educational and Occasional Care Use purpose will not change. The proposed development will not result in any additional requirements or an increase in parking or additional parking that require further consideration under the Planning Scheme. Whilst traffic congestion and safety are a concern raised, this relates to the existing situation and the proposed development only relies on one performance criteria, which relates to the proximity of the cricket net fencing to the frontage. This concern does not relate to the discretion sought.

Issue 2

- The noise and odour from the sheep/calves will disturb our guests and us.

Planner's comment:

The agricultural studies component of the development application is appurtenant to the existing use of the site, Educational and Occasional Care use, the use being permitted in the zone. The calf shelter is appurtenant to the Agricultural Studies building proposed. The only discretion relates to the fencing of the cricket nets and therefore no further consideration of the concern is necessary as the concern does not relate to the discretion and has no merit in regard to the discretionary aspect of the application.

Issue 3

- Guests staying at the premise owned by the representors will have their view impacted when they view the structure to be built.

Planner's comment:

The proposed structures meet all applicable acceptable solutions and therefore must be approved. The council has no discretion in consideration of the proposed structures. The only discretion relates to the fencing of the cricket nets.

Issue 4

- The structure will seriously devalue our property.

Planner's comment:

Property valuation is not a relevant consideration of the planning scheme, and therefore there is no further consideration of this matter required.

Issue 5

- View from the Midland Highway will be of a Colorbond structure.

Planner's comment:

As detailed above, the proposed structures meet all applicable acceptable solutions and therefore must be approved. The council has no discretion in consideration of the proposed structures.

Issue 6

- What is the Traffic Management plan considering the dangerous intersection of Glenelg Street, Pedder Street and the Midland Highway.

Planner's comment:

As detailed above, the existing use of the site for Educational and Occasional Care Use purposes will not change. The proposed development will not result in any additional requirements or an increase in parking or additional parking that require further consideration under the Planning Scheme. Whilst traffic congestion and safety are a concern raised, this relates to the existing situation and the proposed development only relies on one performance criterion, which relates to the proximity of the cricket net fencing to the frontage. This concern does not relate to the discretion sought.



Whilst the representor has raised generally a number of concerns, none relates directly to the single discretion sought, the proximity of the cricket net fencing to the frontage. The concerns relate to other matters that the Planning Authority do not have discretion to consider as part of this application.

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:

- 27.4.3 P1 - Fencing within 4.5m of a frontage in the Community Purpose Zone

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 used and developed in accordance with the proposal plans.

8 ATTACHMENTS

1. Pages from Planning Form [11.2.1 - 1 page]
2. Premium Property Report-6201022 [11.2.2 - 5 pages]
3. Owner Permission Letter - Campbell Town District High - Agricultural upgrade [11.2.3 - 1 page]
4. Attachment 2 - Do E Instrument of Delegation- Director Facility Services and Capital Works Manager - [11.2.4 - 2 pages]
5. Campbell Town Ag Cricket Nets [11.2.5 - 1 page]
6. Plan [11.2.6 - 1 page]
7. Site Plan [11.2.7 - 1 page]
8. Campbell Town Ag Site Plan 2 [11.2.8 - 1 page]
9. RESPONSE TO PERFORMANCE CRITERIA [11.2.9 - 1 page]
10. Elevations & Section [11.2.10 - 1 page]
11. Elevations [11.2.11 - 1 page]
12. Additional Information Request - PL N-23-0106 - 106-116 Bridge Street, Campbell Town [11.2.12 - 1 page]
13. Tas Water SPAN Request for Additional Information - DA 202300845- NMC - 106-116 BRIDGE S T, CAMPBELL [11.2.13 - 2 pages]
14. Infrastructure Plan - TWDA 2023 00845- NMC - 106-116 BRIDGE ST CAMPBELL TOWN [11.2.14 - 1 page]
15. 220833 L O- CIVI L[P 1] [11.2.15 - 9 pages]
16. 220833 L O- H Rev P 1 [11.2.16 - 5 pages]
17. Tas Water Submission to Planning Authority Notice - Conditions - DA 202300845- NMC - 106-116 BRIDGE [11.2.17 - 2 pages]
18. 1. Representation - D & I Heath [11.2.18 - 3 pages]



11.3 PLN22-0253: SHED - 3 HUGHES COURT, WESTERN JUNCTION

File: 202270.03; PLN22-0253
Responsible Officer: Maree Bricknell, Acting General Manager
Report prepared by: Rebecca Green, Consultant Planner

RECOMMENDATION

That land at 3 Hughes Court, Western Junction be approved to be developed and used for a Storage Shed in accordance with application PLN-22-0253, and subject to the following conditions:

1 Layout not altered

The use and development shall be in accordance with the endorsed plans numbered P1 – P11 (Plans prepared by Engineering Plus, Drawing No: 27722, Sheet No's: cover page, A01-A03, A05-A11, Rev: C, Dated: 08.08.23); and P12 (Shed Plan and Elevations, The Shed Company Launceston, Drawing No: RAYHEAL2202014-7, Dated: 23/08/22); and D1 (Traffic Impact Statement, Traffic & Civil Services, Dated: 9th August 2023); and D2 (Stormwater Detention Modelling Investigation, IPD Consulting, Ref: 2188, Dated: 11th April 2023).

2 Council's Works Department conditions

2.1 Stormwater

- a) Each building 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.
- 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 a "stormwater detention system 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.

2.2 Access

- a) An industrial standard concrete driveway crossover and apron must be constructed from the edge of the road to the property boundary in accordance with Council standard drawings TSD R09 and TSD- R16.
- b) Access works must not commence until an application for vehicular crossing has been approved by Council.

2.3 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 the Council prior to commencement of any in situ works.

2.4 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.

2.5 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.

2.6 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.

2.7 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 shall be provided in accordance with TasWater's Planning Authority Notice (reference number TWDA 2023/01079-NMC) – Attached at Appendix A.

4 Car Parking

- a) Prior to the commencement of use, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be provided to the satisfaction of the General Manager including:
 - Delineation of each car space and all access lanes by line-marking or raised pavement markers.
- b) Parking spaces constructed and designated for use by persons with disabilities must be in accordance with Australian Standards AS/NZ 2890.6 2009 and located closest to the main entry point to the building.

5 Landscaping

A minimum of 10% of site area must be landscaped, together with all plantings and an automated watering system, and shall be completed within three months of commencement of use and then maintained for the duration of the use.

In accordance with council policy, a bond of 1.5 times the cost of the planting component of landscape works must be provided prior to the issue of a building permit and will be refunded if the landscape works are completed within the timeframe mentioned in this permit. The bond shall not be taken in lieu of these works. If works are not completed within the specified time frame, the bond may be applied to ensure compliance.

Replacement plantings shall be undertaken as appropriate to maintain landscaping consistent with the endorsed plan.

6 Lighting

External lighting must be hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.

7 Required prior to the application for a building permit

Prior to the application for a building permit, the applicant shall:

- Provision of design plans for underground stormwater drainage (as per condition 2.1);
- Pay \$1000 works damages bond (as per condition 2.6);



- Pay a landscaping bond (as per condition 5).

8 Required prior to the commencement of the development works

Prior to the commencement of the development works:

- Provide silt fences and cut off drains (as per condition 2.5).

9 Prior to commencement of use

Prior to the commencement of use the following must be completed:

- Certification provided by a suitably qualified person confirming that the stormwater detention system has been installed in accordance with approved plans (as per condition 2.1);
- Provide an 'Operation and Maintenance Manual' for the stormwater detention system (as per condition 2.1);
- Carparking & access lanes (as per condition 4).

10 Within three months of commencement of use

Within three months of the commencement of use the following must be completed:

- Landscaping (as per condition 5).

Notes:

Launceston Airport

External lighting must be hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.

- a) Due to the proximity to the prescribed airspace surfaces (OLS) for Launceston Airport, any plant or equipment that extends to a height greater than the building development, during construction or operation, must be referred to Launceston Airport. Written approval must be received prior to use. Approval from CASA and Airservices Australia may be required, this process may take 12 weeks or longer to obtain.
- b) Landscaping, certain planting, standing water and waste have the potential to attract wildlife which can increase the risk of wildlife transiting across aircraft flight paths. In relation to the proposed landscaping, the proponent must contact the Launceston Airport Operations Department and discuss options for reducing the risk associated with aircraft bird strikes.

1 INTRODUCTION

This report assesses an application for 3 Hughes Court, Western Junction to construct a Storage Shed.

2 BACKGROUND

Applicant:

Engineering Plus

Zone:

19.0 General Industrial

Owner:

Gillam Investments Pty Ltd

Codes:

C2.0 Parking and Sustainable Transport Code
C3.0 Road and Railway Assets Code
C16.0 Safeguarding of Airports Codes
NOR-S1.0 Translink Specific Area Plan – Area 2

Classification under the Scheme:

Storage

Existing Use:

Vacant

Deemed Approval Date:

22 September 2023

Recommendation:

Approve

Discretionary Aspects of the Application:

- C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction P1;
- NOR-S1.7.3 Materials and presentation P1; and



- NOR-S1.7.8 Stormwater P1.

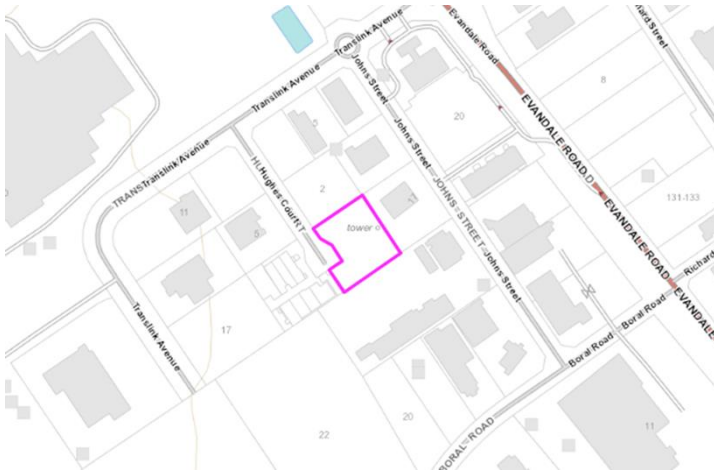
Planning Instrument:

- *Tasmanian Planning Scheme – Northern Midlands, Version 4, 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.

4 ASSESSMENT

4.1 Proposal

It is proposed to construct a storage shed.

Site Plan

Proposed Application Information

Site Area	4483.20m ²
Site Covered Area	1603.00m ²
Landscaping Area	711.44m ²
No of Stages	1
Working Hours	8:00am - 4:00pm
Parking Provision	1 x 4.5m x 9m
Current Class	Use Class 2 - 90° 5400 x 2000 - Area - 5800 in Accordance with AS 2983.1
Accommodate Parking Bay	2000x4500 (Shared Bay 2000x5400 in accordance with AS 2983.1)
Delivery Trucks	1 x 18Tonne
Other	Client to use half of the shed for personal use-storage while the other half for general use-storage use only.
No of Stages	1 - 18Tonne
	1 - Personal Storage

ISSUED FOR APPROVAL

Date Drawn	17/08/22
Drawn	C. Lee
C - REVISED	06/08/22 C.L.
E - REVISED	02/11/22 C.L.
A - ISSUED FOR APPROVAL	03/11/22 C.L.
ISSUED FOR APPROVAL	03/11/22 C.L.
Drawn	C. Lee

Client: GILLAM INVESTMENTS PTY LTD
 Project: PROPOSED SHED
 Address: 3 HUGHES COURT
 WESTERN JUNCTION TAS 7218
 Authorised Signatory: ENGINEERING PLUS
 Project No: 27722
 Drawing No: AD1
 Scale: 1:500



Elevations

Received
08/08/2023

Exhibited



North Elevation
SCALE: 1:200

South Elevation
SCALE: 1:200

SELECTED ALUMINIUM FINISHED WINDOWS: SEA VALUE 2 Point
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Rev	Description	Date	By	Appr
1	ISSUED FOR APPROVAL	17/08/22	C. Linn	
2	ISSUED FOR REVISION	17/08/22	C. Linn	
3	ISSUED FOR APPROVAL	08/08/23	C. Linn	
4	ISSUED FOR REVISION	08/08/23	C. Linn	
5	ISSUED FOR APPROVAL	08/08/23	C. Linn	

Received
08/08/2023

Exhibited



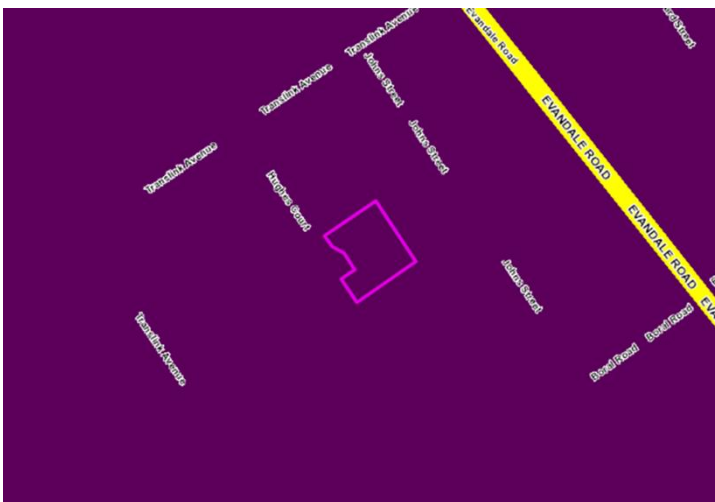
West Elevation
SCALE: 1:200

East Elevation
SCALE: 1:200

Rev	Description	Date	By	Appr
1	ISSUED FOR APPROVAL	17/08/22	C. Linn	
2	ISSUED FOR REVISION	17/08/22	C. Linn	
3	ISSUED FOR APPROVAL	08/08/23	C. Linn	
4	ISSUED FOR REVISION	08/08/23	C. Linn	
5	ISSUED FOR APPROVAL	08/08/23	C. Linn	

4.2 Zone and Land Use

Zone Map – 19.0 General Industrial



The land is zoned 19.0 General Industrial, and is within the NOR-S1.0 Translink Specific Area Plan (Area 2), and the Airport obstacle limitation area. The application is subject to the Parking and Sustainable Transport Code, and the Road and Railway Assets Code.



The relevant Planning Scheme definition is:

Storage	<i>use of land for storage or wholesale of goods, and may incorporate distribution. Examples include boat and caravan storage, self storage, contractors yard, freezing and cool storage, liquid fuel depot, solid fuel depot, vehicle storage, warehouse and woodyard.</i>
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Storage is Permitted in the Zone, and in Area 2 of the Translink SAP.

4.3 Subject Site and Locality

A site inspection was carried out on 21/04/2023.

The site is generally flat and covered by grass. A significant portion of the site contains a detention basin, which is surrounded by a chain-link fence. The site also contains a communications tower.

Aerial photograph of area



Photographs of subject site





4.4 Permit/Site History

Relevant permit history includes:

- P11-196 – Telecommunications Facility

4.5 Referrals

<p>Council's Works Department Summary: Council's Works & Infrastructure Department (Jonathan Galbraith) reported on 20 April 2023 and their recommended conditions are included in the conditions of approval.</p>
<p>TasWater Summary: A TasWater Submission to Planning Authority Notice was issued on 16/08/2023 (TasWater Ref: TWDA 2023/01079-NMC).</p>
<p>Launceston Airport At the time of writing this report, the Launceston Airport had not provided comment. Standard notes/conditions will be placed upon any approval.</p>

4.6 Planning Scheme Assessment

GENERAL INDUSTRIAL ZONE
ZONE PURPOSE
<p><i>To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on adjacent uses.</i></p> <p><i>To provide for use or development that supports and does not adversely impact on industrial activity.</i></p>
<p>Assessment: The proposal meets the zone purpose.</p>
USE AND DEVELOPMENT STANDARDS

19.3 Use Standards

19.3.1 Discretionary uses

Objective:	That uses listed as Discretionary do not compromise the use or development of the land for industrial activities that may have impacts on adjacent uses.	
Acceptable Solutions	Performance Criteria	
A1 No Acceptable Solution.	P1 A use listed as Discretionary must not compromise the use or development of surrounding properties for industrial activities that may have impacts on adjacent uses, having regard to: (a) The characteristics of the site; (b) The size and scale of the proposed use; and (c) The functions of the industrial area.	
Under Clause NOR-S1.5.2 of the Translink Specific Area Plan, the provisions of Clause 19.2 of the TPS are substituted by those of NOR-S1.5.2	Not applicable.	

19.4 Development Standards for Buildings and Works

19.4.1 Building height

Objective:	To provide for a building height that: (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties.	
Acceptable Solutions	Performance Criteria	
A1 Building height must be not more than 20m.	P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: (a) the bulk and form of the building;	



	(b) separation from existing use on adjoining properties; and (c) any buffers created by natural or other features.
Not applicable, NOR-S1.7.1 in in substitution of this clause.	N/a

19.4.2 Setback

Objective:	That the building setback is appropriate for the site.	
Acceptable Solutions	Performance Criteria	
A1 Buildings must have a setback from a frontage of: (a) not less than 10m; (b) not less than existing buildings on the site; or (c) not more or less than the maximum or minimum setbacks of the buildings on adjoining properties.	P1 Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to: (a) the topography of the site; (b) the setback of buildings on adjacent properties; and (c) the safety of road users.	
Not applicable, NOR-S1.7.2 in in substitution of this clause.	N/A	

19.4.3 Landscaping

Objective:	That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.	
Acceptable Solutions	Performance Criteria	
A1 If a building is set back from a road, landscaping treatment must be provided along the frontage of the site: (a) To a depth of not less than 6m; or (b) Not less than the frontage of an existing building if it is a lesser distance.	P1 If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to: (a) The width of the setback; (b) The width of the frontage; (c) The topography of the site; (d) Existing vegetation on the site; (e) The location, type and growth of the proposed vegetation; and (f) Any relevant local area objectives contained within the relevant Local Provisions Schedule.	
Not applicable, NOR-S1.7.5 in in substitution of this clause.	N/A	

CODES		
E1.0	Signs Code	N/a
E2.0	Parking and Sustainable Transport Code	See code assessment.
E3.0	Road and Railway Assets Code	See code assessment.
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	See code assessment.

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

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 Table C2.1

C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.

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 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.

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.

Comment

Under Clause NOR-S1.6.6 of the Translink Specific Area Plan, the provisions of Clause C2.5.1 of the TPS are substituted by those of NOR-S1.6.6.

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

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



(b) Be no less than the number as specified in Table C2.1.	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. Bicycle parking spaces are not required for the Storage use class under Table C2.1.</p>	

C2.5.3 Motorcycle parking numbers	
Objective: That an 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:</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; (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>Comment Not applicable – no requirement.</p>	

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	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:</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 Complies with A1. The proposal includes a dedicated loading bay.</p>	

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
<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; 	<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>(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>(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</p> <p>The proposed parking areas will be made from new impervious seal. Stormwater can be drained to the public stormwater system via on site detention, resulting in the proposal meeting the acceptable solution.</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:</p> <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 <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> <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 Construction Code 2016.</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:</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>Comment</p> <p>Under Clause NOR-S1.7.9 of the Translink Specific Area Plan, the provisions of C2.6.2 of the TPS are substituted by those of NOR-S1.7.9</p>	

<p>C2.6.3 Number of accesses for vehicles</p>
<p>Objective: That:</p> <ul style="list-style-type: none"> (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
<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>The proposal complies with A1 (a), with one access provided.</p>	
<p>A2</p> <p>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</p> <p>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>	

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone
Not applicable.

C2.6.5 Pedestrian access						
Objective: That pedestrian access within parking areas will be provided in a safe and convenient manner.						
<table border="1"> <thead> <tr> <th>Acceptable Solutions</th> <th>Performance Criteria</th> </tr> </thead> <tbody> <tr> <td> <p>A1.1</p> <p>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>(i) a horizontal distance of 2.5m between the footpath and the access way or parking aisle; or</p> <p>(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</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> </td> <td> <p>P1</p> <p>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <p>(a) The characteristics of the site;</p> <p>(b) The nature of the use;</p> <p>(c) The number of parking spaces;</p> <p>(d) The frequency of vehicle movements;</p> <p>(e) The needs of persons with a disability;</p> <p>(f) The location and number of footpath crossings;</p> <p>(g) Vehicle and pedestrian traffic safety;</p> <p>(h) The location of any access ways or parking aisles; and</p> <p>(i) Any protective devices proposed for pedestrian safety.</p> </td> </tr> <tr> <td colspan="2"> <p>Comment</p> <p>A1.1 – not applicable, the use does not require 10 or more car parking spaces.</p> <p>A1.2 – Proposal complies.</p> </td> </tr> </tbody> </table>	Acceptable Solutions	Performance Criteria	<p>A1.1</p> <p>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>(i) a horizontal distance of 2.5m between the footpath and the access way or parking aisle; or</p> <p>(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</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> <p>(a) The characteristics of the site;</p> <p>(b) The nature of the use;</p> <p>(c) The number of parking spaces;</p> <p>(d) The frequency of vehicle movements;</p> <p>(e) The needs of persons with a disability;</p> <p>(f) The location and number of footpath crossings;</p> <p>(g) Vehicle and pedestrian traffic safety;</p> <p>(h) The location of any access ways or parking aisles; and</p> <p>(i) Any protective devices proposed for pedestrian safety.</p>	<p>Comment</p> <p>A1.1 – not applicable, the use does not require 10 or more car parking spaces.</p> <p>A1.2 – Proposal complies.</p>	
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<p>Comment</p> <p>A1.1 – not applicable, the use does not require 10 or more car parking spaces.</p> <p>A1.2 – Proposal complies.</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.				
<table border="1"> <thead> <tr> <th>Acceptable Solutions</th> <th>Performance Criteria</th> </tr> </thead> <tbody> <tr> <td> <p>A1</p> <p>The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities</i>, for the type of</p> </td> <td> <p>P1</p> <p>Loading bays must have an area and dimensions suitable for the use, having regard to:</p> <p>(a) The types of vehicles likely to use the site;</p> <p>(b) The nature of the use;</p> <p>(c) The frequency of loading and unloading;</p> </td> </tr> </tbody> </table>	Acceptable Solutions	Performance Criteria	<p>A1</p> <p>The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities</i>, for the type of</p>	<p>P1</p> <p>Loading bays must have an area and dimensions suitable for the use, having regard to:</p> <p>(a) The types of vehicles likely to use the site;</p> <p>(b) The nature of the use;</p> <p>(c) The frequency of loading and unloading;</p>
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vehicles likely to use the site.	<ul style="list-style-type: none"> (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>Comment Complies with A1.</p>	

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.

C3.0 Road and Railway Assets Code
C3.1 Code Purpose
The purpose of the Road and Railway Assets Code is: C3.1.1 To protect the safety and efficiency of the road and railway networks; and C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.
<p>Comment Complies with the Code Purpose.</p>

C3.5 Use Standards	
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
Objective: To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.	
Acceptable Solutions	Performance Criteria
<p>A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ul style="list-style-type: none"> (a) A new junction; (b) A new vehicle crossing; or (c) A new level crossing. <p>A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p>A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p>A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> (a) The amounts in Table C3.1; or (b) Allowed by a licence issued under Part IVA of the <i>Road and Jetties Act 1935</i> in respect to a limited access road. <p>A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	<p>P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</p> <ul style="list-style-type: none"> (a) Any increase in traffic caused by the use; (b) The nature of the traffic generated by the use; (c) The nature of the road; (d) The speed limit and traffic flow of the road; (e) Any alternative access to a road; (f) The need for the use; (g) Any traffic impact assessment; and (h) Any advice received from the rail or road authority.
<p>Comment A1.1 to A1.3 – Not applicable. A1.4 - Does not comply and relies on the performance criteria.</p>	



A1.5 Not applicable, not a major road.

The proposal does not disaffect operation of traffic on Hughes Court. The proposed driveway arrangement is assessed as safe. A Traffic Impact Statement accompanied the application, prepared by Traffic & Civil Services and demonstrates compliance with the performance criteria.

C3.6 Development Standards for Buildings or Works

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Not applicable.

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.

C16.5 Use Standards

C16.5.1 Sensitive use within an airport noise exposure area

Not applicable.

C16.6 Development Standards for Buildings and Works

C16.6.1 Buildings and works within an airport obstacle limitation area

Objective:

That buildings and works do not interfere with safe aircraft operations in the vicinity of an airport and on land within an airport obstacle limitation area.

Acceptable Solutions

Performance Criteria

A1

Buildings and works within an airport obstacle limitation area associated with a Commonwealth-leased airport that exceed the specified height limit shown on the airport obstacle limitation area overlay applicable for the site of the development must have approval from the relevant *Commonwealth department under the Airports Act 1996 (Commonwealth)*.

P1

No Performance Criterion.

Comment

Not applicable, the development will not exceed the specified height limit shown on the airport obstacle limitation overlay application for the site (211m AHD).

A2

No Acceptable Solution.

P2

Building and works within an airport obstacle limitation area associated with a non-Commonwealth-leased airport that exceed the specified height limit shown on the airport obstacle limitation area overlay applicable for the site of the development must not create an obstruction or hazard for the operation of aircraft, having regard to any advice from:

- (a) Airservices Australia;
- (b) The Civil Aviation Safety Authority; and
- (c) The airport operator.

Comment

Not applicable, the development will not exceed the specified height limit shown on the airport obstacle limitation overlay application for the site (211m 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	See assessment
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

NOR-S1.0 Translink Specific Area Plan

NOR-S1.1 Plan Purpose

The purpose of the Translink Specific Area Plan is:

NOR-S1.1.1 Provide for industrial and commercial uses and developments which serve the strategic needs of the Launceston and Northern Midlands region and the State, and which would derive a particular benefit from a location having proximity to Launceston Airport, access to the State's road and rail network or links to the port of Bell Bay.

NOR-S1.1.2 Cater primarily for storage, transport and industrial uses.

NOR-S1.1.3 Provide for a limited range of retail or other activity, which supports storage, transport and industrial uses.

NOR-S1.1.4 Provide for a limited range of retail or other activity, which can demonstrate that the location offers a particular strategic advantage.

NOR-S1.1.5 Provide an area within which business-support facilities for the Translink Industrial Zone and Airport operations can locate.

NOR-S1.1.6 Provide opportunities for the development of accommodation adjacent to and serving the Airport.

NOR-S1.1.7 Provide detailed guidance on use and development within the General Industrial Zone at Translink, particular to the unique characteristics of the area.

Comment

Complies with the Translink Specific Area Plan Purpose.

NOR-S1.6 Use Standards

NOR-S1.6.1 External lighting

Objective: That external lighting does not impact on the operational safety of the Launceston Airport.

Acceptable Solutions

A1

External lighting must be hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.

Performance Criteria

P1

No Performance Criterion.

Comment

Complies with A1, a condition will ensure compliance.

NOR-S1.6.2 Environmental quality

Objective: That development does not:

(a) Result in environmental harm to the local area; and

(b) Impact on the operational safety of the Launceston Airport.

Acceptable Solutions

A1

Emissions must not cause a hazard to the safe operation of Launceston Airport.

Performance Criteria

P1

No Performance Criterion.

Comment

Complies with the provisions of A1.

Emissions from the site, including light from external security lights, will not cause environmental harm to the local area, or impact on the operational safety of Launceston Airport.

A2

Emissions must not cause a hazard to the residents in the Devon Hills Low Density Residential Zone.

P2

No Performance Criterion.

Comment

Complies with the provisions of A2.

Emissions from the site, including light from external security lights, will not cause a hazard to the residents in the Devon Hills Low



Density Residential Zone.

NOR-S1.6.3 Residential use

Objective: That airport operations are not adversely affected by residential.

Acceptable Solutions

A1.1

Residential use must be incidental to another use on-site;
and

A1.2

Residential use must be incorporated into the main building;
and

A1.3

Development for residential use must meet *Australian Standard 2021-2000 "Acoustics – Aircraft Noise Intrusion – Building Siting and construction."*

Performance Criteria

P1

No Performance Criterion.

Comment

Not applicable.

NOR-S1.6.4 Liquid and solid fuel depot

Objective: That airport operations are not adversely affected by liquid and solid fuel depots.

Acceptable Solutions

A1

The applicant must provide advice that the relevant airport safety authority has determined that the use will not pose a threat to the safety and amenity of the airport.

Performance Criteria

P1

No Performance Criterion.

Comment

Not applicable.

NOR-S1.6.5 General retail and hire

Objective: That general retail and hire is of a scale suitable to the area.

Acceptable Solutions

A1

The floor area must not exceed 250m².

Performance Criteria

P1

No Performance Criterion.

Comment

Not applicable.

NOR-S1.6.6 Car Parking and numbers

Objective: That adequate on-site parking is provided.

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) 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

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



<p>(ii) required; or 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>(iii) $N = A + (C - B)$ N = Number of on-site car parking spaces required</p> <p>(iv) A = Number of existing on site car parking spaces</p> <p>(v) B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>(vi) C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>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, or</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>(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>P1.3 Within Area 5 (refer to Figure NOR-S1.2.1), the car parking requirement may be reduced where the discretion involves the protection of the heritage item or the recycling of heritage buildings for new uses and where Council deems that the car parking generated by the use and development can be effectively accommodated in some other way.</p>
<p>Comment Complies with A1 The application documents state that the site will include 3 employees for half of the proposed building, and the other half will be rented out for storage use. The total number of parking spaces requires is 5 based on the floor area. The proposal includes a total of 5 parking spaces, including four 4 standard parking spaces, and one 1 all abilities parking space.</p>	

<p>NOR-S1.7 Development Standards for Buildings and Works NOR-S1.7.1 Building Height</p>	
<p>Objective: That:</p> <p>(a) The design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting; and</p> <p>(b) The safety of Launceston Airport if protected.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Within Area 1 (refer to Figure NOR-S1.2.1), the maximum height of buildings and other works must not be more than 12m.</p>	<p>P1 The maximum building height must be appropriate to the site, having regard to:</p> <p>(a) The safety of Launceston Airport; and</p> <p>(b) The rural vistas viewed by users of Evandale Main Road.</p>
<p>Comment Not applicable.</p>	
<p>A2 Within Area 2 (refer to Figure NOR-S1.2.1), the maximum height of buildings and other works must not be more than 12m.</p>	<p>P2 The maximum building height must be appropriate to the site, having regard to:</p> <p>(a) The safety of Launceston Airport; and</p> <p>(b) The rural vistas viewed by users of Evandale Main Road.</p>
<p>Comment Complies with A2 as the proposed building has a height of 9.35m.</p>	
<p>A3 Within Area 3 (refer to Figure NOR-S1.2.1), the maximum height of buildings and other works must not be more than 12m.</p>	<p>P3 The maximum building height must be appropriate to the site, having regard to:</p> <p>(a) The safety of Launceston Airport; and</p> <p>(b) The rural vistas viewed by users of Evandale Main Road.</p>
<p>Comment Not applicable.</p>	
<p>A4 Within Area 4 (refer to Figure NOR-S1.2.1), the maximum height of buildings must not be more than 8m.</p>	<p>P4 The maximum building height must be appropriate to the site, having regard to:</p> <p>(a) The safety of Launceston Airport;</p> <p>(b) The heritage values of the Clairville historic site; and</p>



	(c) The amenity of the area as a tourist gateway to Launceston and Evandale historic township.
Comment Not applicable.	
A5 Within Area 5 (refer to Figure NOR-S1.2.1), the maximum height of buildings must not be more than 8m.	P5 The maximum building height must be appropriate to the site, having regard to: (a) The safety of Launceston Airport; (b) The heritage values of the Clairville historic site; and (c) The amenity of the area as a tourist gateway to Launceston and Evandale historic township.
Comment Not applicable.	
A6 Within Area 6 (refer to Figure NOR-S1.2.1), the maximum height of buildings must not be more than 8m.	P6 The maximum building height must be appropriate to the site, having regard to: (a) The safety of Launceston Airport; (b) The heritage values of the Clairville historic site; and (c) The amenity of the area as a tourist gateway to Launceston and Evandale historic township.
Comment Not applicable.	

NOR-S1.7.2 Setback	
Objective: That the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.	
Acceptable Solutions	Performance Criteria
A1 Within Area 1 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of: (a) 50m to the Evandale Main Road frontage; (b) 20m to the Distributor Road frontage; (c) 10m to an access road frontage; (d) 5m to the side boundary; and (e) 10m to the rear boundary.	P1 Within Area 1 (refer to Figure NOR-S1.2.1), building must be setback from side and rear boundaries to contribute to a park-like setting, having regard to: (a) The topography of the site; (b) The size, shape and orientation of the site; (c) The setback of existing buildings on the site and adjoining properties; (d) The bulk and form of the building; (e) Any existing screening or the ability to implement screening. (f) The operational requirements for the building; and (g) Access and manoeuvring for vehicles associated with the use.
Comment Not applicable.	
A2 Within Area 2 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of: (a) 30m to the Evandale Main Road frontage; (b) 20m to the Translink Avenue frontage; (c) 10m to an access road frontage; (d) 5m to the side boundary; and (e) 10m to the rear boundary.	P2 The Translink Avenue setback may be varied if buildings on adjacent properties are at setbacks less than 20m.
Comment Complies with A2. There is no frontage setback requirement specified in this Clause for the proposed development as Hughes Court is not an access road. The proposed building will have a northern (side) boundary setback of 5m, a southern (side) boundary setback of 43.8m, and an eastern (rear) boundary setback of 10m.	
A3 Within Area 3 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of: (a) 50m to the Evandale Main Road frontage; (b) 10m to an access road frontage;	P3 No Performance Criterion.



(c) 5m to the side boundary; and (d) 10m to the rear boundary.	
Comment Not applicable.	
A4 Within Area 4 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of: (a) 20m to the Evandale Main Road frontage; (b) 20m to the Distributor Road frontage; (c) 5m to the side boundary; and (d) 10m to the rear boundary.	P4 No Performance Criterion.
Comment Not applicable.	
A5 Within Area 5 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of: (a) 20m to the Evandale Main Road frontage; (b) 5m to the side boundary; and (c) 10m to the rear boundary.	P5 No Performance Criterion.
Comment Not applicable.	
A6 Within Area 6 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of: (a) 20m to the Evandale Main Road frontage; (b) 20m to the Distributor Road frontage; (c) 5m to the side boundary; and (d) 10m to the rear boundary.	P6 For corner sites, one setback may be varied having regard to any existing setbacks on surrounding properties.
Comment Not applicable.	

NOR-S1.7.3 Materials and presentation	
Objective: To: (a) Achieve a high quality of development by encouraging the use of a variety of architectural treatments, responding to the rural and landscaped setting and recognising the importance of the area as one of the tourist gateways to Launceston; and (b) Require a high standard of development recognising the prominent location of the zone adjacent to the Airport and that Evandale Main Road is a tourist route.	
Acceptable Solutions	Performance Criteria
A1 Within Areas 1, 2, 3 and 6 (refer to Figure NOR-S1.2.1), a variety of building forms must be used rather than single monolithic structures.	P1 The use of a variety of materials or other techniques to help reduce the interpreted scale of the building.
Comment Does not comply with A1. The proposed development uses a single form (there is no variation in the depth or height of facades, or roof lines) and as such requires assessment against the provisions of the performance Criteria. Complies with P1. The proposed development uses two building materials, including Colorbond Trimdek steel for the wall and roof cladding, with the exception of six (6) sections of wall that will be clad in James Hardie Axon fibre cement. As such, it is considered that the proposal complies with the provisions of P1.	
A2 Within Areas 1, 2, and 3 (refer to Figure NOR-S1.2.1), external walls and roof must be in face brickwork, form concrete panels, painted or rendered concrete blocks or cement composite sheets or metal clad with a patented pre-treated finish such as colorbond.	P2 No Performance Criterion.



Comment Complies with A2.	
A3 Within Areas 4, 5, and 6 (refer to Figure NOR-S1.2.1), construction must be of masonry and/or brick.	P3 The amenity and visual quality of the area are not adversely affected.
Comment Not applicable.	
A4 Within Areas 4, 5, and 6 (refer to Figure NOR-S1.2.1), developments must be designed and located to minimise visual impact from Evandale Main Road.	P4 No Performance Criterion.
Comment Not applicable.	
A5 Within Areas 4, 4, and 6 (refer to Figure NOR-S1.2.1), colours must be muted and in tones compatible with the rural and landscaped setting of the area.	P5 No Performance Criterion.
Comment Not applicable.	

NOR-S1.7.4 Site coverage	
Objective: That the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.	
Acceptable Solutions	Performance Criteria
A1 Site coverage for a lot within an area less than 1,500m ² must be: (a) Building and covered storage – maximum 50%; and (b) Landscaped area – minimum 10%.	P1 No Performance Criterion.
Comment Not applicable.	
A2 Site coverage for a lot with an area between 1,500m ² – 2,000m ² must be: (a) Buildings and covered storage – maximum 55%; and (b) Landscaped area – minimum 10%.	P2 No Performance Criterion.
Comment Not applicable.	
A3 Site coverage for a lot with an area greater than 2,000m ² and less than 5,000m ² must be: (a) Building and covered storage – maximum 60%; and (b) Landscaped area – minimum 10%.	P3 No Performance Criterion.
Comment Complies with A3. The proposal will have a total site coverage of 1000m ² , or 22.2%. The landscaped area is 711.45m ² or 15.82%.	
A4 Site coverage for a lot within an area 5,000m ² or greater must be: (a) Buildings and covered storage – maximum 65%; and (b) Landscaped area – minimum 10%.	P4 No Performance Criterion.
Comment Not applicable.	

NOR-S1.7.5 Open space and landscaping
Objective: That open space and landscaping form an integral part of developments to: (a) Facilitate the enhanced appearance of buildings and works; (b) Provide screening; (c) Separate activities; (d) Assist in the control of water run-off and erosion; (e) Contribute to a reduction in noise levels; and



(f) Define roads and provide opportunities for passive recreation.	
Acceptable Solutions	Performance Criteria
<p>A1 Within Area 1 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> (a) 20m from Evandale Main Road; (b) 7m from the Distributor Road; and (c) 3m from an access road. 	<p>P1 The specified depth of a landscaping area between the setback line and a road frontage may be reduced by up to 30%, having regard to:</p> <ul style="list-style-type: none"> (a) The creation and maintenance of vegetative screening of buildings and works that would otherwise be visible from the adjoining road; (b) The mature height, density, form, hardiness and suitability to the locality of plant species used for landscaping; (c) The height of mounding; (d) The height of buildings and the extent of works; (e) The effect on stormwater management; and (f) The contribution to achieving objectives (a)-(f) above.
<p>Comment Not applicable.</p>	
<p>A2 Within Area 2 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> (a) 10m from Evandale Main Road; (b) 7m from the Distributor Road; and (c) 3m from an access road. 	<p>P2 The setback from the Distributor Road may be varied if the setback on adjoining properties is at a setback less than 7m.</p>
<p>Comment Not applicable. Hughes Court is not an access road.</p>	
<p>A3 Within Area 3 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those area sealed for driveway access:</p> <ul style="list-style-type: none"> (a) 20m from Evandale Main Road; and (b) 3m from an access road. 	<p>P3 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A4 Within Area 4 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> (a) 10m from Evandale Main Road. 	<p>P4 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A5 Within Area 5 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> (a) 10m from Evandale Main Road. 	<p>P5 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A6 Within Area 6 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> (a) 10m from Evandale Main Road. 	<p>P6 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A7 Within Areas 1, 2, 3, 4, 5, 6 and 7 (refer to Figure NOR-S1.2.1), landscaping must:</p> <ul style="list-style-type: none"> (a) Be provided for development of vacant land or where landscaping has not previously been undertaken; and (b) Be provided with an automated watering system. 	<p>P7 No Performance Criterion.</p>
<p>Comment</p>	



Complies with acceptable solution. A condition will ensure compliance.	
<p>A8 Within Areas 1, 2, and 3 (refer to Figure NOR-S1.2.1), landscaping of sites adjacent to Evandale Main Road must incorporate mounding into the landscaping and must conform to a comprehensive landscape plan approved by Council.</p>	<p>P8 Landscaping provides effective screening of buildings and works from Evandale Main Road.</p>
<p>Comment Not applicable.</p>	

NOR-S1.7.6 Outdoor storage areas	
Objective: That the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.	
<p>Acceptable Solutions</p> <p>A1 Storage areas must be at the rear of buildings and/or where they are not visible from any public road. If site constraints or other circumstances exist, Council may require additional landscaping and/or mounding to screen outside storage areas.</p>	<p>Performance Criteria</p> <p>P1 If outside storage area require screening from adjacent roads, suggested methods of screening include a wall, landscaped earth mound or dense screen planting.</p>
<p>Comment Complies with acceptable solution. Storage area proposed between the main shed building and the southern boundary.</p>	
<p>A2.1 Outside storage area must be sealed and drained; or</p> <p>A2.2 Outside storage areas must be of compacted gravel and drained so that stormwater is discharged from the site in a manner that will not cause siltation or pollution of any stormwater detention or retention basins.</p>	<p>P2 No Performance Criterion.</p>
<p>Comment Complies with acceptable solution A2.2.</p>	

NOR-S1.7.7 Fencing	
Objective: That the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.	
<p>Acceptable Solutions</p> <p>A1.1 Security fencing must be located behind the front boundary landscaped area; or</p> <p>A1.2 Security fencing, including posts and gates, must be of dark colours.</p>	<p>Performance Criteria</p> <p>P1 No Performance Criterion.</p>
<p>Comment Complies with A1.2. The proposal will include a black, 2.1m high chain-link fence along the frontage boundary.</p>	

NOR-S1.7.8 Stormwater	
Objective: That full utility services are available to new development.	
<p>Acceptable Solutions</p> <p>A1 The flow rate of stormwater outside the boundaries of the title must be not greater than if the land was used for rural purposes. On-site detention devices must be incorporated in the development.</p>	<p>Performance Criteria</p> <p>P1 Stormwater may only be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any waterways, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</p> <ul style="list-style-type: none"> (a) The intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and (b) How the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the pre-development levels of the subdivision; and (c) Whether any on-site storage devices, retention basins or other Water Sensitive Urban



	<p>Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and</p> <p>(d) Overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.</p>
<p>Comment Stormwater plans submitted demonstrate compliance with the performance criteria. The stormwater discharge will not exceed pre-developed rates. Refer to memorandum provided by Glenn Allen.</p>	

<p>NOR-S1.7.9 Parking and internal circulation</p> <p>Objective: That on-site parking, loading/unloading areas and traffic circulation space are constructed to an appropriate standard, and that parking areas are designed and laid out to provide convenient, safe and efficient parking.</p>	
<p>Acceptable Solutions</p>	
<p>A1 Vehicles must be able to enter and exit the site in a forward direction.</p>	<p>Performance Criteria P1 No Performance Criterion.</p>
<p>Comment Complies with acceptable solution.</p>	
<p>A2 Access drives must have a minimum width of 3.6m for one-way traffic and 7m for two-way traffic.</p>	<p>P2 No Performance Criterion.</p>
<p>Comment Complies with acceptable solution.</p>	
<p>A3 Access drives, parking, manoeuvring, loading and unloading areas must be sealed and drained.</p>	<p>P3 Access drives, parking, manoeuvring, loading and unloading areas may be of compacted gravel providing that stormwater is discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any stormwater detention or retention basins, waterways, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</p> <ul style="list-style-type: none"> (a) The intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); (b) How the additional runoff and intensity of runoff that will be created by the development for a storm event of 1% Annual Exceedance Probability will be released at levels that are the same as those identified at the predevelopment levels; (c) Whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required for the development and the appropriateness of their location; and (d) Overland flow paths for overflows during extreme events both internally and externally for the development, so as to not cause a nuisance.
<p>Comment Complies with acceptable solution.</p>	

<p>NOR-S1.7.10 Buffer areas</p> <p>Objective: That industrial development does not adversely impact on the amenity of the Devon Hills residential area.</p>	
<p>Acceptable Solutions</p>	
<p>A1 Development of those sites closest to the Devon Hills residential area must incorporate a landscaped area along the rear boundary.</p>	<p>Performance Criteria P1 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A2 Development of those sites closest to the Devon Hills residential area must incorporate effective screening measures for all outside storage areas.</p>	<p>P2 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A3 Development of those sites closest to the Devon Hills must demonstrate how noise emissions will be</p>	<p>P3 No Performance Criterion.</p>



managed so that at the boundaries of the nearest house they do not exceed 40 dB(A) between the hours of 7:00am and 7:00pm and 35 dB(A) between the hours of 7:00pm and 7:00am.	
Comment Not applicable.	

NOR-S1.7.11 Heritage	
Objective: To recognise and protect the cultural heritage significance of the Clairville historic site and that future development is sympathetic to the identified values.	
Acceptable Solutions	Performance Criteria
A1 Developments within 100m of the historic Clairville property contained in Folio of the Register 108432/1, must be sympathetic to the cultural significance of the site and Council may require additional landscaping, mounding or other measures to ameliorate potential impacts.	P1 No Performance Criterion.
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	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 one representation (attached) was received from:

- D. & J. Jessup, 17 Johns Street, Western Junction

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

Issue 1

- Whilst the representors have no objection to the development, they have raised concerns regarding the public stormwater infrastructure in the area, particularly a detention basin partly on the subject site and partly on their property.

Planner's comment:

The concerns are a wider issue of the representors, particularly since their property is burdened by a drainage easement containing a Council asset, a stormwater detention basin within private owned land. The proposal itself does not discharge stormwater to the public stormwater network which would exceed pre-developed rates. The proposal meets the relevant performance criteria relating to stormwater. The issue is not directly related to the planning application and an issue that will require greater consideration of detention basins on private land, noting that within Western Junction there are three. This requires additional consideration outside of the process of assessment of this planning application by Council together with relevant landowners as to how this infrastructure may be best managed/owned in the future. Council planning and engineering officers met with the representors to discuss their concerns, but the matter is an on-going issue with stormwater management in the area and the Council as the responsible authority.



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:

- C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction P1;
- NOR-S1.7.3 Materials and presentation P1; and
- NOR-S1.7.8 Stormwater 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-22-0253 public exhibition documents [**11.3.1** - 62 pages]
2. 3 HUGHES C T, WESTERN JUNCTION Tas Water Submission to Planning Authority Notice - ~ NMC [**11.3.2** - 2 pages]
3. 1. D & J Jessup 3 Hughes Crt [**11.3.3** - 1 page]



11.4 PLN23-0097: EXTENSION TO EXISTING BUILDING - 2 HUGHES COURT, WESTERN JUNCTION

File: 202270.04; PLN23-0097

Responsible Officer: Maree Bricknell, Corporate Services Manager

Report prepared by: Rebecca Green, Consultant Planner

RECOMMENDATION

That application PLN-23-0097 to develop and use the land at 2 Hughes Court, Western Junction for an extension to shed (Translink 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 – P8 (Plans prepared by Wilkin Design, Sheet No's: cover page, 02-07, Dated: 4/08/2023); and D1 (Additional Information, Todd Wilkin, Dated: 04/08/2023); and D2 (Memorandum – PLN-21-0191 OSD Revision – additional warehouse, Glenn Allen, Ref: 378-M04, Dated: 04.08.2023 (Received: 07/08/2023)).

2 Council's Works Department conditions

2.1 Stormwater

- a) Concentrated stormwater must not be discharged into neighbouring properties.
- b) Landscaping and hardstand areas must not interfere with natural stormwater run-off from neighbouring properties.
- c) All driveways and hardstand areas must be designed to allow stormwater run-off to be adequately drained to the Council stormwater system.
- d) 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.
- e) A plumbing permit is required prior to commencing any plumbing or civil works within the property.
- f) An onsite stormwater detention system must be installed in accordance with the Engineering Report by Glenn Allen dated 04.08.2023.
- g) 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, reports, and relevant standards.
- h) Prior to the commencement of use an Operation and Maintenance Plan for the stormwater detention system must be provided to Council for approval.
- i) A Form 46 (Schedule of Maintenance – Prescribed Essential Building Services) covering the stormwater detention system is to be attached to the issued Occupancy Permit.

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 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.

2.7 Part 5 Agreement

- (a) Prior to the commencement of the use, the landowner must enter into an agreement under Part 5 of the Land Use Planning and Approvals Act 1993 with the Northern Midlands Council.
- (b) The agreement referred to in condition 2.7(a) will be in such form as Council may require at its discretion, and must include the following:
 - (i) that the landowner acknowledges that the property relies on a stormwater detention system for drainage and that the purpose of the system is to service and control the concentrated discharge of stormwater from any structures on the property which are not connected by gravity or charged pipes to Council's stormwater system.
 - (ii) that the landowner is responsible for the ongoing operation and maintenance of the stormwater system;
 - (iii) that the landowner must operate and maintain the stormwater system in accordance with the Operation and Maintenance Manual following its submission to and approval by the Council's Works and Infrastructure Department
 - (iv) that the landowner must provide a report to the Council on or before 30 June every 12-month period, from a suitably qualified person confirming that the stormwater system is in working order and that the maintenance procedures and maintenance schedules described within the Operation and Maintenance Manual have been complied with.
 - (v) that the landowner must rectify any nuisance caused by the concentrated discharge of stormwater from the stormwater system to Council's requirements and at the owner's expense, within 14 days of Council giving notice of the requirement to do so.
 - (vi) That the failure by the landowner to comply with a term or condition set out in the agreement allows the Council to undertake that work, with the costs of doing so to be a debt due and payable by the landowner to the Council.

3 Car Parking

- a) Prior to the commencement of use, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be provided to the satisfaction of the General Manager including:
 - Delineation of each car space and all access lanes by line-marking or raised pavement markers.



- b) Parking spaces constructed and designated for use by persons with disabilities must be in accordance with Australian Standards AS/NZ 2890.6 2009 and located closest to the main entry point to the building.

4 Landscaping

A minimum of 10% of site area must be landscaped, together with all plantings and an automated watering system, and shall be completed within three months of commencement of use and then maintained for the duration of the use.

In accordance with council policy, a bond of 1.5 times the cost of the planting component of landscape works must be provided prior to the issue of a building permit and will be refunded if the landscape works are completed within the timeframe mentioned in this permit. The bond shall not be taken in lieu of these works. If works are not completed within the specified time frame, the bond may be applied to ensure compliance.

Replacement plantings shall be undertaken as appropriate to maintain landscaping consistent with the endorsed plan.

5 Lighting

External lighting must be hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.

6 Required prior to the application for a building permit

Prior to the application for a building permit, the applicant shall:

- Provision of design plans for underground stormwater drainage (as per condition 2.1);
- Pay \$1,000 works damages bond (as per condition 2.5);
- Pay a landscaping bond (as per condition 4).

7 Required prior to the commencement of the development works

Prior to the commencement of the development works:

- Provide silt fences and cut off drains (as per condition 2.4).

8 Prior to commencement of use

Prior to the commencement of use the following must be completed:

- Certification provided by a suitably qualified person confirming that the stormwater detention system has been installed in accordance with approved plans (as per condition 2.1);
- Provide an 'Operation and Maintenance Manual' for the stormwater detention system (as per condition 2.1);
- Part V Agreement (as per condition 2.7);
- Carparking & access lanes (as per condition 3).

9 Within three months of commencement of use

Within three months of the commencement of use the following must be completed:

- Landscaping (as per condition 4).

Notes:

Launceston Airport

External lighting must be hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.

- a) Due to the proximity to the prescribed airspace surfaces (OLS) for Launceston Airport, any plant or equipment that extends to a height greater than the building development, during construction or operation, must be referred to Launceston Airport. Written approval must be received prior to use. Approval from CASA and Airservices Australia may be required, this process may take 12 weeks or longer to obtain.
- b) Landscaping, certain planting, standing water and waste have the potential to attract wildlife which can increase the risk of wildlife transiting across aircraft flight paths. In relation to the proposed landscaping, the proponent must contact the Launceston Airport Operations Department and discuss options for reducing the risk associated with aircraft bird strikes.



1 INTRODUCTION

This report assesses an application for 2 Hughes Court, Western Junction for an extension to existing shed (Translink SAP).

2 BACKGROUND

Applicant:

Wilkin Design & Drafting Pty Ltd

Zone:

19.0 General Industrial

Classification under the Scheme:

Manufacturing and processing

Deemed Approval Date:

22 September 2023

Owner:

Binc Holdings Pty Ltd

Codes:

C2.0 Parking and Sustainable Transport Code

C16.0 Safeguarding of Airports Codes

NOR-S1.0 Translink Specific Area Plan – Area 2

Existing Use:

C2.0 Parking and Sustainable Transport Code

C16.0 Safeguarding of Airports Codes

NOR-S1.0 Translink Specific Area Plan – Area 2

Recommendation:

Approve

Discretionary Aspects of the Application:

- NOR-S1.7.1 Building Height P2:
- NOR-S1.7.2 Setback P2; and
- NOR-S1.7.8 Stormwater P1.

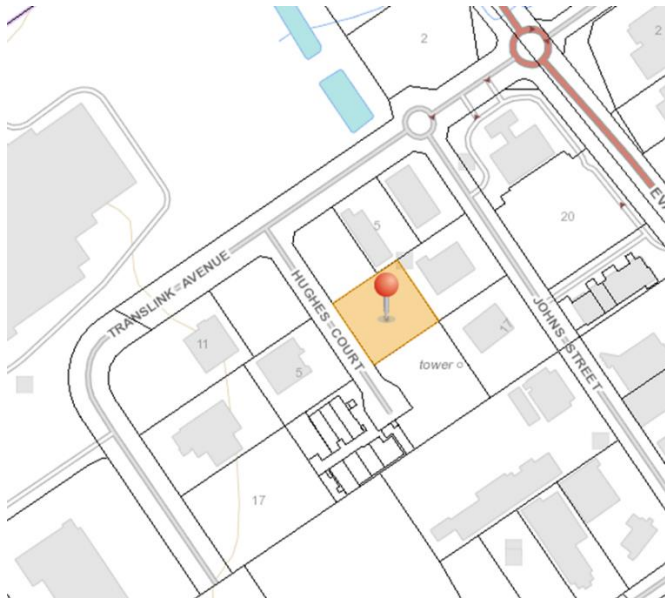
Planning Instrument:

- *Tasmanian Planning Scheme – Northern Midlands, Version: 5, effective from 10th May 2023.*

Preliminary Discussion:

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

Subject Site





3 STATUTORY REQUIREMENTS

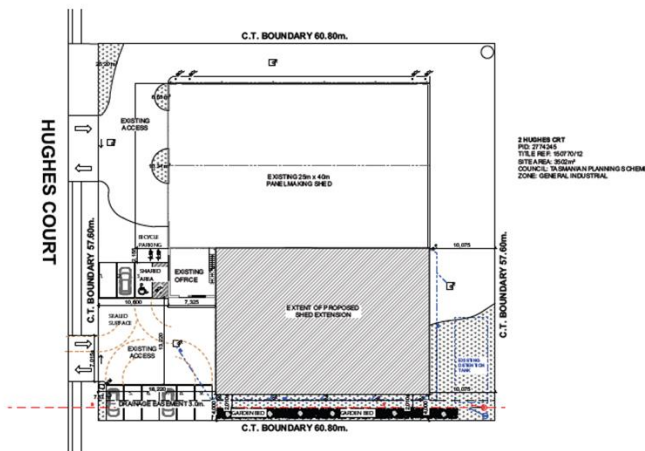
The proposal is an application pursuant to section 57 of the Land Use Planning & Approvals Act 1993 (i.e. a discretionary application). Section 48 of the Land Use Planning & Approvals Act 1993 requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of 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

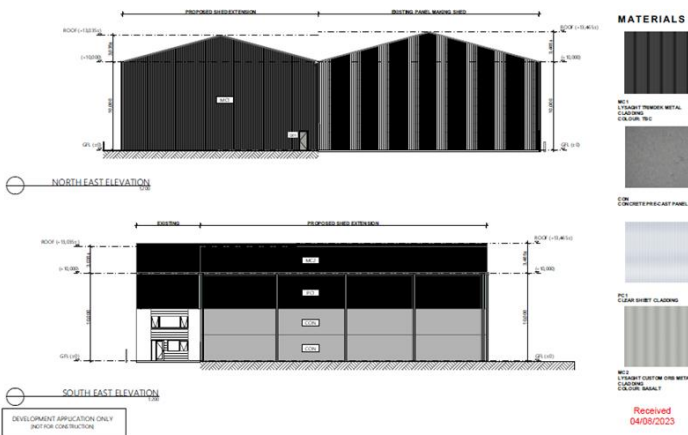
4.1 Proposal

It is proposed to construct an extension to an existing shed

Site Plan (extract)



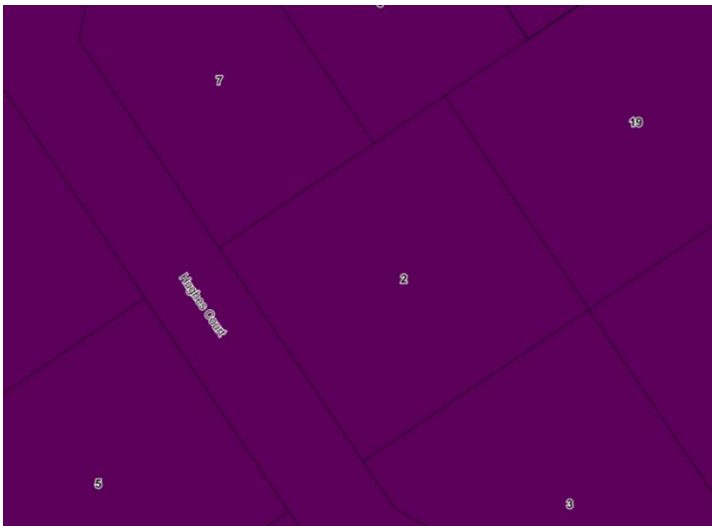
Elevations





4.2 Zone and Land Use

Zone Map – 19.0 General Industrial



The land is zoned 19.0 General Industrial, and is within the NOR-S1.0 Translink Specific Area Plan - Area 2.

The relevant Planning Scheme definition is:

<i>Manufacturing and processing</i>	<i>use of land for manufacturing, assembling or processing products other than Resource Processing. Examples include boat building, brick making, cement works, furniture making, glass manufacturing, metal and wood fabrication, mineral processing and textile manufacturing.</i>
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Manufacturing and processing is Permitted in the zone, however Manufacturing and processing is discretionary under Table NOR-S1.5.1 – Area 2, which is in substitution for General Industrial Zone use table.

4.3 Subject Site and Locality

A site inspection was undertaken on 11th August 2023. The site comprises an area of 3502m² and is burdened by a 3.0m wide drainage easement along the south-eastern boundary. The site accommodates an existing shed used for manufacturing and processing concrete products with an associated office building.



Aerial photograph of area



Photographs of subject site





4.4 Permit/Site History

Relevant permit history includes:

- PLN20-0133 – Concrete Panel Plant
- PLN21-0191 – Additions to Existing Shed

4.5 Referrals

Council's Works department:

Council's Works & Infrastructure Department (Jonathan Galbraith) reported on 11th August 2023 and their recommended conditions are included in the conditions of approval.

4.6 Planning Scheme Assessment

GENERAL INDUSTRIAL ZONE
ZONE PURPOSE
<i>To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on adjacent uses.</i>
<i>To provide for use or development that supports and does not adversely impact on industrial activity.</i>
Assessment: The proposal meets the zone purpose.

USE AND DEVELOPMENT STANDARDS

19.3 Use Standards

19.3.1 Discretionary uses

Objective:	That uses listed as Discretionary do not compromise the use or development of the land for industrial activities that may have impacts on adjacent uses.	
Acceptable Solutions	Performance Criteria	
A1 No Acceptable Solution.	P1 A use listed as Discretionary must not compromise the use or development of surrounding properties for industrial activities that may have impacts on adjacent uses, having regard to: <ul style="list-style-type: none"> (a) The characteristics of the site; (b) The size and scale of the proposed use; and (c) The functions of the industrial area. 	
Under Clause NOR-S1.5.2 of the Translink Specific Area Plan, the provisions of Clause 19.2 of the TPS are substituted by those of NOR-S1.5.2	Not applicable.	



19.4 Development Standards for Buildings and Works

19.4.1 Building height

Objective:	To provide for a building height that: (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties.
Acceptable Solutions	Performance Criteria
A1 Building height must be not more than 20m.	P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: (a) the bulk and form of the building; (b) separation from existing use on adjoining properties; and (c) any buffers created by natural or other features.
Not applicable, NOR-S1.7.1 in in substitution of this clause.	N/a

19.4.2 Setback

Objective:	That the building setback is appropriate for the site.
Acceptable Solutions	Performance Criteria
A1 Buildings must have a setback from a frontage of: (a) not less than 10m; (b) not less than existing buildings on the site; or (c) not more or less than the maximum or minimum setbacks of the buildings on adjoining properties.	P1 Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to: (a) the topography of the site; (b) the setback of buildings on adjacent properties; and (c) the safety of road users.
Not applicable, NOR-S1.7.2 in in substitution of this clause.	N/A

19.4.3 Landscaping

Objective:	That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.
Acceptable Solutions	Performance Criteria
A1 If a building is set back from a road, landscaping treatment must be provided along the frontage of the site: (a) To a depth of not less than 6m; or (b) Not less than the frontage of an existing building if it is a lesser distance.	P1 If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to: (a) The width of the setback; (b) The width of the frontage; (c) The topography of the site; (d) Existing vegetation on the site; (e) The location, type and growth of the proposed vegetation; and (f) Any relevant local area objectives contained within the relevant Local Provisions Schedule.
Not applicable, NOR-S1.7.5 in in substitution of this clause.	N/A

CODES		
E1.0	Signs Code	N/a
E2.0	Parking and Sustainable Transport Code	See code assessment.
E3.0	Road and Railway Assets Code	See code assessment.
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	See code assessment.

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	
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="margin-left: 40px;">$N = A + (C - B)$</p> <p style="margin-left: 40px;">N = Number of on-site car parking spaces required</p> <p style="margin-left: 40px;">A = Number of existing on site car parking spaces</p> <p style="margin-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="margin-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>(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>(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	
Under Clause NOR-S1.6.6 of the Translink Specific Area Plan, the provisions of Clause C2.5.1 of the TPS are substituted by those of	



NOR-S1.6.6

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:</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 as 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.

Comment

Complies with A1 as the proposal includes 2 bike parking spaces within the site (10 maximum staff members).

C2.5.3 Motorcycle parking numbers

Objective: That an 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:</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; (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 – no requirement.

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	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:</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.

Comment

Complies with A1, loading bay is existing and internal to the existing building.

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
<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 The proposed parking areas will be made from new impervious seal. Stormwater can be drained to the public stormwater system via on site detention, resulting in the proposal meeting the acceptable solution.</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> <p>(a) comply with the following:</p> <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 <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> <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 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:</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>Comment Under Clause NOR-S1.7.9 of the Translink Specific Area Plan, the provisions of C2.6.2 of the TPS are substituted by those of NOR-S1.7.9</p>	

C2.6.3 Number of accesses for vehicles
<p>Objective: That:</p> <ul style="list-style-type: none"> (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



<p>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>The proposal complies with A1 (b), with no more than the existing number of access (2) provided for the frontage.</p>	
<p>A2</p> <p>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</p> <p>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>Not applicable.</p>
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<p>C2.6.5 Pedestrian access</p> <p>Objective: That pedestrian access within parking areas will be 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> <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>(i) a horizontal distance of 2.5m between the footpath and the access way or parking aisle; or</p> <p>(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</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> <p>(a) The characteristics of the site;</p> <p>(b) The nature of the use;</p> <p>(c) The number of parking spaces;</p> <p>(d) The frequency of vehicle movements;</p> <p>(e) The needs of persons with a disability;</p> <p>(f) The location and number of footpath crossings;</p> <p>(g) Vehicle and pedestrian traffic safety;</p> <p>(h) The location of any access ways or parking aisles; and</p> <p>(i) Any protective devices proposed for pedestrian safety.</p>
<p>Comment</p> <p>A1.1 – not applicable, the use does not require 10 or more car parking spaces.</p> <p>A1.2 – Proposal complies.</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>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The area and dimensions of loading bays and access</p>	<p>P1</p> <p>Loading bays must have an area and dimensions suitable for the use, having</p>



<p>way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>	<p>regard to:</p> <ul style="list-style-type: none"> (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>Comment Complies with A1 – existing.</p>	

<p>C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</p>
<p>Not applicable.</p>

<p>C2.6.8 Siting of parking and turning areas</p>
<p>Not applicable.</p>

<p>C2.7 Parking Precinct Plan</p>
<p>Not applicable.</p>

<p>C3.0 Road and Railway Assets Code</p>
<p>C3.1 Code Purpose</p>
<p>The purpose of the Road and Railway Assets Code is:</p> <p>C3.1.1 To protect the safety and efficiency of the road and railway networks; and</p> <p>C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.</p>
<p>Comment Complies with the Code Purpose.</p>

<p>C3.5 Use Standards</p>	
<p>C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction</p>	
<p>Objective: To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.</p>	
Acceptable Solutions	Performance Criteria
<p>A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ul style="list-style-type: none"> (a) A new junction; (b) A new vehicle crossing; or (c) A new level crossing. <p>A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p>A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p>A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> (a) The amounts in Table C3.1; or (b) Allowed by a licence issued under Part IVA of the <i>Road and Jetties Act 1935</i> in respect to a limited access road. <p>A1.5 Vehicular traffic must be able to enter and leave a major road in a forward</p>	<p>P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</p> <ul style="list-style-type: none"> (a) Any increase in traffic caused by the use; (b) The nature of the traffic generated by the use; (c) The nature of the road; (d) The speed limit and traffic flow of the road; (e) Any alternative access to a road; (f) The need for the use; (g) Any traffic impact assessment; and (h) Any advice received from the rail or road authority.



direction.	
Comment	
A1.1 to A1.3 – Not applicable.	
A1.4 - Complies. The road is deemed to be 'other' road with Evandale Road being the only major road in proximity to the site. The proposed primary usage is a manufacturing facility, there is predicted to be no greater than 20% increase in annual average daily traffic to and from the site due to the extension.	
There are 9 staff parking spaces required in the day-to-day operation of the office and manufacturing facility.	
A1.5 Not applicable.	

C3.6 Development Standards for Buildings or Works
C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area
Not applicable.

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.

C16.5 Use Standards
C16.5.1 Sensitive use within an airport noise exposure area
Not applicable.

C16.6 Development Standards for Buildings and Works	
C16.6.1 Buildings and works within an airport obstacle limitation area	
Objective:	
That buildings and works do not interfere with safe aircraft operations in the vicinity of an airport and on land within an airport obstacle limitation area.	
Acceptable Solutions	Performance Criteria
A1 Buildings and works within an airport obstacle limitation area associated with a Commonwealth-leased airport that exceed the specified height limit shown on the airport obstacle limitation area overlay applicable for the site of the development must have approval from the relevant Commonwealth department under the Airports Act 1996 (Commonwealth).	P1 No Performance Criterion.
Comment	
Not applicable, the development will not exceed the specified height limit shown on the airport obstacle limitation overlay application for the site (211m AHD).	
A2 No Acceptable Solution.	P2 Building and works within an airport obstacle limitation area associated with a non-Commonwealth-leased airport that exceed the specified height limit shown on the airport obstacle limitation area overlay applicable for the site of the development must not create an obstruction or hazard for the operation of aircraft, having regard to any advice from: (a) Airservices Australia; (b) The Civil Aviation Safety Authority; and (c) The airport operator.
Comment	
Not applicable, the development will not exceed the specified height limit shown on the airport obstacle limitation overlay application for the site (211m 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	See assessment below.
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

NOR-S1.0 Translink Specific Area Plan

NOR-S1.1 Plan Purpose

The purpose of the Translink Specific Area Plan is:

NOR-S1.1.1 Provide for industrial and commercial uses and developments which serve the strategic needs of the Launceston and Northern Midlands region and the State, and which would derive a particular benefit from a location having proximity to Launceston Airport, access to the State's road and rail network or links to the port of Bell Bay.

NOR-S1.1.2 Cater primarily for storage, transport and industrial uses.

NOR-S1.1.3 Provide for a limited range of retail or other activity, which supports storage, transport and industrial uses.

NOR-S1.1.4 Provide for a limited range of retail or other activity, which can demonstrate that the location offers a particular strategic advantage.

NOR-S1.1.5 Provide an area within which business-support facilities for the Translink Industrial Zone and Airport operations can locate.

NOR-S1.1.6 Provide opportunities for the development of accommodation adjacent to and serving the Airport.

NOR-S1.1.7 Provide detailed guidance on use and development within the General Industrial Zone at Translink, particular to the unique characteristics of the area.

Comment

Complies with the Translink Specific Area Plan Purpose.

NOR-S1.6 Use Standards

NOR-S1.6.1 External lighting

Objective: That external lighting does not impact on the operational safety of the Launceston Airport.

Acceptable Solutions

A1

External lighting must be hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.

Performance Criteria

P1

No Performance Criterion.

Comment

Complies with A1, a condition will ensure compliance.

NOR-S1.6.2 Environmental quality

Objective: That development does not:

(a) Result in environmental harm to the local area; and

(b) Impact on the operational safety of the Launceston Airport.

Acceptable Solutions

A1

Emissions must not cause a hazard to the safe operation of Launceston Airport.

Performance Criteria

P1

No Performance Criterion.

Comment

Complies with A1.

A2

Emissions must not cause a hazard to the residents in the Devon Hills Low Density Residential Zone.

P2

No Performance Criterion.

Comment

Complies with A2.

NOR-S1.6.3 Residential use



Objective: That airport operations are not adversely affected by residential.	
Acceptable Solutions	Performance Criteria
<p>A1.1 Residential use must be incidental to another use on-site; and</p> <p>A1.2 Residential use must be incorporated into the main building; and</p> <p>A1.3 Development for residential use must meet <i>Australian Standard 2021-2000 "Acoustics – Aircraft Noise Intrusion – Building Siting and construction."</i></p>	<p>P1 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	

NOR-S1.6.4 Liquid and solid fuel depot	
Objective: That airport operations are not adversely affected by liquid and solid fuel depots.	
Acceptable Solutions	Performance Criteria
<p>A1 The applicant must provide advice that the relevant airport safety authority has determined that the use will not pose a threat to the safety and amenity of the airport.</p>	<p>P1 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	

NOR-S1.6.5 General retail and hire	
Objective: That general retail and hire is of a scale suitable to the area.	
Acceptable Solutions	Performance Criteria
<p>A1 The floor area must not exceed 250m².</p>	<p>P1 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	

NOR-S1.6.6 Car Parking and numbers	
Objective: That adequate on-site parking is provided.	
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> <ul style="list-style-type: none"> (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) It relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> (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 	<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> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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 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



<p>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>(iii) $N = A + (C - B)$ N = Number of on-site car parking spaces required</p> <p>(iv) A = Number of existing on site car parking spaces</p> <p>(v) B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>(vi) C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>and nature of the use and development, or</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>(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>P1.3 Within Area 5 (refer to Figure NOR-S1.2.1), the car parking requirement may be reduced where the discretion involves the protection of the heritage item or the recycling of heritage buildings for new uses and where Council deems that the car parking generated by the use and development can be effectively accommodated in some other way.</p>
<p>Comment Complies with A1 as the proposal includes 9 parking spaces. 9 spaces are required under Table C2.1. 2 bike parking spaces are included, 2 are required under Table C2.1.</p>	

<p>NOR-S1.7 Development Standards for Buildings and Works NOR-S1.7.1 Building Height</p>	
<p>Objective: That:</p> <p>(a) The design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting; and</p> <p>(b) The safety of Launceston Airport if protected.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Within Area 1 (refer to Figure NOR-S1.2.1), the maximum height of buildings and other works must not be more than 12m.</p>	<p>P1 The maximum building height must be appropriate to the site, having regard to:</p> <p>(a) The safety of Launceston Airport; and</p> <p>(b) The rural vistas viewed by users of Evandale Main Road.</p>
<p>Comment Not applicable.</p>	
<p>A2 Within Area 2 (refer to Figure NOR-S1.2.1), the maximum height of buildings and other works must not be more than 12m.</p>	<p>P2 The maximum building height must be appropriate to the site, having regard to:</p> <p>(a) The safety of Launceston Airport; and</p> <p>(b) The rural vistas viewed by users of Evandale Main Road.</p>
<p>Comment Does not comply with the acceptable solution. The proposed shed extension is to be 13.465m to the ridge. This is consistent with the existing building on the site. The height of the building is below the AHD required under C16.0 Safeguarding of Airports Code. The height will not impact on the rural vistas further than existing development has on users of Evandale Main Road. Performance Criteria met.</p>	
<p>A3 Within Area 3 (refer to Figure NOR-S1.2.1), the maximum height of buildings and other works must not be more than 12m.</p>	<p>P3 The maximum building height must be appropriate to the site, having regard to:</p> <p>(a) The safety of Launceston Airport; and</p> <p>(b) The rural vistas viewed by users of Evandale Main Road.</p>
<p>Comment Not applicable.</p>	
<p>A4 Within Area 4 (refer to Figure NOR-S1.2.1), the maximum height of buildings must not be more than 8m.</p>	<p>P4 The maximum building height must be appropriate to the site, having regard to:</p> <p>(a) The safety of Launceston Airport;</p>



	(b) The heritage values of the Clairville historic site; and (c) The amenity of the area as a tourist gateway to Launceston and Evandale historic township.
Comment Not applicable.	
A5 Within Area 5 (refer to Figure NOR-S1.2.1), the maximum height of buildings must not be more than 8m.	P5 The maximum building height must be appropriate to the site, having regard to: (a) The safety of Launceston Airport; (b) The heritage values of the Clairville historic site; and (c) The amenity of the area as a tourist gateway to Launceston and Evandale historic township.
Comment Not applicable.	
A6 Within Area 6 (refer to Figure NOR-S1.2.1), the maximum height of buildings must not be more than 8m.	P6 The maximum building height must be appropriate to the site, having regard to: (a) The safety of Launceston Airport; (b) The heritage values of the Clairville historic site; and (c) The amenity of the area as a tourist gateway to Launceston and Evandale historic township.
Comment Not applicable.	

NOR-S1.7.2 Setback	
Objective: That the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.	
Acceptable Solutions	Performance Criteria
A1 Within Area 1 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of: (a) 50m to the Evandale Main Road frontage; (b) 20m to the Distributor Road frontage; (c) 10m to an access road frontage; (d) 5m to the side boundary; and (e) 10m to the rear boundary.	P1 Within Area 1 (refer to Figure NOR-S1.2.1), building must be setback from side and rear boundaries to contribute to a park-like setting, having regard to: (a) The topography of the site; (b) The size, shape and orientation of the site; (c) The setback of existing buildings on the site and adjoining properties; (d) The bulk and form of the building; (e) Any existing screening or the ability to implement screening. (f) The operational requirements for the building; and (g) Access and manoeuvring for vehicles associated with the use.
Comment Not applicable.	
A2 Within Area 2 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of: (a) 30m to the Evandale Main Road frontage; (b) 20m to the Translink Avenue frontage; (c) 10m to an access road frontage; (d) 5m to the side boundary; and (e) 10m to the rear boundary.	P2 The Translink Avenue setback may be varied if buildings on adjacent properties are at setbacks less than 20m.
Comment Proposal relies on performance criteria. The site is relatively flat and comprises an area of 3502m ² and has an existing manufacturing building and associated office structure location upon it. The bulk and massing of the shed extension is setback at least 10m from an access road frontage and will sit behind the primary setback of the existing structures on the site. The shed extension is proposed to be 4m from the side boundary and requires consideration against the performance criteria. There	



<p>are no specifics to address the performance criteria against. It is noted that that several structures in the area are located within 5 metres of a side boundary and the proposal is consistent with the character of the area. Performance criteria met.</p>	
<p>A3 Within Area 3 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of: (a) 50m to the Evandale Main Road frontage; (b) 10m to an access road frontage; (c) 5m to the side boundary; and (d) 10m to the rear boundary.</p>	<p>P3 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A4 Within Area 4 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of: (a) 20m to the Evandale Main Road frontage; (b) 20m to the Distributor Road frontage; (c) 5m to the side boundary; and (d) 10m to the rear boundary.</p>	<p>P4 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A5 Within Area 5 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of: (a) 20m to the Evandale Main Road frontage; (b) 5m to the side boundary; and (c) 10m to the rear boundary.</p>	<p>P5 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A6 Within Area 6 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of: (a) 20m to the Evandale Main Road frontage; (b) 20m to the Distributor Road frontage; (c) 5m to the side boundary; and (d) 10m to the rear boundary.</p>	<p>P6 For corner sites, one setback may be varied having regard to any existing setbacks on surrounding properties.</p>
<p>Comment Not applicable.</p>	

<p>NOR-S1.7.3 Materials and presentation</p>	
<p>Objective: To:</p> <ul style="list-style-type: none"> (a) Achieve a high quality of development by encouraging the use of a variety of architectural treatments, responding to the rural and landscaped setting and recognising the importance of the area as one of the tourist gateways to Launceston; and (b) Require a high standard of development recognising the prominent location of the zone adjacent to the Airport and that Evandale Main Road is a tourist route. 	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Within Areas 1, 2, 3 and 6 (refer to Figure NOR-S1.2.1), a variety of building forms must be used rather than single monolithic structures.</p>	<p>P1 The use of a variety of materials or other techniques to help reduce the interpreted scale of the building.</p>
<p>Comment Complies with acceptable solution. The existing office building and existing main shed structure break up monolithic appearance of the shed extension structure.</p>	
<p>A2 Within Areas 1, 2, and 3 (refer to Figure NOR-S1.2.1), external walls and roof must be</p>	<p>P2 No Performance Criterion.</p>



in face brickwork, form concrete panels, painted or rendered concrete blocks or cement composite sheets or metal clad with a patented pre-treated finish such as colorbond.	
Comment Complies with acceptable solution. Concrete pre-cast panel walls and Lysaght trimdek metal wall cladding is proposed for the perimeter of the shed extension building, plus the use of variable colours will distinguish and articulate the main building façade.	
A3 Within Areas 4, 5, and 6 (refer to Figure NOR-S1.2.1), construction must be of masonry and/or brick.	P3 The amenity and visual quality of the area are not adversely affected.
Comment Not applicable.	
A4 Within Areas 4, 5, and 6 (refer to Figure NOR-S1.2.1), developments must be designed and located to minimise visual impact from Evandale Main Road.	P4 No Performance Criterion.
Comment Not applicable.	
A5 Within Areas 4, 4, and 6 (refer to Figure NOR-S1.2.1), colours must be muted and in tones compatible with the rural and landscaped setting of the area.	P5 No Performance Criterion.
Comment Not applicable.	

NOR-S1.7.4 Site coverage	
Objective: That the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.	
Acceptable Solutions	Performance Criteria
A1 Site coverage for a lot within an area less than 1,500m ² must be: (a) Building and covered storage – maximum 50%; and (b) Landscaped area – minimum 10%.	P1 No Performance Criterion.
Comment Not applicable.	
A2 Site coverage for a lot with an area between 1,500m ² – 2,000m ² must be: (a) Buildings and covered storage – maximum 55%; and (b) Landscaped area – minimum 10%.	P2 No Performance Criterion.
Comment Not applicable.	
A3 Site coverage for a lot with an area greater than 2,000m ² and less than 5,000m ² must be: (a) Building and covered storage – maximum 60%; and (b) Landscaped area – minimum 10%.	P3 No Performance Criterion.
Comment 48% area coverage, 10% landscaped area (354m ²) shown on plans, a condition will be required to provide landscaping demonstrating a minimum of 10% prior to the use commencing on site for the shed extension.	
A4 Site coverage for a lot within an area 5,000m ² or greater must be: (a) Buildings and covered storage – maximum 65%; and (b) Landscaped area – minimum 10%.	P4 No Performance Criterion.
Comment Not applicable.	

NOR-S1.7.5 Open space and landscaping
Objective: That open space and landscaping form an integral part of developments to: (a) Facilitate the enhanced appearance of buildings and works;



<ul style="list-style-type: none"> (b) Provide screening; (c) Separate activities; (d) Assist in the control of water run-off and erosion; (e) Contribute to a reduction in noise levels; and (f) Define roads and provide opportunities for passive recreation. 	
Acceptable Solutions	Performance Criteria
<p>A1 Within Area 1 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> (a) 20m from Evandale Main Road; (b) 7m from the Distributor Road; and (c) 3m from an access road. 	<p>P1 The specified depth of a landscaping area between the setback line and a road frontage may be reduced by up to 30%, having regard to:</p> <ul style="list-style-type: none"> (a) The creation and maintenance of vegetative screening of buildings and works that would otherwise be visible from the adjoining road; (b) The mature height, density, form, hardiness and suitability to the locality of plant species used for landscaping; (c) The height of mounding; (d) The height of buildings and the extent of works; (e) The effect on stormwater management; and (f) The contribution to achieving objectives (a)-(f) above.
<p>Comment Not applicable.</p>	
<p>A2 Within Area 2 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> (a) 10m from Evandale Main Road; (b) 7m from the Distributor Road; and (c) 3m from an access road. 	<p>P2 The setback from the Distributor Road may be varied if the setback on adjoining properties is at a setback less than 7m.</p>
<p>Comment Not applicable Hughes Court is not an access road.</p>	
<p>A3 Within Area 3 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those area sealed for driveway access:</p> <ul style="list-style-type: none"> (a) 20m from Evandale Main Road; and (b) 3m from an access road. 	<p>P3 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A4 Within Area 4 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> (a) 10m from Evandale Main Road. 	<p>P4 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A5 Within Area 5 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> (a) 10m from Evandale Main Road. 	<p>P5 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A6 Within Area 6 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> (a) 10m from Evandale Main Road. 	<p>P6 No Performance Criterion.</p>
<p>Comment Not applicable.</p>	
<p>A7 Within Areas 1, 2, 3, 4, 5, 6 and 7 (refer to Figure NOR-S1.2.1), landscaping must:</p>	<p>P7 No Performance Criterion.</p>



<p>(a) Be provided for development of vacant land or where landscaping has not previously been undertaken; and</p> <p>(b) Be provided with an automated watering system.</p>	
<p>Comment Complies with acceptable solution. A condition will ensure compliance.</p>	
<p>A8 Within Areas 1, 2, and 3 (refer to Figure NOR-S1.2.1), landscaping of sites adjacent to Evandale Main Road must incorporate mounding into the landscaping and must conform to a comprehensive landscape plan approved by Council.</p>	<p>P8 Landscaping provides effective screening of buildings and works from Evandale Main Road.</p>
<p>Comment Not applicable.</p>	

<p>NOR-S1.7.6 Outdoor storage areas</p>	
<p>Objective: That the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Storage areas must be at the rear of buildings and/or where they are not visible from any public road. If site constraints or other circumstances exist, Council may require additional landscaping and/or mounding to screen outside storage areas.</p>	<p>P1 If outside storage area require screening from adjacent roads, suggested methods of screening include a wall, landscaped earth mound or dense screen planting.</p>
<p>Comment Complies with acceptable solution. Storage areas are within the buildings and/or to the rear of the buildings and not be visible from any public road.</p>	
<p>A2.1 Outside storage area must be sealed and drained; or</p> <p>A2.2 Outside storage areas must be of compacted gravel and drained so that stormwater is discharged from the site in a manner that will not cause siltation or pollution of any stormwater detention or retention basins.</p>	<p>P2 No Performance Criterion.</p>
<p>Comment Complies with acceptable solution. Storage areas are existing.</p>	

<p>NOR-S1.7.7 Fencing</p>	
<p>Objective: That the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1.1 Security fencing must be located behind the front boundary landscaped area; or</p> <p>A1.2 Security fencing, including posts and gates, must be of dark colours.</p>	<p>P1 No Performance Criterion.</p>
<p>Comment Not applicable – fencing is existing.</p>	

<p>NOR-S1.7.8 Stormwater</p>	
<p>Objective: That full utility services are available to new development.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 The flow rate of stormwater outside the boundaries of the title must be not greater than if the land was used for rural purposes. On-site detention devices must be incorporated in the development.</p>	<p>P1 Stormwater may only be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any waterways, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</p> <p>(a) The intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and</p>



	<p>(b) How the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the pre-development levels of the subdivision; and</p> <p>(c) Whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and</p> <p>(d) Overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.</p>
<p>Comment Stormwater plans submitted demonstrate compliance with the performance criteria. An existing detention tank (underground) of 9.6m x 5.1m x 1.0m ensures that the stormwater discharge will not exceed pre-developed rates. Refer to memorandum provided by Glenn Allen.</p>	

NOR-S1.7.9 Parking and internal circulation	
Objective: That on-site parking, loading/unloading areas and traffic circulation space are constructed to an appropriate standard, and that parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solutions	Performance Criteria
A1 Vehicles must be able to enter and exit the site in a forward direction.	P1 No Performance Criterion.
<p>Comment Complies with acceptable solution.</p>	
A2 Access drives must have a minimum width of 3.6m for one-way traffic and 7m for two-way traffic.	P2 No Performance Criterion.
<p>Comment Complies with acceptable solution.</p>	
A3 Access drives, parking, manoeuvring, loading and unloading areas must be sealed and drained.	<p>P3 Access drives, parking, manoeuvring, loading and unloading areas may be of compacted gravel providing that stormwater is discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any stormwater detention or retention basins, waterways, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</p> <p>(a) The intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels);</p> <p>(b) How the additional runoff and intensity of runoff that will be created by the development for a storm event of 1% Annual Exceedance Probability will be released at levels that are the same as those identified at the predevelopment levels;</p> <p>(c) Whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required for the development and the appropriateness of their location; and</p> <p>(d) Overland flow paths for overflows during extreme events both internally and externally for the development, so as to not cause a nuisance.</p>
<p>Comment Complies with acceptable solution.</p>	

NOR-S1.7.10 Buffer areas	
Objective: That industrial development does not adversely impact on the amenity of the Devon Hills residential area.	
Acceptable Solutions	Performance Criteria
A1 Development of those sites closest to the Devon Hills residential area must incorporate a landscaped area along the rear boundary.	P1 No Performance Criterion.
<p>Comment Not applicable.</p>	
A2 Development of those sites closest to the Devon Hills residential area must incorporate effective	P2 No Performance Criterion.



screening measures for all outside storage areas.	
Comment Not applicable.	
A3 Development of those sites closest to the Devon Hills must demonstrate how noise emissions will be managed so that at the boundaries of the nearest house they do not exceed 40 dB(A) between the hours of 7:00am and 7:00pm and 35 dB(A) between the hours of 7:00pm and 7:00am.	P3 No Performance Criterion.
Comment Not applicable.	

NOR-S1.7.11 Heritage	
Objective: To recognise and protect the cultural heritage significance of the Clairville historic site and that future development is sympathetic to the identified values.	
Acceptable Solutions	Performance Criteria
A1 Developments within 100m of the historic Clairville property contained in Folio of the Register 108432/1, must be sympathetic to the cultural significance of the site and Council may require additional landscaping, mounding or other measures to ameliorate potential impacts.	P1 No Performance Criterion.
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	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 one representation (attached) was received from:

- D. & J. Jessup, 17 Johns Street, Western Junction

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

Issue 1

- Whilst the representors have no objection to the development, they have raised concerns regarding the public stormwater infrastructure in the area.

Planner's comment:

The concerns are a wider issue of the representors, particularly since their property is burdened by a drainage easement containing a Council asset, a stormwater detention basin within private owned land. The proposal itself does not discharge stormwater to the public stormwater network which would exceed pre-developed rates. The proposal meets the relevant performance criteria relating to stormwater. The issue is not directly related to the planning application and an issue that will require greater consideration of detention basins on private land, noting that within Western Junction



there are three. This requires additional consideration outside of the process of assessment of this planning application by Council together with relevant landowners as to how this infrastructure may be best managed/owned in the future.

Council planning and engineering officers met with the representors to discuss their concerns, but the matter is an on-going issue with stormwater management in the area and the Council as the responsible authority.

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-S1.7.1 Building Height P2;
- NOR-S1.7.2 Setback P2; and
- NOR-S1.7.8 Stormwater 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-23-0097 public exhibition documents [**11.4.1** - 26 pages]
2. 1. D & J Jessup [**11.4.2** - 1 page]
3. Response to Rep Elite Concrete Pty Ltd [**11.4.3** - 1 page]



11.5 PLN23-0132: 2 LOT SUBDIVISION - 141 PERTH MILL ROAD, WESTERN JUNCTION

File: 203800.02; PLN23-0132
Responsible Officer: Maree Bricknell, Acting General Manager
Report prepared by: Rebecca Green, Consultant Planner

RECOMMENDATION

That application PLN-23-0132 to develop and use the land at 141 Perth Mill Road, Western Junction for 2 Lot Subdivision (Attenuation, Bushfire-Prone Area, Scenic Protection Area) be approved subject to the following conditions:

1 Layout not altered

The use and development must be in accordance with the endorsed documents **P1** (Proposed Plan, PDA Surveyors, Engineers & Planners, Drawing No: 51289, Rev: P02, Dated: 17 August 2023); and **D1** (Planning Report, PDA Surveyors, Engineers & Planners, Rev: 1, Dated: 13/07/2023); and **D2** (Bushfire Hazard Management Report: Subdivision, Scott Livingston, Dated: 2nd March 2022 (Planning Certificate dated 2/3/2023); and **D3** (Response to Further Information Request, Allan Brooks, Dated: 28/07/2023).

2 Agreement under Part 5 of the Land Use Planning and Approvals Act 1993

The applicant must enter into, and comply with all conditions of, an agreement under Part 5 of the Act with the Northern Midlands Council for each lot to provide for the following:

- A sensitive use is not permitted on Lot 1 or Lot 2.

This agreement shall be prepared by the applicant and forwarded to the Council (with a cheque for the Recorder of Titles for the fee for the registration of the Agreement) and shall be forwarded to the Land Titles Office with the final plan of survey.

3 Bushfire Hazard Report Requirements

The works required by the endorsed Bushfire Hazard Report are to be completed to the satisfaction of the Tasmanian Fire Service or a practitioner accredited by the Tasmanian Fire Service. Documentation of compliance is to be submitted to the satisfaction of Council.

4 TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2023/01084-NMC) – Attached at Appendix A.

5 Sealing of Final 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.

Advice

TasRail Standard Notes

1. Where a building or other development is proposed to be located at a setback distance less than 50 metres from the boundary of the rail corridor, the occupants are likely to be exposed to train horn noise and vibration, noting that TasRail Freight Rail Services operate 24/7 and the configuration, frequency and time of these services is subject to change at any time.
2. Landowners, builders/developers and prospective residents should undertake appropriate due diligence to ensure they are aware of potential exposure to train horn noise and vibration, particularly in relation to building design, material specifications and lifestyle. The train horn is a safety device that is required to be sounded twice per level crossing being on approach and on entry. The minimum duration of each train horn blow is one second. The train driver also has the discretion to sound the horn at any time he/she perceives a risk.
3. Using or creating an unlicensed railway crossing or stock crossing is unsafe and strictly prohibited. Rail Safety



National Law requires all private crossings to be subject to an interface agreement (licence). Where a privately owned property interfaces with a rail crossing and/or State Rail Network land please contact property@tasrail.com.au to discuss the necessary authorisations and licencing process.

4. Stormwater or effluent is not permitted to be discharged onto rail land or into the rail drainage system. Should there be a requirement for a service or asset to be installed on rail land in order to connect into an authorised stormwater or other outlet, a separate TasRail Permit is required and will only be approved subject to terms and conditions (costs apply). A Permit Application Form is available by contacting property@tasrail.com.au

5. Any excavation within 3 metres of the rail boundary line requires a separate TasRail Permit from property@tasrail.com.au in accordance with s44 of the Rail Infrastructure Act 2009. A minimum of seven (7) business days notice is required, but earlier engagement is recommended

6. Rail land is not for private use and should not be encroached for any purpose including for gardens, storage, keeping of animals etc. Dumping of rubbish including green waste into the rail corridor is not permitted.

7. No obstruction, installation or works of any kind are permitted inside railway land for any purpose including for structures, unauthorised vehicles, drainage, water pipes, stormwater discharge, electrical or service infrastructure, storage of materials, vegetation clearing, inspections etc. Consideration should also be given to the orientation and siting of above ground structures on adjoining land as well as landscaping to ensure there is no potential to obscure or obstruct the line of sight with respect to a railway crossing.

8. As per the Rail Infrastructure Act 2007, the Rail Infrastructure Manager (TasRail) may remove and dispose of unauthorised or unlawful service infrastructure and take such other action as it sees fit. Where this occurs, TasRail may recover its costs of doing so as a debt due to TasRail from that person and retain if applicable any proceeds of disposal. No action lies against TasRail for removing or disposing of the unauthorised or unlawful service infrastructure.

9. No persons should enter rail land without formal authorisation from TasRail in the form of a TasRail Permit issued by property@tasrail.com.au

10. Rail Corridors are exempt from the Boundary Fences Act meaning that TasRail is not required to contribute to the cost of boundary fencing.

1 INTRODUCTION

This report assesses an application for a 2 lot subdivision at 141 Perth Mill Road, Western Junction.

2 BACKGROUND

Applicant:

PDA Surveyors obo Scott Arnold

Zone:

20.0 Rural Zone

Classification under the Scheme:

Subdivision

Deemed Approval Date:

22 September 2023

Owner:

Western Junction Sawmill Pty Ltd

Codes:

C2.0 Parking and Sustainable Transport

C8.0 Scenic Protection

C9.0 Attenuation

C13.0 Bushfire-Prone Areas

C16.0 Safeguarding of Airports - Obstacle Limitation Area

Existing Use:

Resource processing

Recommendation:

Approve



Discretionary Aspects of the Application:

- 20.5.1 Lot Design P1 (lots less than 40ha);
- 20.5.1 Lot Design P1 (frontage to lot 1 less than 25m); and
- C9.6.1 Lot Design P1 (creation of lot 2 within an attenuation area).

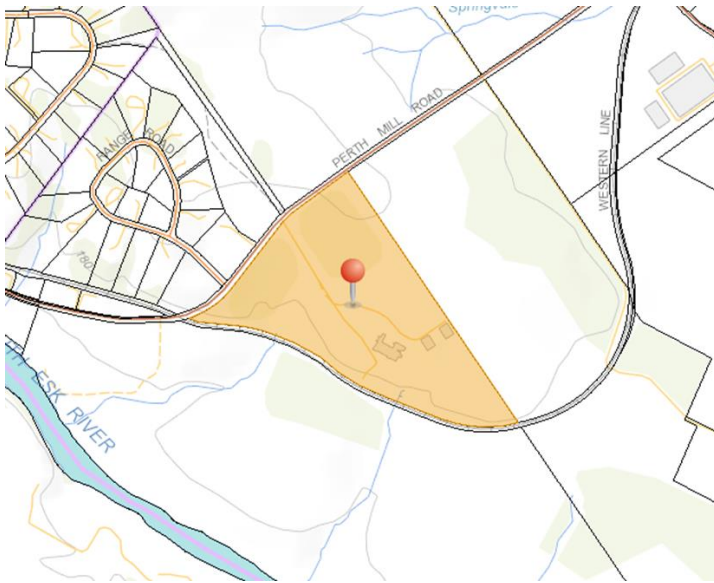
Planning Instrument:

- *Tasmanian Planning Scheme – Northern Midlands, Version: 5, Effective 10th May 2023.*

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.

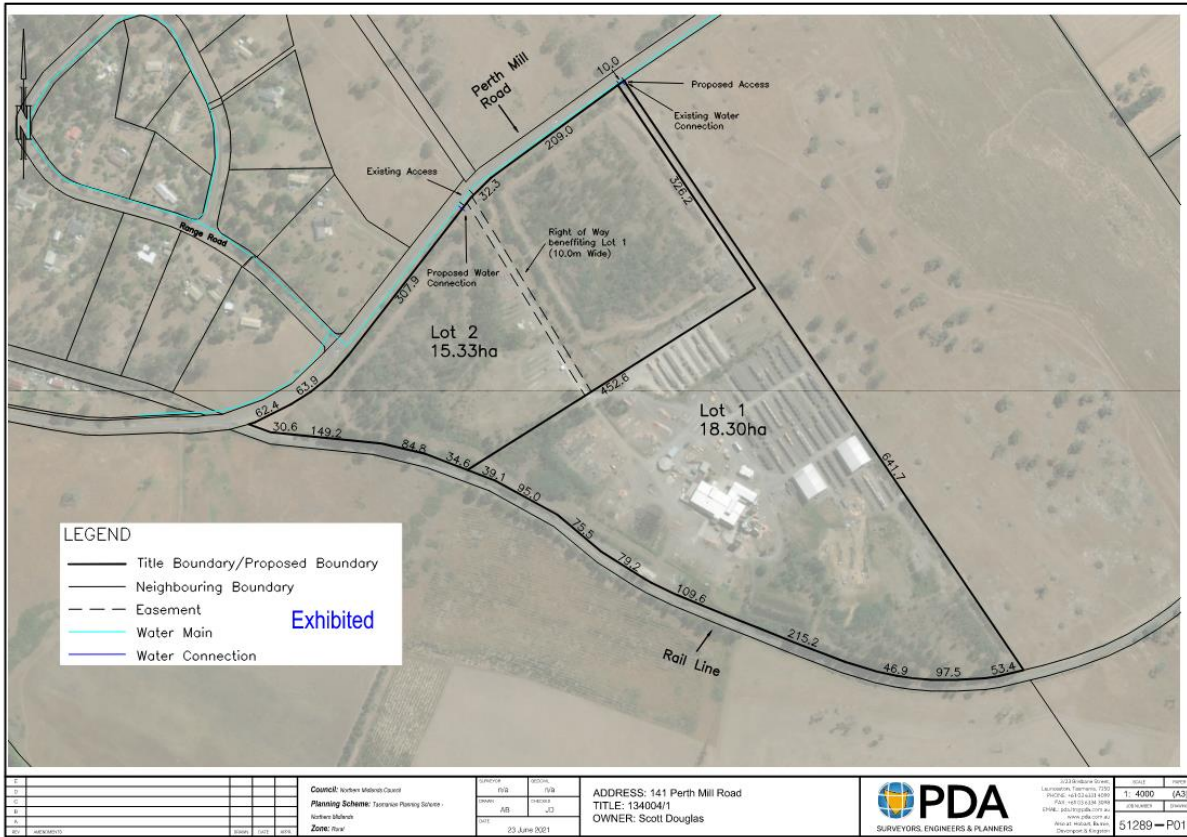
4 ASSESSMENT

4.1 Proposal

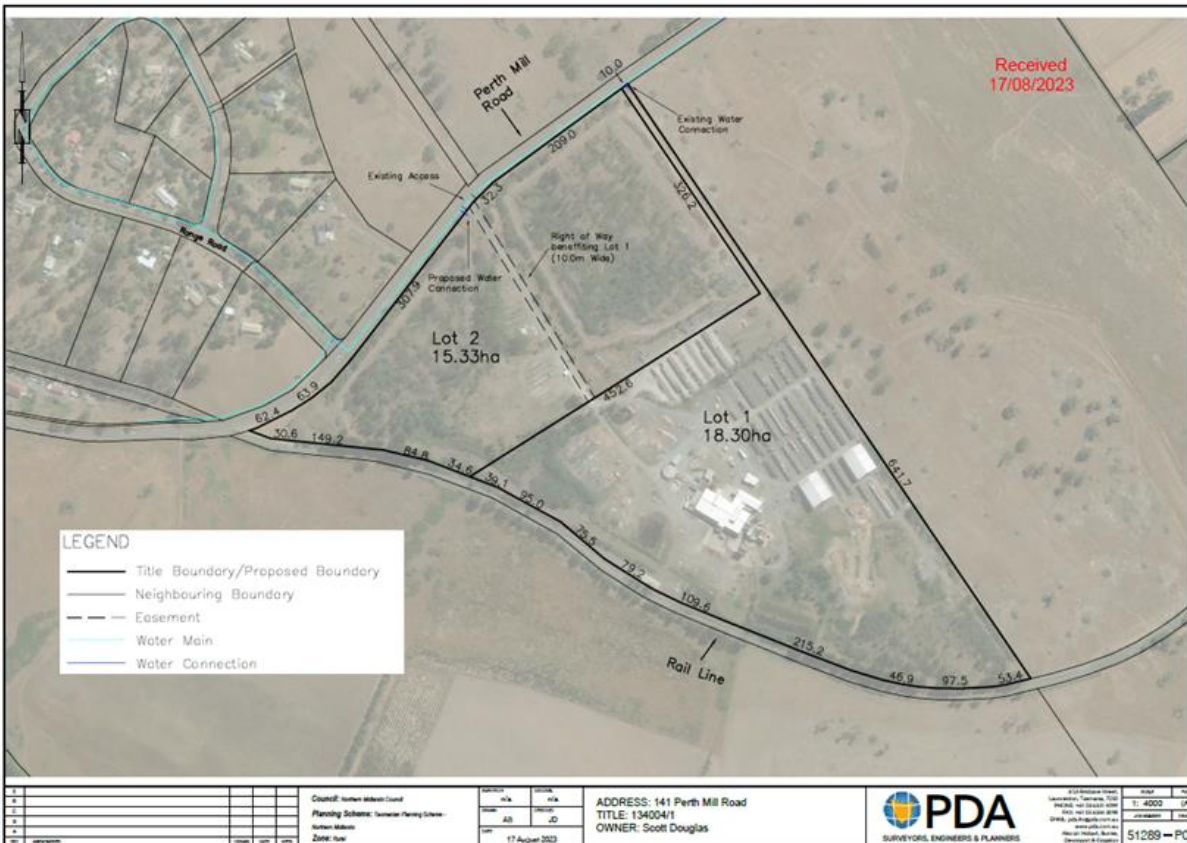
- 2 Lot subdivision



Subdivision Plan – exhibited

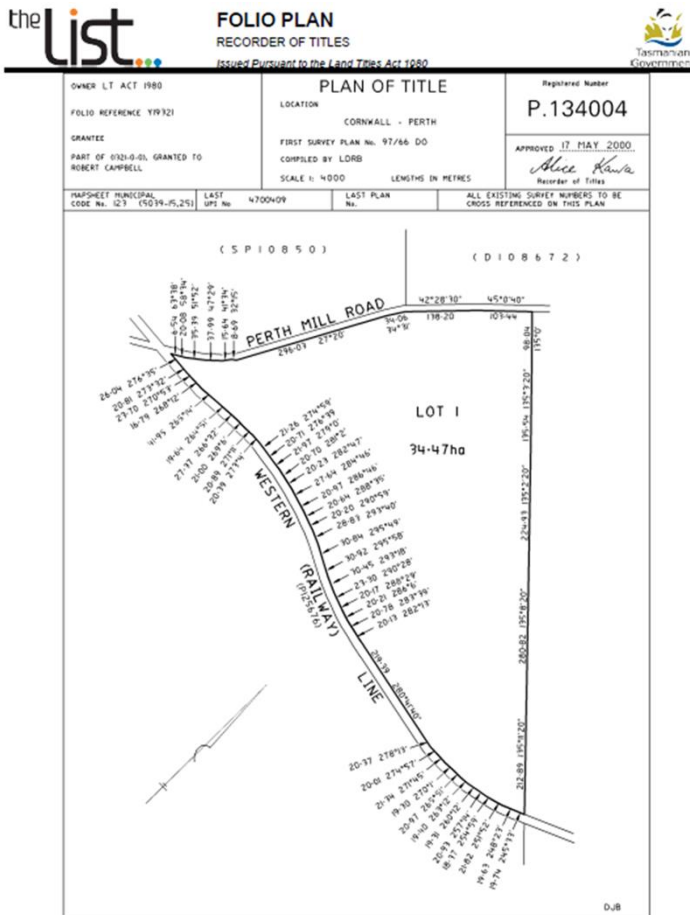


Revised subdivision plan - received 17/08/2023





Current Title Plan



4.2 Zone and Land Use

Zone Map – 20.0 Rural Zone



The land is zoned Rural, and is within the Bushfire-Prone Areas, Safeguarding of Airports - Obstacle Limitation Area, Scenic Protection, and Attenuation overlays.

The relevant Planning Scheme definition is:

Subdivide	<p>means to divide the surface of a lot by creating estates or interests giving separate rights of occupation otherwise than by:</p> <ul style="list-style-type: none"> (a) a lease of a building or of the land belonging to and contiguous to a building between the occupiers of that building; (b) a lease of airspace around or above a building; (c) a lease of a term not exceeding 10 years or for a term not capable of exceeding 10 years; (d) the creation of a lot on a strata scheme or a staged development scheme under the Strata Titles Act 1998; or (e) an order adhering existing parcels of land.
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4.3 Subject Site and Locality

A site inspection was carried out on 11th August 2023. The site currently comprises an area of 34.47ha and accommodates an existing sawmill operation.

Aerial photograph of area



Photographs of subject site





4.4 Permit/Site History

Relevant permit history includes:

- 11/73 – Sharpening shed
- 24/73 – Amenities block
- 8/73 – Mill
- DA55/98 – Sorting table
- P08-139 – Rotary peeling veneer mill (withdrawn)
- P13-255 – IPS dispensation for rezoning to Gen Ind
- P16-078 – Sawmill expansion

4.5 Referrals

The following referrals were required:

Council's Works Department

Council's Works & Infrastructure Department (Jonathan Galbraith) reported on 1 September 2023 that as this is using an existing access the Department has no further comments to make. The lots are big enough that stormwater should not be a concern.

TasWater

TasWater issued a Submission to Planning Authority Notice on 16/08/2023 (TasWater Ref: TWDA 2023/01084-NMC).



Environment Protection Agency (Level 2 Activity under EMPCA)

EPA Tasmania advised Council on 4 August 2023 that in accordance with section 25(1D) of the EMPCA, and acting under delegation from the Board that the Board does not need to assess the activity to which the application relates, as the proposal does not constitute the use or development of land that is a permissible Level 2 activity or a use or development of land that is on the same land as, and is not ancillary to, an existing Level 2 activity.

If the application is approved, an amendment to PCE No. 9120 will be required by Western Junction Sawmill Pty Ltd to amend the boundary of The Land for the Western Junction Sawmill which will constitute the boundaries of the land at Lot 1.

TasRail

The application was referred to TasRail due to the property adjoining the rail line. TasRail advised on 28 August 2023 that they do not object to the proposal, but request that a copy of the TasRail Standard Notes be included with any permits issued by Council.

4.6 Planning Scheme Assessment

RURAL ZONE
ZONE PURPOSE
<p><i>To provide for a range of use or development in a rural location:</i></p> <ul style="list-style-type: none"> (a) <i>Where agricultural use is limited or marginal due to topographical, environmental or other site or regional characteristics;</i> (b) <i>That requires a rural location for operational reasons;</i> (c) <i>Is compatible with agricultural use if occurring on agricultural land;</i> (d) <i>Minimises adverse impacts on surrounding uses.</i> <p><i>To minimise conversion of agricultural land for non-agricultural use.</i></p> <p><i>To ensure that use or development is of a scale and intensity that is appropriate for a rural location and does not compromise the function of surrounding settlements.</i></p>
<p>Assessment: The proposal meets the zone purpose.</p>

USE AND DEVELOPMENT STANDARDS

20.5 Development Standards for Subdivision

20.5.1 Lot Design

Objective:	To provide for subdivision that: <ul style="list-style-type: none"> (a) Relates to public use, irrigation or Utilities; and (b) Facilitates use and development for allowable uses in the zone.
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) be required for public use by the Crown, a council or a State authority; (b) be required for the provision of Utilities or irrigation infrastructure; (c) be for the consolidation of a lot with another lot provided each lot is within the same zone; and (d) be not less than 40ha with a frontage of no less than 25m and existing buildings are consistent with the setback and separation distance required by clause 20.4.2 A1 and A2. 	<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) have sufficient useable area and dimensions suitable for the intended purpose, excluding Residential or Visitor Accommodation, that: <ul style="list-style-type: none"> (i) requires the rural location for operational reasons; (ii) minimises the conversion of agricultural land for a non-agricultural use; (iii) minimises adverse impacts on non-sensitive uses on adjoining properties; and (iv) is appropriate for a rural location; or (b) be for the excision of an existing dwelling or Visitor Accommodation that satisfies all of the following: <ul style="list-style-type: none"> (i) the balance lot provides for the sustainable operation of a Resource Development use, having regard to: <ul style="list-style-type: none"> a. not materially diminishing the agricultural productivity of the land; b. the capacity of the balance lot for productive agricultural use; and c. any topographical constraints to agricultural use; (ii) an agreement under section 71 of the Act is entered into and registered on the title preventing future Residential use if there is no dwelling on the balance lot (iii) the existing dwelling or Visitor Accommodation must meet the



	<p>setbacks required by subclause 20.4.2 A2 or P2 in relation to setbacks to new boundaries;</p> <p>(iv) it is demonstrated that the new lot will not unreasonably confine or restrain the operation of any adjoining site used for agricultural use; and</p> <p>(c) 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> <p>(i) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;</p> <p>(ii) the topography of the site;</p> <p>(iii) the functionality and useability of the frontage;</p> <p>(iv) the anticipated nature of vehicles likely to access the site;</p> <p>(v) the ability to manoeuvre vehicles on the site;</p> <p>(vi) the ability for emergency services to access the site; and</p> <p>(vii) the pattern of development existing on established properties in the area</p>
Does not comply.	<p>The site is currently used for an existing sawmill which will be contained within proposed Lot 1. The remaining rural land will be within proposed Lot 2. The proposed subdivision will not diminish the rural land as it contains all of the land outside of the sawmill use. The proposed lot (Lot 2) is considered large enough to contain a use for rural purposes (15.33ha). No civil works will be involved in creating the new lots, except for the provision of an additional water connection for Lot 2.</p> <p>The subject site occupies an area of 34.47ha. The proposed subdivision will result in two lots of 18.3ha and 15.33ha.</p> <p>The land is comprised of class 5 agricultural land which means that the land is unsuited to cropping and with slight to moderate limitations to pastoral use.</p> <p>The two lots will be of sufficient size to accommodate both the existing sawmill use and a future use that is allowable under Table 20.2 such as storage, manufacturing and processing or any other use possible within the zone.</p> <p>Both lots are provided with frontage (Lot 2) or a legal connection to a road by right of carriageway (Lot 1) that is sufficient for the existing or intended use of the lots.</p> <p>Performance criteria P1 (a) and (c) met.</p>
A2 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.	P2 Each lot, or a lot proposed in a plan of subdivision, is capable of being provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:
	<p>(a) the topography of the site;</p> <p>(b) the distance between the lot or building area and the carriageway;</p> <p>(c) the nature of the road and the traffic, including pedestrians; and</p> <p>(d) the pattern of development existing on established properties in the area.</p>
Complies.	N/a

CODES		
C1.0	SIGNS CODE	N/a
C2.0	PARKING AND SUSTAINABLE TRANSPORT CODE	Complies. The proposed subdivision will not result in any increase in requirements for parking for the existing sawmill operation. No change to existing vehicle access points is proposed whereby one existing access will be utilised to access both lots. Any future use and development on proposed Lot 2 will be further considered against the Code at that point in time.
C3.0	ROAD AND RAILWAY ASSETS CODE	Not applicable. The proposed subdivision will not result in an increase in the amount of vehicular traffic using the existing vehicle crossover.



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	Complies, see Code assessment below.
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	Complies – Bushfire Hazard Management Report: Subdivision prepared by Scott Livingston for the site and demonstrates compliance with the acceptable solutions.
C14.0	POTENTIALLY CONTAMINATED LAND CODE	N/a
C15.0	LANDSLIP HAZARD CODE	N/a
C16.0	SAFEGUARDING OF AIRPORTS CODE	Exempt, the proposal is for subdivision and does not involve any new buildings. Exempt in accordance with clause C16.4.1(a).

<p>C8.0 Scenic Protection Code</p> <p>C8.1 Code Purpose</p> <p>The purpose of the Scenic Protection Code is:</p> <p>C8.1.1 To recognise and protect landscapes that are identified as important for their scenic values.</p> <p>Comment</p> <p>Complies with the Code Purpose.</p>

<p>C8.6 Development Standards for Buildings and Works</p> <p>C8.6.1 Development within a scenic protection area</p> <p>Objective: That:</p> <p>(a) Destruction of vegetation does not cause an unreasonable reduction of the scenic value of a scenic protection area; and</p> <p>(b) Buildings and works do not cause an unreasonable reduction of the scenic value of a scenic protection area.</p>	
<p>Acceptable Solutions</p> <p>A1</p> <p>Building or works, including destruction of vegetation, within a scenic protection area must:</p> <p>(a) Be on land not less than 50m in elevation below a skyline; and</p> <p>(b) Not total more than 500m² in extent.</p>	<p>Performance Criteria</p> <p>P1.1</p> <p>Destruction of vegetation within a scenic protection area must not cause an unreasonable impact on the scenic value of a scenic protection area, having regard to:</p> <p>(a) The nature of the vegetation to be removed;</p> <p>(b) The area of vegetation to be removed;</p> <p>(c) The topography of the site;</p> <p>(d) Any visual impact on a skyline;</p> <p>(e) The nature of the reduction of the scenic value; and</p> <p>(f) The purpose of any management objectives identified in the relevant Local Provision Schedule.</p> <p>P1.2</p> <p>Buildings or works within a scenic protection area must not cause an unreasonable reduction of the scenic value of a scenic protection area, having regard to:</p> <p>(a) The topography of the site;</p> <p>(b) The location of, and materials used in construction of, driveways or access tracks;</p> <p>(c) Proposed reflectance and colour of external finishes;</p> <p>(d) Design and proposed location of the buildings or works;</p> <p>(e) The extent of any cut or fill required;</p> <p>(f) Any visual impact on a skyline;</p> <p>(g) Any existing or proposed screening; and</p> <p>(h) The purpose of any management objectives identified in the relevant</p>



Local Provisions Schedule.
Comment Complies with A1. The works are on land no height than 50m in elevation and does not total more than 500m ² in extent.

C9.0 Attenuation Code
C9.1 Code Purpose
The purpose of the Attenuation Code is:
<p>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.</p> <p>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.</p>
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:	
<p>(a) Is located to avoid an activity with potential to cause emissions and enable appropriate levels of amenity; and</p> <p>(b) Does not conflict with, interfere with or constrain an existing activity with potential to cause emissions.</p>	
Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, within an attenuation area must:	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:
<p>(a) Be for the creation of separate lots for existing buildings;</p> <p>(b) Be for the creation of a lot where a building for a sensitive use can be located entirely outside the attenuation area; or</p> <p>(c) Not be for the creation of a lot intended for a sensitive use.</p>	<p>(a) The nature of the activity with the potential to cause emissions, including:</p> <p>(i) Operational characteristics of the activity;</p> <p>(ii) Scale and intensity of the activity; and</p> <p>(iii) Degree of emissions from the activity; and</p> <p>(b) The intended use of the lot.</p>
Comment The nature of the activity is the sawmill operation on the site, the proposed subdivision is to separate the existing sawmill, with the proposed use on the new lot created being intended for another use outside residential or a sensitive use such as storage, manufacturing and processing or any other use possible within the zone. As such, the operation will not impact a sensitive use by the existing operation on the site. A Part V agreement preventing sensitive use on Lot 2 is reasonable to ensure no conflict between the existing use and a future intended use on Lot 2. Any future development on Lot 2 will be subject to a separate planning application. Performance criteria met, it may be also considered with the condition of a Part V agreement, that A1 (c) is therefore 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	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	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
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 representations (attached) were received from:

- J. Stancombe, 59 Perth Mill Road, Western Junction
- P. Boyd, 244 Perth Mill Road, Western Junction
- M. Dearing & T. Pickett, 14 Range Road, Western Junction

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

Issue 1

- Serious concerns regarding the proposed entrance and exit to Lot 1.

Planner's comment:

Further to receipt of concerns regarding this initially proposed additional access point from Council's Works and Infrastructure Department due to poor sight distances, the proponent since amended the plan (received 17 August 2023) detailing that although Lot 1 will have frontage to Perth Mill Road, vehicle access is only proposed via the existing driveway and the frontage is intended only to provide the lot with frontage and to provide for the existing water connection within the Lot. The assessment of the subdivision was based on this amended plan, which provided a single access to both lots, via the existing access only.

Issue 2

- Concerns of tree removal being undertaken within proposed Lot 2.

Planner's comment:

Council was not aware until receipt of this representation of such tree removal. This matter has been passed to the compliance team for further investigation.

Issue 3

- Lot 2 is only 15.33 hectares which is to be split in half by a substantial right of way, meaning there is really two lots of low grade rural land to contain a rural use.

Planner's comment:

Lot 2, although being burdened by a right of carriageway is possible to have a use on either side or both sides of the easement without that being split by ownership or an additional title. At this stage the intended use of this Lot may be storage or manufacturing or processing, both uses that are permissible in the zone and which do not require a lot of land size to be accommodated. A planning application will be required for any new use on the resultant vacant lot of this subdivision. Use Table 20.2 provides for a large range of permitted uses as well as discretionary uses that may be intended on the lot in the future. The purpose of the Rural zone includes to provide for a range of use or development in



a rural location that requires a rural location for operational reasons and where agricultural use is limited. The land capability of the site is Class 5, with limited agricultural possibilities, it would be appropriate to consider this Lot for a number of uses allowable in the zone, which would limit the conversion of agricultural land for non-agricultural use.

Issue 4

- Concerns of the 10 metres wide access to Lot 1 and the clearing required from a Scenic management point of view.

Planner's comment:

Amended plans received 17 August 2023 no longer propose a new access to Lot 1. Therefore, the concerns regarding this matter no longer relate to the plans subject to this assessment.

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 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?		<input type="checkbox"/>
	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 <u>section 10 of the <i>Local Government (Highways) Act 1982</i></u> 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.	
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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"/>

6 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

7 OPTIONS

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

8 DISCUSSION

Discretion to refuse the application is limited to:

- 20.5.1 Lot Design P1 (lots less than 40ha);
- 20.5.1 Lot Design P1 (frontage to lot 1 less than 25m); and
- C9.6.1 Lot Design P1 (creation of lot 2 within an attenuation area).

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 used and developed in accordance with the proposal plans.

9 ATTACHMENTS

1. Application page [11.5.1 - 1 page]
2. 51289 PA [11.5.2 - 13 pages]
3. Folio Plan-134004-1 [11.5.3 - 1 page]
4. Folio Text-134004-1 [11.5.4 - 1 page]
5. 51289 P 02 [11.5.5 - 1 page]
6. 51289 RFI Response [11.5.6 - 2 pages]
7. Bushfire Report 141 Perth Mill Road Western Junction [11.5.7 - 19 pages]
8. SIGNED Council Letter D 23-214502 - Determined not to assess - 141 Perth Mill Road, Western Junction [11.5.8 - 2 pages]
9. SPAN PL N-23-0132 [11.5.9 - 2 pages]
10. 1. Representation J Stancombe [11.5.10 - 1 page]
11. 2. Representation P Boyd [11.5.11 - 1 page]
12. 3. Representation M Dearing T Pickett [11.5.12 - 2 pages]



11.6 PLN23-0134: 4740 POATINA ROAD, CRESSY

File: 111500.1; PLN23-0134
Responsible Officer: Maree Bricknell, Acting General Manager
Report prepared by: Heidi Goess, Consultant Planner

RECOMMENDATION

That application PLN-23-0134 to develop and use the land at 4554 and 4740 Poatina Road Cressy (CTs: 126579/2; 142369/1; 142369/2 and 142369/3) for part change of use to Utilities including property lease and installation of the following: utility-scale battery modules, lightning protection masts, transformers and associated electricity infrastructure, control, maintenance & storage buildings, security fencing, water tanks, signage and parking, manoeuvring and internal driveway be approved subject to the following conditions:

1. The use and development must be in accordance with the endorsed documents, unless modified by a condition of the Permit:
 - (a) Esk Spatial, dated 14 August 2023, Great Lakes Battery Overview Site Plan;
 - (b) Esk Spatial, dated 14 August 2023, Great Lakes Battery Site and Access Plan;
 - (c) Entura, dated 21 August 2023, Proposal Plans, Drawing Number E310529 Sheets 1, 3 and 6;
 - (d) Entura, dated 21 August 2023, Infrastructure Elevations, Drawing Number E310529;
 - (e) Inspiring place, dated 19 June 2023, Palmerston Big Battery Landscape, Planning Plan, Drawing Number DA0101;
 - (f) Applicant, not dated, 3D Model;
 - (g) Marshall Day Acoustics, dated 7 July 2023, Great Lakes Big Battery – Stage 2 Environmental Noise Assessment, Reference Rp001 20220441;
 - (h) RMCG, dated 23 August 2023, Bushfire Exemption Report, 4740 Poatina Road, Cressy;
 - (i) RMCG, dated 3 November 2022, Agricultural Report;
 - (j) GHD, dated 7 July 2023, Great Lakes Battery Project, Traffic Impact Assessment;
 - (k) GHD, dated 7 July 2023, Great Lakes Battery Project, Preliminary Traffic Management Plan;
 - (l) Inspiring place, dated June 2023, Landscape Visual Impact Assessment Great Lakes Battery;
 - (m) Stephen Casey Ecology, dated June 2022, Palmerston Utility Scale Battery Project, Ecological Assessment;
 - (n) Cultural Heritage Management Australia, dated 23 November 2022, Palmerston Battery Project, 4554 Poatina Road, Cressy, Historic Heritage Assessment Report;
 - (o) Wma water, dated October 2022, Flood Risk Assessment Palmerston Battery Development Report;
 - (p) Joule Logic Renewable Energy and Environment Specialists, dated 27 June 2023, Preliminary Soil and Water Management Plan, Great Lakes Battery;
 - (q) Joule Logic Renewable Energy and Environment Specialists, dated 18 July 2023, Great Lakes Battery Development Application Supporting Report; and
 - (r) Neoen, dated 21 August 2023, response to s.54 request.

PARKING AND MANEOUVRING

2. Before the use commences, areas set aside for parking driveway, access ways, manoeuvring and circulation as shown on the endorsed plans must be:
 - (a) Constructed to such levels that they can be used in accordance with the endorsed plans;
 - (b) Constructed with a durable all weather pavement;
 - (c) Adequately drained to prevent stormwater being discharged to adjoining properties; and
 - (d) Delineated to indicate each car space and access lanes.

LANDSCAPING PLAN

3. Landscaping as proposed by the Palmerston Big Battery Landscape Plan prepared by Inspiring Place must be:
 - (a) Installed in accordance with the endorsed plan; and



- (b) Completed within 3 months of the use commencing; and
- (c) Maintained as part of the approved use and development. It must not be removed, destroyed or lopped without the written consent of the Council.

AMENDED PLANS REQUIRED

4. Prior to the commencement of any work and use, amended plans must be submitted to show a revised parking and circulation area plan to provide sufficient area to:
- (a) Contain the swept path manoeuvre for semi-trailer or B-Double vehicles to demonstrate that all vehicles can turn on the site; and
 - (b) Demonstrate that hardstand will be adequately drained to prevent stormwater discharge to the adjoining properties.
- Once approved by Council's General Manager, the amended plan will be endorsed and will then form part of the Permit and shall supersede the original endorsed plans.
5. Prior to the commencement of any works on the site, provisions of detailed engineering designs, modelling and updated Flood Risk Assessment Palmerston Battery Development, October 2022 prepared by wma water is amended by a suitably qualified person to demonstrate to the satisfaction of the Council's Director of Works and Infrastructure the following:
- (a) Confirm in writing that the proposed filling of land and floor levels required to achieve a tolerable level of flooding both internal and external to the site; and
 - (b) confirm in writing that the development does not cause or contribute to flooding of public infrastructure on the Palmerston Substation or adjacent land from the proposed filling and drainage work.

SITE MANAGEMENT

6. Prior to the commencement of any works on site, a Construction Environmental Management Plan must be prepared to the satisfaction of the Council's General Manager, and must address (but not limited to):
- (a) Construction hours;
 - (b) Management of all building and construction waste;
 - (c) Measures to mitigate noise, dust, odour and other emissions during the construction phase on adjacent land; and
 - (d) Measures to mitigate pollution of local waterways arising from construction activities and include mitigation measures to manage accidental spillage and failure of control measures;
 - (e) The environmental best practice guidelines in the Wetlands Waterways Works Manual.
- Once approved, the plan will form part of this Permit and shall supersede the original endorsed plan of condition 1(o).
7. Prior to the commencement of any works on site, an Operational Environmental Management Plan must be prepared to the satisfaction of the Council's General Manager to identify the mitigation measures to manage the long-term environmental impacts of the proposed use and development and address the environmental best practice guidelines in the Wetlands Waterways Works Manual. Once approved, the plan will form part of this permit.
8. Prior to the commencement of any works on the site, a revised Soil and Water Management Plan (SWMP) implemented to ensure soil and sediment does not leave the site during the construction process. The SWMP must be submitted to and approved by Council's General Manager. Once approved, the plan will form part of this permit and supersede the original endorsed plan of condition 1(p).
9. From commencement of works on the site to the completion of the construction process the developer must, to the satisfaction of Council's General Manager, and unless otherwise noted on the endorsed plans or approved in writing by Council's General Manager:
- (a) Ensure soil, building waste and debris does not leave the site other than in accordance with the Construction Environmental Management Plan referred to in Condition 3 of this Permit, and is disposed of at an approved landfill site;



- (b) Not burn debris or waste on the site; and
- (c) Ensure that public land or roads are not unreasonably obstructed by vehicles, machinery or materials.

REHABILITATION & DECOMMISSIONING

- 10. Within 30 days of becoming aware of any event or decision which is likely to give rise to the permanent cessation of the use, the person responsible for the management of the use must notify Council's General Manager in writing of that event or decision. The must specify the date upon which the activity is expected to cease or has ceased.
- 11. Prior to the permanent cessation of the use, a Decommissioning and Rehabilitation Plan must be prepared and submitted for approval by Council's General Manager addressing:
 - (a) Soil and water issues associated with the decommissioning of plant and equipment;
 - (b) Stabilisation of any land surfaces that may be subject to erosion;
 - (c) Removal or mitigation of all environmental hazards or land contamination that might pose an ongoing risk of causing environmental harm, including any controlled waste;
 - (d) Removal of equipment and infrastructure as required;
 - (e) Decommissioning of any equipment that has not been removed; and
 - (f) Demonstrate that the site has been rehabilitated suitable for agricultural use.

1 INTRODUCTION

This report assesses an application for 4554 and 4740 Poatina Road, Cressy for use and development of battery storage

2 BACKGROUND

Applicant:

Neoen Australia Pty Ltd

Zone:

21.0 Agriculture
26.0 Utilities

Classification under the Scheme:

Utilities

Deemed Approval Date:

21 September 2023

Owner:

David Harold Archer
Tasmanian Networks Pty Ltd

Codes:

C2.0 Parking and Sustainable Transport Code
C3.0 Road and Railway Assets Code
C4.0 Electricity Transmission Infrastructure Protection Code
C6.0 Local Historic Heritage Code
C7.0 Natural Assets Code
C12.0 Flood Prone Hazard Areas Code
C13.0 Bushfire-Prone Areas Code

Existing Uses:

Resource Development, Utilities

Recommendation:

Approve

Discretionary Aspects of the Application:

- 21.3.1 P1 and P2, Utilities is a Discretionary use;
- 21.4.1 P1, building height exceeds 12m;
- C2.6.6 P1, loading bay does not meet Australian Standard AS 2890.2-2022;
- C3.5.1 P1, intensification of access and traffic movements;
- C4.6.1 P1, buildings and works are within an electricity transmission corridor;
- C4.6.2 P1, buildings and works are within a substation facility buffer;
- C7.6.1 P1.1, buildings or works are not within a sealed plan;



- C7.6.1 P3, the proposal will include a new discharge point; and
- C12.6.1. P1.1 and P1.2, buildings are within flood-prone hazard area.

Planning Instrument:

- *Tasmanian Planning Scheme – Northern Midlands effective date 9th of November.*

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 to construct a battery storage facility which will support the stabilization of the Tasmanian electricity network. The proposal will be constructed over two stages and entails the following:

- Establish a lease area of 41,500m² (subdivision) for the use of portion of the site as a battery storage for a minimum of 10 years;
- Install security fencing around the lease area. The fence will be approximately 3.25m high;
- A 33 kV to 220 kV high voltage substation, comprising two main large power transformers and associated switchgear and an oil/water separation system;
- An underground 33kV internal power collection system, which carries the power to and from the battery units to the battery site's two 33kV switch rooms;
- An estimated 72 battery modules may be installed for Stage 1 and 72 will be installed for Stage 2. There may be a slight variation in the number of modules as this is dependent on the type of modules used;
- An estimated 30-35 power converter units per stage. The power converter units connect the battery modules to the 33 kV collection system;



- Construction of an 8m wide internal driveway connecting the TasNetworks access road from Poatina Road to the site. A Right of Way will be established over the TasNetworks land;
- The upgrade of the existing TasNetworks road;
- Construction of several buildings/structures on the site including the following:
 - Operations and maintenance facility building;
 - Spare parts storage facility;
 - A control building;
 - 2xSwitchrooms;
 - Containers;
 - 2xLightning protection masts, 22m high; and
 - 1x25m high gantry and two 22kV overhead transmission lines connecting the HV transformers into Palmerston substation.
- A loading bay, car parking and heavy vehicle turning circle area; and
- Four 150,000 litre water storage tanks, a pump house and hydrant for firefighting;
- Site drainage;
- Underground electrical cabling between the Great Lakes Battery and the Palmerston substation (possibly as part of Stage 2).

Several signs are proposed as part of the development including:

- Mandatory signage advising who the Principal Contractor is, address, contact details. The sign will be positioned at a prominent location such as the entrance to the site or site office;
- 'Keep Out' or similar signs at all access gates and along perimeter fencing if required;
- Construction signs;
- Critical safety commitments;
- Muster points;
- Speed limits;
- Fire extinguishers;
- First aid kits;
- Site office;
- Overhead lines;
- Emergency contacts;
- Protective equipment;
- Security notice CCTV in use 24 hours;
- Danger High Voltage equipment in use;
- Authorised personnel only;
- Individual battery module labelling; and
- Road and Parking signage.

The proposed signs are categorised as regulatory signs under Table C1.3 and therefore are exempt from the C1.0 Signs Code.



Site Plan (extract)

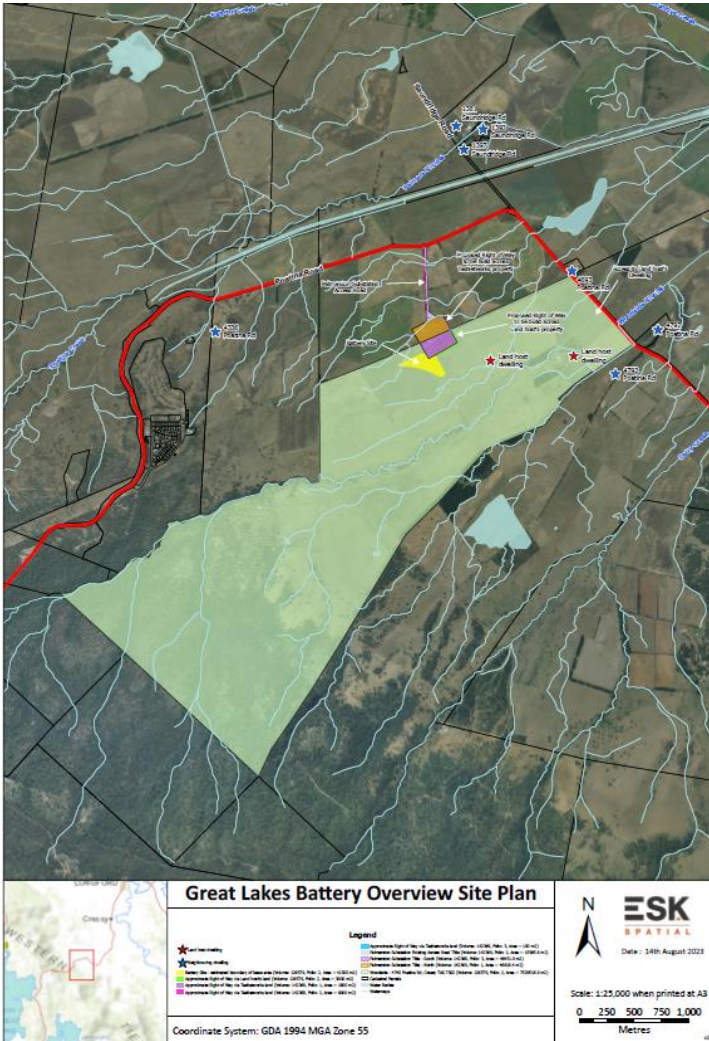


Figure 1: Overview Site Plan, the battery storage location shaded yellow. TasNetworks land shaded orange, purple and magenta



Figure 2: Battery Storage location and access (shaded yellow). TasNetwork land part of the site shade orange, blue and purple. .



Figure 3: Site Layout of the battery storage location.



Figure 4: 3d Model of the site.

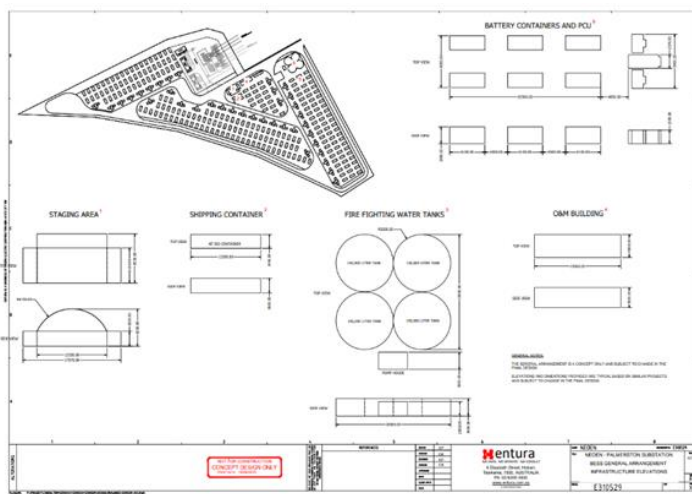


Figure 5: Equipment and building elevations.

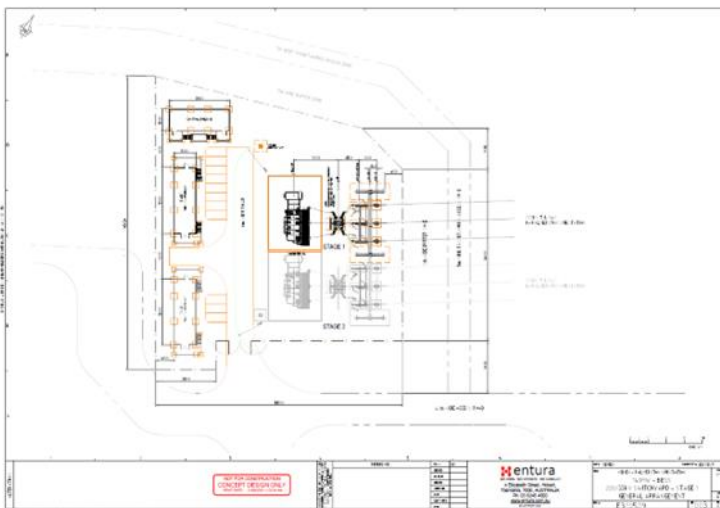


Figure 6: Switchyard arrangement.

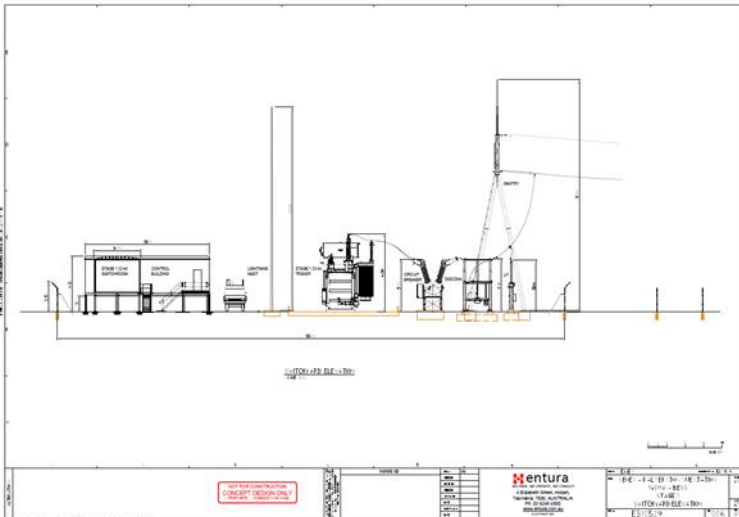


Figure 7: Cross-section of switchyard arrangement showing building height



Figure 8: Landscape plan

4.2 Zone and Land Use

The land is zoned 21.0 Agriculture & 26.0 Utilities

The relevant Planning Scheme definition are:

<i>Building height</i>	<i>means the vertical distance from existing ground level at any point to the uppermost part of a building directly above that point, excluding protrusions such as aerials, antennae, solar panels, chimneys and vents</i>
<i>habitable building</i>	<i>means a building of Class 1 – 9 of the Building Code of Australia with the exception of Class 7a buildings.</i>
<i>sensitive use</i>	<i>means a residential use or a use involving the presence of people for extended periods except in the course of their employment such as a caravan park, childcare centre, dwelling, hospital or school</i>
<i>subdivide</i>	<i>means to divide the surface of a lot by creating estates or interests giving separate rights of occupation otherwise than by:</i> <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> <i>(b) a lease of airspace around or above a building;</i> <i>(c) a lease of a term not exceeding 10 years or for a term not capable of exceeding 10 years;</i> <i>(d) the creation of a lot on a strata scheme or a staged development scheme under the Strata Titles Act 1998;</i> <i>or</i> <i>(e) an order adhering existing parcels of land</i>
<i>subdivision</i>	<i>means the act of subdividing or the lot subject to an act of subdividing.</i>
<i>suitably qualified</i>	<i>means a person who can adequately demonstrate relevant tertiary qualifications (or equivalent) and experience in a</i>



person	recognised field of knowledge, expertise or practice with direct relevance to the matter under consideration.
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4.3 Subject Site and Locality

The author of this report carried out a site visit on 7 August 2023. The battery storage location is situated south and east of the Palmerston Transend Substation on Poatina Road Cressy. The site consists of 4 titles of which three titles are owned by TasNetworks. The site includes a large farming property having an area of 737 ha (shown in Aerial Photograph 1). The area is within a farming district to the south-west of Cressy. The Poatina settlement is approximately 2.3km to the west of the site. The Palmerston Substation owned by TasNetworks forms part of the site.

The site contains an item listed on the Tasmanian Heritage Register (house and outbuildings, wall and garden, THR number 5072).

The current land use of the site is used for Resource Development with the battery storage location being pasture for grazing. The battery storage location is within a triangular-shaped area and is bounded by transmission lines and the TasNetworks Palmerston Transend Substation to the east, north and west. A pivot circle is located to the south of the battery storage. The RMCG Agricultural Assessment confirms that the Land Capability of this location is Class 4, with the main limitation being drainage.

The Woodside Rivulet is the nearest main waterway to the battery storage location, which is over 450m to the south. There is no priority vegetation identified.

Aerial photograph of area



Aerial Photograph 1: The red shaded area showing the extent of CT: 126579/2

Photographs of subject site



Photo 1: TasNetworks internal road viewed from the Poatina Road looking towards the Palmerston Substation.



Photo 2: TasNetworks Palmerston Substation, looking south from the internal road.



Photo 3: TasNetworks Palmerston Substation and battery storage location looking north west from the site.



Photo 3: Battery storage location looking west towards from the site.



Photo 4: Portion of the battery storage location shown in the foreground of the photo looking north-east towards the TasNetworks Palmerston Substation.



Photo 5: The approximate location of a section of the Right of Way, south of the Palmerston Substation.



Photo 6: The approximate location of a section of the Right of Way, on the north-eastern side of the Palmerston Substation.



Photo 6: The view of the battery storage location from Poatina Road, looking in a south-easterly direction.

4.4 Permit/Site History

Relevant permit history includes:

- DA20/96 HEC Transmission Line

4.5 Referrals

The following referrals were required:

Tasmanian Heritage Council

Summary: The application was referred to the THC on the 11th August 2023. They responded with a Notice of No Interest on 14th August 2023 as the development was outside of the Central Plan Register, the part of the site subject to the provision of the *Historic Cultural Heritage Act 1995*.

Council's Works Department

Council's Works and Infrastructure Department (Jonathan Galbraith and Cameron Oakley) reported on 27 August 2023 and their recommended conditions are included in the conditions of approval.

The information provided by the proponent does not address P1.2(a) in relation to contributing flooding on adjacent land. However, the land surrounding the development has significant areas which are currently prone to flooding. The raising the footprint of the development in order to protect it from flooding is unlikely to make a significant difference to flooding on adjacent land.

As such the following conditions are recommended:

Prior to the commencement of any works on the site, provisions of detailed engineering designs, modelling and updated Flood Risk Assessment Palmerston Batter Development, October 2022 prepared by wma water is amended by a suitably qualified person to demonstrate to the satisfaction of the Council's Director of Works and Infrastructure the following: (a) the proposed filling of land and floor levels required to achieve a tolerable level of flooding both internal and external to the site; and (b) confirm that the development does not cause or contribute to flooding of public infrastructure on the Palmerston Substation or adjacent land from the proposed filling and drainage work.

TasNetworks

Summary: The application was referred to TasNetworks on 11th August 2023.

TasNetworks have not responded, however, a supporting letter was provided by the applicant with the application.

Department of State Growth

The Department of State Growth were issued with a referral for this application on 1st August 2023, and Council received a response on 7th August 2023. The response states that State Growth do not object to the proposal but request a note on the permit that the proponent will require a State Growth permit before any Traffic management devices are placed on Poatina Rd for this project.



4.6 Planning Scheme Assessment

21.0 Agriculture Zone

21.1 Zone Purpose

The purpose of the Agriculture Zone is:

- 21.1.1 To provide for the use or development of land for agricultural use.
- 21.1.2 To protect land for the use or development of agricultural use by minimising:
 - (a) conflict with or interference from non-agricultural uses;
 - (b) non-agricultural use or development that precludes the return of the land to agricultural use; and
 - (c) use of land for non-agricultural use in irrigation districts.
- 21.1.3 To provide for use or development that supports the use of the land for agricultural use.

Comment:

The proposal is to construct a battery storage facility that can connect to the Tasmanian electricity network via the TasNetworks Palmerston Transend Substation (Palmerston Substation). The battery storage as proposed will occupy an area of approximately 4ha, (battery storage area) plus the land area occupied by the Right of Way, represents less than 1% of CT: 126579/2 which comprises an area of 737ha. RMCG has prepared an Agricultural Report. The report considers the proposal's impact on existing agricultural uses on the site and adjacent land. The report concludes that the proposal will have negligible impacts on the continuation of agriculture in this location.

The Agricultural Report also substantiates that the proposal will not create conflict or interference from non-agricultural uses. The site is not within an irrigation district.

The economic life span of the project is estimated to be 20 years. The intention is that the site will be decommissioned should the use cease. A condition of approval is recommended to ensure the land can be rehabilitated and returned to agricultural use.

The site for the proposed use and development will not interfere with any irrigation pivots established on the site.

The proposal is consistent with the Agriculture Zone purpose, and this is reaffirmed as it can satisfy all the Applicable Performance Criteria.

21.3 Use Standards

21.3.1 Discretionary uses

Objective:	That uses listed as Discretionary: (a) support agricultural use; and (b) protect land for agricultural use by minimising the conversion of land to non- agricultural use.
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1 A use listed as Discretionary, excluding Residential or Resource Development, must be required to locate on the site, for operational or security reasons or the need to contain or minimise impacts arising from the operation such as noise, dust, hours of operation or traffic movements, having regard to: <ul style="list-style-type: none"> (a) access to a specific naturally occurring resource on the site or on land in the vicinity of the site; (b) access to infrastructure only available on the site or on land in the vicinity of the site; (c) access to a product or material related to an agricultural use; (d) service or support for an agricultural use on the site or on land in the vicinity of the site;



	<p>(e) the diversification or value adding of an agricultural use on the site or in the vicinity of the site; and</p> <p>(f) provision of essential Emergency Services or Utilities.</p>
<p>Comment:</p> <p>Satisfies the Performance Criterion P1.</p> <p>The application proposes constructing the Great Lakes Battery Project, which will construct battery modules and associated infrastructure, co-located with the Palmerston Substation site. The purpose of the battery and associated infrastructure is to provide battery storage with renewable energy for grid stabilisation to the Tasmanian electricity network.</p> <p>The battery storage can provide another source of electricity when there is a shortfall in the network. The benefits are described in section 1.3 of the Great Lakes Battery Development Application Supporting Documentation. The Palmerston Substation is within the Central Highlands Renewable Energy Zone. The proposed battery storage must be co-located to transmission infrastructure to feed into the Tasmanian electricity network. The proximity of the battery storage to the substation minimises electrical energy losses and reduces the construction of electricity infrastructure, such as transmission lines and cabling.</p> <p>The site for the use and development is strategically placed to maximise the benefit of the battery storage to the Tasmanian electricity network. The Palmerston Transend Substation is centrally placed in the State and is the hub of Tasmania’s highest voltage network with direct connections to the State’s three major load centres of Devonport, Launceston and Hobart.</p> <p>Section 5.3.1 of the Great Lakes Battery Development Application Supporting Documentation states on page 47 that the, “batteries must be located near transmission substation with both physical space to accommodate connection infrastructure as well as robust interconnectivity with the rest of the grid to allow it charge and discharge without thermal limitations. In this way Performance Criteria P1 (b) is relevant as the opportunities to place large batteries are constrained to areas adjacent to accessible large substations such as the Palmerston substation”.</p> <p>The battery storage location will be located on CT: 126579/2 which has an area of 737ha. The proposed Utilities use occupies less than 1% of this title. The conversion of the agricultural use allows the diversification of uses on CT: 26579/2. The proposal will provide an alternative source of income to the existing agricultural activities on this property, which will benefit the farming operation. The proposal, if approved, will assist supporting the agricultural use on the site whilst minimising the conversion of agricultural land. The TasNetworks properties forming part of the site are zoned Utilities and are used for this purpose.</p> <p>The Utilities use is required for operational reasons having regard to:</p> <p>(a) does not rely on access to a specific naturally occurring resource on the site or on land in the vicinity of the site. The use class is not dependent on the soil as a growing medium, or reliant on extracting specific resources available on the site or on land in the vicinity of the site;</p> <p>(a) is constrained to the proposed location as it is required to access the Palmerston Substation as described above;</p> <p>(b) does not require access to a product or material related to an agricultural use;</p> <p>(c) does not service or support the agricultural use on the site or on land in the vicinity of the site;</p> <p>(d) provides opportunity to diversify or value add to the farming operation on the site with negligible impacts on the existing agricultural use; and</p> <p>(e) the proposal is for the provision of essential Utilities as described above.</p> <p>The proposed Utilities use is required on the site for operational reasons due to the proximity and connectivity to the Palmerston Substation. The use of a portion of the Agriculture Zone is required as it provides an optimum location for essential Utilities to assist with stabilising the Tasmanian electricity network supply. A financial benefit is likely to be provided to the existing farming operation and will support continued agricultural use on the site.</p> <p>The Agricultural Report (AR) prepared by RMCG reiterates that the development is located on a portion of site that will have negligible impact on the agricultural operations. The report also concludes on page 5 that, “the battery is considered to be compatible with surrounding agricultural use and minimal setbacks with vegetation screening, as proposed, should suffice to minimise the risk that the battery will conflict or interfere with agricultural use in the vicinity”.</p> <p>The proposed use satisfies the Performance Criterion P1 and is considered consistent with the Objectives.</p>	

<p>A2</p> <p>No Acceptable Solution.</p>	<p>P2</p> <p>A use listed as Discretionary, excluding Residential, must minimise the conversion of agricultural land to non-agricultural use, having regard to:</p> <p>(a) the area of land being converted to non- agricultural use;</p> <p>(b) whether the use precludes the land from being returned to an agricultural use;</p> <p>(c) whether the use confines or restrains existing or potential agricultural use on the site or adjoining sites.</p>
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<p>Comment:</p> <p>Satisfies the Performance Criterion P1.</p> <p>The portion of the site in the Agriculture Zone has an area of 737ha, with the proposed Utilities use occupying less than 1% of this</p>	
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property.

The AR prepared by RMCG describes on page 2 the site to be Class 4 Land Capability which is based on the Land Capability mapping at 1:100 000 scale. Class 4 Land Capability is described on page 3 in the report as “land that is well suited to grazing, but which is limited to occasional cropping or a very restrictive range of crops (Grose 1999)”. The AR confirms that there is no Prime Agricultural Land on the site”.

The Utilities use will result in the minimal conversion of agricultural land to non-agricultural use, having regard to:

(a) The AR describes the development site on page 3 as follows:

“The development site is situated within the Brumbys Creek Catchment which is within the South Esk River Hydro-Electric Water District. According to DNRET’s Water Information System of Tasmania (WIST) the Archers have three Water Licences (#1924, #5717, #5) with several large allocations (winter, summer and flood take). There is also a recently constructed large dam (#9864 for 805ML shown as proposed in LIST).

The development site (for the battery storage) and access are improved pasture utilised by dryland grazing. Immediately adjacent land use to the development site to the north west is dryland grazing on land associated with the transmission lines, to the north is the battery substation, to the east is dryland grazing on land associated with the transmission lines and to the south west is irrigated pasture under a pivot circle on land use for prime lamb production. The parent title is adjacent on all sides of the development site except the north where the TasNetworks substation is located”.

The AR concludes that the proposed use will have negligible impact on the agricultural operations. The report also concludes on page 5 that, “the battery is considered to be compatible with surrounding agricultural use and minimal setbacks with vegetation screening, as proposed, should suffice to minimise the risk that the battery will conflict or interfere with agricultural use in the vicinity”.

(b) The equipment associated with the Utilities use has an economic life of approximately 20 years. The site will be decommissioned when the activity ceases and potentially be returned to agricultural use if appropriate remediation works are undertaken. It is recommended that a condition is included if a permit is granted to ensure that remediation is undertaken to provide the opportunity for it to be returned to an agricultural use.

(c) The adjoining properties to the site are shown in Figure 9. The adjoining sites closest to the proposed use is immediately to the north is CT: 105802/1 contains agricultural activities (irrigated and dryland farming).

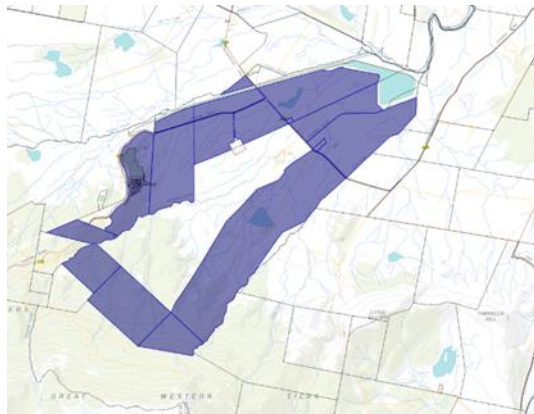


Figure 9: The adjoining properties to the site (shaded blue).

AR concludes that the proposed use will not confine or restrain existing agricultural use in the vicinity of the site.

The proposed use satisfies the Performance Criterion P2 and is considered consistent with the Objectives.

A3

No Acceptable Solution.

P3

A use listed as Discretionary, excluding Residential, located on prime agricultural land must:

- (a) be for Extractive Industry, Resource Development or Utilities, provided that:
 - (i) the area of land converted to the use is minimised;
 - (ii) adverse impacts on the surrounding agricultural use are minimised; and
 - (iii) the site is reasonably required for operational efficiency; or
- (b) be for a use that demonstrates a significant benefit to the region, having regard to the social, environmental and economic costs and benefits of the proposed use.

Comment:

Not Applicable.

The portion of the site in the Agriculture Zone has an area of 737ha, with the proposed Utilities use occupying less than 1% of the site. The Agricultural Report (AR) prepared by RMCG describes on page 2 the site to be Class 4 Land Capability which is based on the Land Capability mapping at 1:100 000 scale. Class 4 Land Capability is described on page 3 in the report as “land that is well suited to grazing, but which is limited to occasional cropping or a very restrictive range of crops (Grose 1999)”. The AR confirms that there is no



prime agricultural land on the site.

<p>A4 No Acceptable Solution.</p>	<p>P4 A Residential use listed as Discretionary must:</p> <p>(a) be required as part of an agricultural use, having regard to:</p> <p>(i) the scale of the agricultural use; (ii) the complexity of the agricultural use; (iii) the operational requirements of the agricultural use; (iv) the requirement for the occupier of the dwelling to attend to the agricultural use; and (v) proximity of the dwelling to the agricultural use; or</p> <p>(b) be located on a site that:</p> <p>(i) is not capable of supporting an agricultural use; (ii) is not capable of being included with other agricultural land (regardless of ownership) for agricultural use; and (iii) does not confine or restrain agricultural use on adjoining properties.</p>
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Comment:
The application is not for Residential use.
The Performance Criterion P4 is not applicable.

21.4 Development Standards for Buildings and Works

21.4.1 Building height

<p>Objective:</p>	<p>To provide for a building height that:</p> <p>(a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties.</p>
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Acceptable Solutions	Performance Criteria
<p>A1 Building height must be not more than 12m.</p>	<p>P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to:</p> <p>(a) the proposed height of the building; (b) the topography of the site; (c) the bulk and form of the building; (d) separation from existing use on adjoining properties; (e) the nature of the existing uses on adjoining properties; and (f) any buffers created by natural or other features.</p>

Comment:
Comment:
Satisfies the Performance Criterion P1.

The are several buildings proposed. The building heights are shown on the following drawings:

- Switchyard Elevation, Drawing Number E310529 Sheet 006; and
- Infrastructure Elevations, Drawing Number E310529.

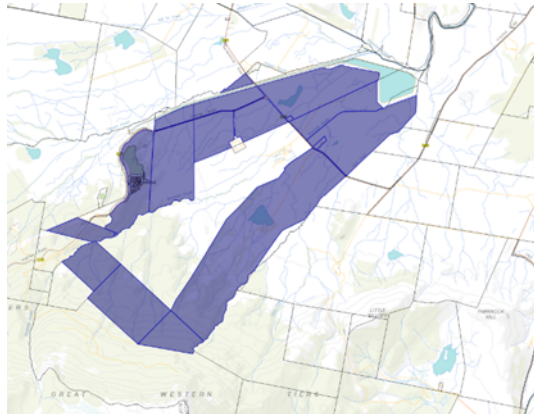
The table below summarises the heights of all of the proposed buildings.

Building	Building Height
Fence	3.25m
Switchroom	6m
Shipping Containers	2.6m
Operations and Maintenance Building	3.5m
Fire Fighting Water Tanks	3.0m
Pump House	2.5m
Staging Area	6.5m
Transformer	8.436m
Circuit Breaker	5.710 m
Gantry	25m
Lightning Mast	22m
Battery module units	2.9m

The application includes the construction of a 25m high gantry and two lightening protection poles with a maximum height of 22m. All other building heights are less than 12m and complies with the Acceptable Solution A1. The gantry and two lightening poles rely

on the Performance Criterion P1 for its approval.

The adjoining properties in relation to the site are shown below.



The adjoining properties includes the settlement of Poatina located approximately 2.3km west of the site. The settlement of Poatina is in an elevated position, approximately 70m above the site. The site and area of the battery storage can be viewed from Wilmot Street at the eastern edge of the settlement.

The buildings with a height of 12m have been assessed having regard to:

- (a) The lightning poles are a narrow tall structure, having a width of less than 0.5m at its base and narrows towards the top. There are two lighting masts which will be erected to the east of the two switchrooms. The structure has a building height of 22m. The gantry has a width of approximately 7m at its base. The structure has no enclosed sides. At a height of 14m, the gantry extends into single pole, narrowing as it reaches the top. The width of the single pole at a height of 14m is not more than 0.4m. The structure has a maximum building height of 25m.
- (b) The topography of the location of the battery storage is relatively flat with minor adulations. The flat nature of the topography means that the battery storage can be viewed from Poatina Road to the north of the site.
- (c) The bulk and form of the buildings are narrow and open. The structures are the widest at the base and narrow as it reaches the top.
- (d) The location of the battery storage is separated approximately 900m from Poatina Road to its north, 1.5km from Poatina Road to its east, and approximately 2.3km from the elevated settlement of Poatina to its west. The site is positioned to integrate with the existing structures on the site of the Palmerston Substation.
- (e) The uses are primarily agriculture. The settlement of Poatina is predominately residential in nature. The sensitive uses are setback more than 2.5km.
- (f) any buffers created by natural or other features.

The application is supported by a Landscape Visual Impact Assessment prepared by Inspiring Place. The application proposes to establish a vegetation buffer around the perimeter of the battery site (see below). The proposed buffer will reduce the visual appearance of the tall structures in the landscape when viewed from Poatina Road or adjacent land. The structures will not be isolated given other infrastructure and buildings on the site.

While the vegetation buffer will only partially screen the tall structures on the site when viewed from Poatina Road or adjacent land, the buildings will not create an unreasonable impact on the adjoining properties.





The building height is necessary for the operation of the use and will not cause an unreasonable impact on adjoining properties.
The proposed use satisfies the Performance Criterion P1 and is considered consistent with the Objectives

21.4.2 Setbacks

Objective:	That the siting of buildings minimises potential conflict with use on adjoining properties.	
Acceptable Solutions	Performance Criteria	
A1 Buildings must have a setback from all boundaries of: (a) not less than 5m; or (b) if the setback of an existing building is within 5m, not less than the existing building.	P1 Buildings must be sited to provide adequate vehicle access and not cause an unreasonable impact on existing use on adjoining properties, having regard to: (a) the bulk and form of the building; (b) the nature of existing use on the adjoining properties; (c) separation from existing use on the adjoining properties; and (d) any buffers created by natural or other features.	
Comment: Complies with the Acceptable Solution A1. The Great Battery Site and Access Plan prepared by Esk Spatial shows the Battery Site is located a minimum of 5m from all boundaries including the TasNetwork titles. The buildings are not within 5m of any boundary.		

A2 Buildings for a sensitive use must have a setback from all boundaries of: (a) not less than 200m; or (b) if the setback of an existing building for a sensitive use on the site is within 200m of that boundary, not less than the existing building.	P2 Buildings for a sensitive use must be sited so as not to conflict or interfere with an agricultural use, having regard to: (a) the size, shape and topography of the site; (b) the prevailing setbacks of any existing buildings for sensitive uses on adjoining properties; (c) the location of existing buildings on the site; (d) the existing and potential use of adjoining properties; (e) any proposed attenuation measures; and (f) any buffers created by natural or other features.
Comment: Not Applicable. The proposal does not include a sensitive use.	

21.4.3 Access for new dwellings

Objective:	That new dwellings have appropriate vehicular access to a road maintained by a road authority.	
Acceptable Solutions	Performance Criteria	
A1 New dwellings must be located on lots that have frontage with access to a road maintained by a road authority.	P1 New dwellings must have legal access, by right of carriageway, to a road maintained by a road authority, that is appropriate having regard to: (a) the number of users of the access; (b) the length of the access; (c) the suitability of the access for use by the occupants of the dwelling; (d) the suitability of the access for emergency services vehicles; (e) the topography of the site; (f) the construction and maintenance of the access; (g) the construction, maintenance and usage of the road; and (h) any advice from the road authority.	
Comment: Not Applicable. The proposal does not include a Residential use.		

21.5 Development Standards for Subdivision

21.5.1 Lot design

Objective:	To provide for subdivision that: (a) relates to public use, irrigation infrastructure or Utilities; and (b) protects the long term productive capacity of agricultural land.	
Acceptable Solutions	Performance Criteria	
A1 Each lot, or a lot proposed in a plan of	P1 Each lot, or a lot proposed in a plan of subdivision, must:	



<p>subdivision, must:</p> <ul style="list-style-type: none"> (a) be required for public use by the Crown, a council or a State authority; (b) be required for the provision of Utilities or irrigation infrastructure; or (c) be for the consolidation of a lot with another lot provided both lots are within the same zone. 	<ul style="list-style-type: none"> (a) provide for the operation of an agricultural use, having regard to: <ul style="list-style-type: none"> (i) not materially diminishing the agricultural productivity of the land; (ii) the capacity of the new lots for productive agricultural use; (iii) any topographical constraints to agricultural use; and (iv) current irrigation practices and the potential for irrigation; (b) be for the reorganisation of lot boundaries that satisfies all of the following: <ul style="list-style-type: none"> (i) provides for the operation of an agricultural use, having regard to: <ul style="list-style-type: none"> a. not materially diminishing the agricultural productivity of the land; b. the capacity of the new lots for productive agricultural use; c. any topographical constraints to agricultural use; and d. current irrigation practices and the potential for irrigation; (ii) all new lots must be not less than 1ha in area; (iii) existing buildings are consistent with the setback required by clause 21.4.2 A1 and A2; (iv) all new lots must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use; and (v) it does not create any additional lots; or
	<ul style="list-style-type: none"> (c) be for the excision of a use or development existing at the effective date that satisfies all of the following: <ul style="list-style-type: none"> (i) the balance lot provides for the operation of an agricultural use, having regard to: <ul style="list-style-type: none"> a. not materially diminishing the agricultural productivity of the land; b. the capacity of the balance lot for productive agricultural use; c. any topographical constraints to agricultural use; and d. current irrigation practices and the potential for irrigation; (ii) an agreement under section 71 of the Act is entered into and registered on the title preventing future Residential use if there is no dwelling on the balance lot; (iii) any existing buildings for a sensitive use must meet the setbacks required by clause 21.4.2 A2 or P2 in relation to setbacks to new boundaries; and (iv) all new lots must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use.
<p>Comment: Complies with the Acceptable Solution A1. The application establishes a lease with the property owner of CT:126579/2 to enable the use of land for battery storage. The application has confirmed that the lease will be for more than 10 years. A lease exceeding a term of 10 years is deemed to be subdivision in accordance with Table 3.1 Planning Terms and Definitions.</p>	

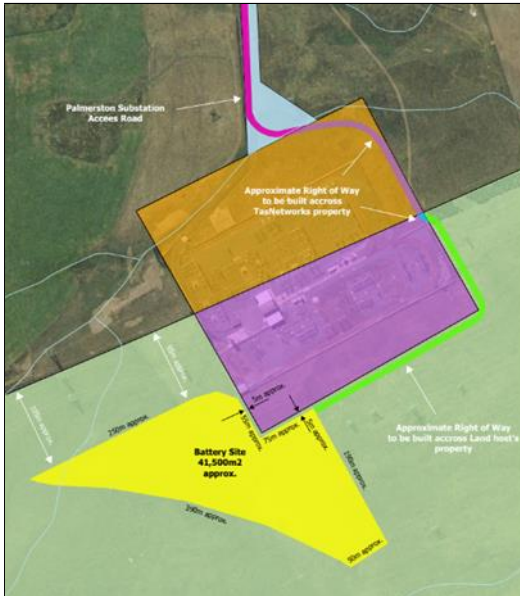


Figure 12: Lease area shaded yellow.

The proposed lease (lot) is required for the provision of Utilities.

The proposal complies with the Acceptable Solution A1 (b).

<p>A2</p> <p>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>P2</p> <p>Each lot, or a lot proposed in a plan of subdivision, is capable of being 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, including pedestrians; and (d) the pattern of development existing on established properties in the area.
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Comment:

Satisfies the Performance Criterion P2.

The proposal will provide access to the site from Poatina Road via an internal driveway over the TasNetworks land. An internal driveway will be constructed to service the proposed development. The battery storage location does not have access to Poatina Road; therefore, a Right of Way is necessary.

The proposal will result in extending the TasNetwork internal road, creating a legal Right of Way over the TasNetwork land and the site itself. The lease area is capable of being provided with reasonable vehicular access having regard to:

- (a) the topography is relatively flat, enabling a made carriageway to be constructed suitable for the use of vehicle types;
- (b) the Right of Way will connect with the internal circulation loop of the battery storage area, providing convenient access to all infrastructure and facilities;
- (c) the Right of Way will be solely for the use of the battery storage site, members of the public will not access the battery storage site. Access by pedestrians will be limited to the staff associated with the battery storage area;
- (d) The pattern of the development is a mix of farming activities and utilities infrastructure on the established properties. The development is appropriate given it will be co-located with existing Utilities infrastructure being the Palmerston Substation.

The proposed use satisfies the Performance Criterion P2 and is considered consistent with the Objectives.

26.0 Utilities Zone

26.1 Zone Purpose

The purpose of the Utilities Zone is:

26.1.1 To provide land for major utilities installations and corridors.

26.1.2 To provide for other compatible uses where they do not adversely impact on the utility.

Comment: The proposal is to construct a battery storage facility that can connect to the Tasmanian electricity network via the Palmerston Substation. The battery storage is for a major utilities installation to be constructed over two stages. The first stage seeks to establish approximately 72 battery modules and associated transmission infrastructure. The proposed development in the Utilities Zone is limited to the internal driveway providing access to the battery storage location on the site.



The proposal is consistent with the Zone Purpose statements and this is reaffirmed as it can satisfy all the Applicable Performance Criteria.

26.3 Use Standards

26.3.1 All uses

Objective:		That uses do not cause an unreasonable loss of residential amenity to residential zones.	
Acceptable Solutions		Performance Criteria	
<p>A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living 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>P1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone must not cause an unreasonable loss of amenity to the residential zones having regard to:</p> <p>(a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.</p>	
<p>Comment: Not Applicable. The proposal is for Utilities. The use class Utilities is excluded from the assessment of the Acceptable Solution A1 or the Performance Criterion P1.</p>			
<p>A2 External lighting for a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must:</p> <p>(a) not operate within the hours of 11.00pm and 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property.</p>		<p>P2 External lighting for a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <p>(a) the level of illumination and duration of lighting; and (b) the distance to habitable rooms of an adjacent dwelling.</p>	
<p>Comment: Not Applicable. The proposal is for Utilities. The use class Utilities is excluded from the assessment of the Acceptable Solution A2 or the Performance Criterion P2.</p>			

<p>A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living 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 Emergency Services or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living 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 sensitive use; and (f) potential conflicts with other traffic.</p>
<p>Comment: Not Applicable. The proposal is for Utilities. The use class Utilities is excluded from the assessment of the Acceptable Solution A3 or the Performance Criterion P3.</p>	

26.3.2 Discretionary uses

Objective:		That uses listed as Discretionary do not compromise the use of land for Utilities.	
Acceptable Solutions		Performance Criteria	
A1		P1	



No Acceptable Solution.	A use listed as Discretionary must not compromise or restrict the operations of an existing or proposed utility, having regard to: (a) the compatibility of the utility and the proposed use; (b) the location of the proposed use in relation to the utility, or any proposed utility; (c) existing land uses on the site; and (d) any proposed or existing buffers or mitigation measures.
<p>Comment: Not Applicable. The proposal is for Utilities and is listed as Permitted in the Use Table 26.2. There is no Acceptable Solution. The Performance Criterion P1 is not applicable as the proposal is not a Discretionary use.</p>	

26.4 Development Standards for Buildings and Works

26.4.1 Building height

Objective:	To provide for a building height that: (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties and the visual character of the area.
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Acceptable Solutions	Performance Criteria
<p>A1 Building height must be not more than: (a) 10m; or (b) 15m if for a structure, such as a tower, pole or similar.</p>	<p>P1 Building height must: (a) be necessary for the operation of the use and not cause unreasonable impact on adjoining properties, having regard to: (i) the bulk and form of the building; (ii) separation from existing buildings on adjoining properties; and (iii) any buffers created by natural or other features; and (b) not unreasonably impact on the visual character of the area, having regard to: (i) the topography of the site; (ii) any existing vegetation; and (iii) visibility from adjoining roads and public open space.</p>

<p>Comment: Not Applicable. The application includes the construction of a 25m high gantry. The gantry will not be located in the Utilities Zone, but the transmission lines will connect with existing infrastructure on the TasNetworks land. The transmission lines are likely to be suspended above 10m. The building will not be contained in the Utilities Zone. The transmission lines are not deemed a building, so the Acceptable Solution A1 or P1 are not applicable.</p>	
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<p>A2 Building height, excluding a structure such as a tower, pole or similar: (a) within 10m of an adjoining property in a General Residential Zone, Low Density Residential Zone or Rural Living Zone, must be not more than 8.5m; or (b) within 10m of an adjoining property in an Inner Residential Zone, must be not more than 9.5m.</p>	<p>P2 Building height, within 10m of an adjoining property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, excluding a structure such as a tower, pole or similar, must not cause an unreasonable loss of residential amenity, having regard to: (a) compatibility with buildings on established properties in the adjoining zone; (b) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (c) overlooking and reduction of privacy to adjoining properties; and (d) visual impacts caused by the apparentscale, bulk or proportions of the building when viewed from the adjoining property.</p>
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<p>Comment: Not Applicable. The application will construct an internal driveway across the Utilities Zone. There will be no buildings or structures proposed in the Utilities Zone. The site does not adjoin the General Residential Zone, Inner Residential Zone, Low Density Residential Zone or the Rural Living Zone.</p>	
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26.4.2 Setbacks

Objective:	That building setbacks are: (a) compatible with the character of the surrounding area; and (b) does not cause an unreasonable loss of amenity to adjoining properties.
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Acceptable Solutions	Performance Criteria
<p>A1 Buildings, excluding a structure such as a tower, pole or similar, must have a setback from all boundaries of not less than:</p> <ul style="list-style-type: none"> (a) 5m; or (b) an existing building on the lot. 	<p>P1 Buildings, excluding a structure such as a tower, pole or similar, must be sited to not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the size, shape and orientation of the site; (c) the setback of existing buildings on the site and on adjoining properties; (d) the bulk and form of proposed buildings; (e) overlooking and reduction of privacy of dwellings on adjoining properties; (f) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings on adjoining properties; and (g) any existing screening or the ability to implement screening.
<p>Comment: Not Applicable. The application will construct an internal driveway across the Utilities Zone. The application includes the construction of a 25m high gantry. The gantry will not in the Utilities Zone, but the transmission lines will connect with existing infrastructure on the TasNetworks land. The transmission lines are likely to be suspended above 10m. The building will not be contained in the Utilities Zone. The transmission lines are not deemed a building, so the Acceptable Solution A1 or P1 are not applicable.</p>	
<p>A2 Air extraction, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, Low Density Residential Zone and Rural Living Zone¹.</p>	<p>P2 Air conditioning, air extraction, pumping, heating or refrigeration systems, compressors or generators within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone must be designed, located, baffled or insulated so as to not cause an unreasonable loss of residential 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 adjoining sensitive uses; and (d) any proposed or existing mitigation measures.
<p>Comment: The site is not within 10m of the General Residential Zone, Inner Residential Zone, Low Density Residential Zone or the Rural Living Zone. Not Applicable.</p>	

26.4.3 Fencing

Objective:	That fencing: <ul style="list-style-type: none"> (a) does not detract from the appearance of the site or surrounding area; and (b) provides for passive surveillance.
Acceptable Solutions	Performance Criteria
<p>A1 A fence (including a free-standing wall) within 4.5m of a frontage and where adjoining a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone must have a height above existing ground level of not more than:</p> <ul style="list-style-type: none"> (a) 1.2m if the fence is solid; or (b) 2.1m, if any part of the fence that is within 4.5m of a frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30%. 	<p>P1 A fence (including a free-standing wall) within 4.5m of a frontage and where adjoining a property in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone must be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the height, design, location and extent of the fence; (b) the degree of transparency; and (c) the proposed materials and construction.
<p>Comment: Not Applicable. The site does not adjoin the General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone.</p>	
<p>A2 Common boundary fences with a property in a General Residential</p>	<p>P2 Common boundary fences with a property in the General</p>



<p>Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone must:</p> <p>(a) have a height above existing ground level of not more than 2.1m; and</p> <p>(b) not use barbed wire.</p>	<p>Residential Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone must not cause an unreasonable loss of residential amenity, having regard to:</p> <p>(a) the height, design, location and extent of the fence; and</p> <p>(b) the proposed materials and construction.</p>
<p>Comment: Not Applicable. The site does not adjoin the General Residential Zone, Inner Residential Zone, Low Density Residential Zone or the Village Zone.</p>	

26.4.4 Outdoor storage areas

Objective:	That outdoor storage areas do not detract from the appearance of the site or surrounding area.	
Acceptable Solutions	Performance Criteria	
A1 Outdoor storage areas, excluding any goods for sale, must not be visible from any road or public open space adjoining the site.	P1 Outdoor storage areas, excluding any goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.	
<p>Comment: There are no outdoor storage areas proposed in the Utilities Zone. Not Applicable.</p>		

26.5 **Development Standards for Subdivision**

26.5.1 Subdivision

Objective:	That each lot: (a) has an area and dimensions appropriate for use and development in the zone; and (b) is provided with appropriate frontage to a road.	
Acceptable Solutions	Performance Criteria	
A1 Each lot, or lot proposed in a plan of subdivision, must: (a) be required for public use by the Crown, a council or a State authority; (b) be required for the provision of Utilities; or (c) be for the consolidation of a lot with another lot provided both lots are within the same zone.	P1 Each lot, or lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to: (a) the relevant requirements for development of buildings on the lot; (b) location of existing buildings on the lot; (c) likely location of buildings on the lot; and (d) accessibility for vehicles.	
<p>Comment: The lease area is not in the Utilities Zone. There is not subdivision proposed in the Utilities Zone. Not Applicable.</p>		
A2 Each lot, or lot proposed in a plan of subdivision, must have a frontage, or legal connection to a road by a right of carriageway, of not less than 3.6m.	P2 Each lot, or lot proposed in a plan of subdivision, 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: (a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (b) the topography of the site; (c) the functionality and useability of the frontage; (d) the anticipated nature of vehicles likely to access the site; (e) the ability to manoeuvre vehicles on the site; (f) the ability for emergency services to access the site; and (g) the pattern of development existing on established properties in the area.	
<p>Comment: The lease area is not in the Utilities Zone. There is not subdivision proposed in the Utilities Zone. Not Applicable.</p>		



<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; and (d) the pattern of development existing on established properties in the area.
<p>Comment: The lease area is not in the Utilities Zone. There is not subdivision proposed in the Utilities Zone. Not Applicable.</p>	

26.5.2 Services

Objective:	That the subdivision of land provides adequate services to meet the projected needs of future development.
Acceptable Solutions	Performance Criteria
<p>A1 Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</p> <p>A2 Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.</p>	<p>P1 Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.</p> <p>P2 Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of providing 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.
<p>Comment: Not Applicable. The lease area is not in the Utilities Zone. There is not subdivision proposed in the Utilities Zone.</p>	

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.

C2.2 Application of this Code

C2.2.1 Unless stated otherwise in a particular purpose zone, or sub-clause C2.2.2, C2.2.3 or C2.2.4, this code applies to all use and development.

C2.2.2 Clause C2.5.3 only applies to use and development in the following Use Classes:

- (a) Business and Professional Services;
- (b) Community Meeting and Entertainment;
- (c) Custodial Facility;
- (d) Crematoria and Cemeteries;
- (e) Educational and Occasional Care;
- (f) Food Services;
- (g) General Retail and Hire;



- (h) Hospital Services;
- (i) Hotel Industry;
- (j) Pleasure Boat Facility;
- (k) Residential if for a communal residence, multiple dwellings or hostel use;
- (l) Sports and Recreation; and
- (m) Tourist Operation.

C2.2.3 Clause C2.5.4 only applies to use and development in the following Use Classes:

- (a) Bulky Goods Sales;
- (b) General Retail and Hire;
- (c) Manufacturing and Processing; and
- (d) Storage.

C2.2.4 Clause C2.5.5 only applies to use and development in the following Use Classes:

- (a) Business and Professional Services;
- (b) Community Meeting and Entertainment;
- (c) Educational and Occasional Care;
- (d) Emergency Services;
- (e) Food Services;
- (f) General Retail and Hire;
- (g) Sports and Recreation; and
- (h) Utilities, if not for minor utilities.

C2.3 Definition of Terms

C2.3.1 In this code, unless the contrary intention appears:

Term	Definition
container refund scheme space	means the area of land required to house a container refund machine or a bad drop refund point on a site plus space for pedestrians to queue at the container refund machine or bag drop refund point.
floor area	means the gross floor area, excluding the area of stairs, loading bays, access ways, or parking areas, of any area occupied by machinery required for air conditioning, heating, power supply, or lifts.
no requirement	means the use or development is not required to provide any on-site parking.
parking precinct plan	means a plan relating to on-site parking of cars within a defined area of land, shown on an overlay map in the relevant Local Provisions Schedule.
pedestrian priority street	means a road shown on an overlay map in the relevant Local Provisions Schedule, as having active street frontages where pedestrian movement and activity take priority over siting of vehicle parking and access.

C2.4 Use or Development Exempt from this Code

C2.4.1 There are no exemptions to this code.

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 2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, 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	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;	



<p>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 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>(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 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>
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Comment:
Complies with the Acceptable Solution.
Three car parking spaces are proposed as shown on Drawing number E310529/P519550, Sheet 001.
Table C2.1 does not require car parking numbers for Utilities or Resource Development. The proposal complies with the Acceptable Solution A1.

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:	P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:	
(a) be provided on the site or within 50m of the site; and	(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and	
(b) be no less than the number specified in Table C2.1.	(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.	

Comment:
Complies with the Acceptable Solution.
Table C2.1 does not require bicycle parking numbers for a Utilities use.

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	
A1 The number of on-site motorcycle parking spaces for all uses must:	P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:	
(a) be no less than the number specified in Table C2.4; and	(a) the nature of the proposed use and development;	
(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.	(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. Clause C2.2.2 does not list Utilities as an applicable Use Class, and this clause does not apply to the proposal.	
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	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> <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:</p> <p>Not Applicable. Clause C2.2.3 does not list Utilities as an applicable Use Class, and this clause does not apply to the proposal.</p>	
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	
Objective:	<p>To:</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.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>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</p> <p>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:</p> <p>Not Applicable. Clause C2.2.4 lists Utilities, if not for minor utilities, as applicable to clause 2.5.5. The site, however, is not within the General Residential Zone or Inner Residential Zone.</p>	



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.	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.	
Comment: Complies with the Acceptable Solution. The proposed accessways, maneuvering and circulation spaces will be constructed of crushed rock aggregate, concrete or asphalt and drained to an on-site stormwater system. A condition is recommended to ensure that all parking, access ways and manoeuvring and circulation spaces are constructed in accordance with this standard		

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 <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i> ; (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 <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i> . 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 <i>Australian/New Zealand Standard AS/NZS 2890.6:2009</i>	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 <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities</i> .	



<i>Parking facilities, Off-street parking for people with disabilities.</i> ¹	
<p>Comment: Complies with the Acceptable Solution. Parking, access ways, manoeuvring and circulation spaces will be:</p> <ul style="list-style-type: none"> (i) Relatively flat, with the grade not exceeding 1:16; (ii) All vehicles can enter and exit the car park in a forward direction; (iii) The accessways width in accordance with the requirements in Table C2.2; (iv) Car parking spaces have a minimum width of 3.5m and a minimum length of 6m. Maneuvering areas are not less than 4.8m in width; (v) Car parking is not within a garage or carport and therefore vertical clearance is not applicable; (vi) Car parking spaces will be delineated. <p>There are no disability parking spaces provided.</p>	

¹ Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016

C2.6.3 Number of accesses for vehicles

Objective:	That: <ul style="list-style-type: none"> (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 The number of accesses provided for each frontage must: <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. 	P1 The number of accesses for each frontage must be minimised, having regard to: <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. 	
Comment: Complies with the Acceptable Solution. There are no new accesses to a frontage proposed.		
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: <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. 	
Comment: Not Applicable. The site is not located within the Central Business Zone or in a pedestrian priority street.		

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

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: <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. 	
Acceptable Solutions		Performance Criteria
A1 In car parks within the General Business Zone and Central	P1 In car parks within the General Business Zone and Central Business	



<p>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>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. The site is not located within the General Business Zone or the Central Business Zone.</p>	

C2.6.5 Pedestrian access

Objective:	That pedestrian access within parking areas is provided in a safe and convenient manner.	
<p>Acceptable Solutions</p> <p>A1.1 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; (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 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:</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. The Utilities use does not require 10 or more car parking spaces.</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.	
<p>Acceptable Solutions</p> <p>A1 The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, 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:</p> <ul style="list-style-type: none"> (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>Comment: Satisfies Performance Criterion P1 A loading bay will be provided but is not required by clause C2.5.4. However, a loading bay is provided on the site. The Traffic Impact Assessment (TIA) submitted with the application suggests that the loading bay may not achieve compliance with the Australian</p>		



<p>Standard AS 2890.2-2022, Parking facilities Offstreet commercial vehicle facilities. Therefore, the Performance Criterion P1 is assessed. The loading bay has an area and dimension suitable for the use, having regard to:</p> <p>(a) The TIA confirms that the loading bay will be for both rigid vehicles, semi-trailers and vehicles up to 26m length B-double vehicles;</p> <p>(b) The construction of the battery storage facility at both stage 1 and stage 2 will generate around 53 vehicle movements per day and increase to 98 trips per day at peak times. Once operating, traffic will be around 1 to 3 trips to the site per day;</p> <p>(c) The construction period of stages 1 and 2 will result in the highest frequency of loading and unloading. Once the use is established, the frequency of loading and unloading will diminish;</p> <p>(d) The site has an area of 750 ha, with the battery site facility contained with an area of approximately 4ha. The battery storage location has sufficient area to accommodate the loading bay on the site.</p> <p>(e) The topography is relatively flat and does not impose any restrictions on vehicle circulation on the site;</p> <p>(f) The existing buildings on the site are located on the TasNetworks land comprising a building, various equipment and infrastructure. The farm dwellings and associated outbuildings are located on CT: 126579/2 and are approximately 400m away from the proposed use and development. There are no existing buildings on the site that will constrain the use of the loading bay;</p> <p>(g) The existing development imposes no constraints on the site.</p> <p>The proposal satisfies the Performance Criterion P1 and is considered consistent with the Objectives.</p>	
<p>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 <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.</i></p>	<p>P2 Access for commercial vehicles to and from the site must be safe, having regard to:</p> <p>(a) the types 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 area and dimensions of the site;</p> <p>(e) the location of the site and nature of traffic in the area of the site;</p> <p>(f) the effectiveness or efficiency of the surrounding road network; and</p> <p>(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.</p>
<p>Comment: Complies with the Acceptable Solution. A loading bay will be provided but is not required by clause C2.5.4. All vehicles can enter and exit the site in a forward facing direction.</p>	
<p>C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</p>	
<p>Objective:</p>	<p>That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.</p>
<p>Acceptable Solutions</p> <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 <i>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.</i></p>	<p>Performance Criteria</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. The Utilities use does not require 5 or more bicycle spaces</p>	
<p>A2 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>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>(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 <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.</i></p>	<p>(d) the provisions of <i>Australian Standard AS 2890.3- 2015 Parking facilities - Part 3: Bicycle parking.</i></p>
<p>Comment: Not Applicable. No bicycle parking spaces are required or provided.</p>	

C2.6.8 Siting of parking and turning areas

<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>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>Performance Criteria</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> <ul style="list-style-type: none"> (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.
<p>Comment: Not Applicable. The site is not within a zone listed in the Acceptable Solution.</p>	

<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. The site is not within the Central Business Zone.</p>	

C2.7 Parking Precinct Plan

C2.7.1 Parking precinct plan

<p>Objective:</p>	<p>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:</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:</p>



<p>(a) not be provided; or (b) not be increased above existing parking numbers.</p>	<p>(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>
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Comment:
Not Applicable.
The site is not within an existing precinct plan.

Table C2.1 Parking Space Requirements

Use		Parking Space Requirements	
		Car	Bicycle
Bulky Goods Sales	Motor vehicle, boat or caravan sales	1 space per 100m ² of display, storage and workshop floor area	1 space per 500m ² of floor area
	Retail plant nursery	15 spaces or 0.5 spaces per 100m ² of site area, whichever is greater	No requirement
	Bulky Goods Sales, excluding as otherwise specified in this Table	1 space per 50m ² of floor area	1 space per 500m ² of floor area
Business and Professional Services	Bank, real estate agency, travel agent	1 space per 50m ² of floor area	1 space per 500m ² of floor area
	Office	1 space per 40m ² of floor area	1 space per 500m ² of floor area
	Doctors' surgery, clinic, consulting room	4 spaces per practitioner	2 spaces for each 8 practitioners
	Veterinary centre	4 spaces per practitioner	No requirement
	Funeral parlour	1 space per employee + 1 visitor space + 1 space per 4 chapel seats	1 space per 50 chapel seats
	Business and Professional Services, excluding as otherwise specified in this Table	1 space per 30m ² of floor area	1 space per 500m ² of floor area
Community Meeting and Entertainment	Art and craft centre	1 space per 30m ² of floor area	1 space per 50m ² floor area or 1 space per 40 seats whichever is greater
	Exhibition centre, library, museum or public art gallery	1 space per 20m ² of floor area	4 spaces plus 2 spaces for each 1500m ² of floor area
	Cinema, place of worship, civic centre, function centre, public hall, theatre	1 space per 15m ² of floor area, or 1 space per 3 seats, whichever is greater	1 space per 50m ² floor area or 1 space per 40 seats whichever is greater
	Community Meeting and Entertainment, excluding as otherwise specified in	1 space per 15m ² of floor area or 1 space per 4 seats, whichever is greater	1 space per 50m ² floor area or 1 space per 40 seats whichever is greater



Use		Parking Space Requirements	
		Car	Bicycle
	this Table		
Custodial Facility		1 space per 2 employees + 1 space per 5 inmates	No requirement
Crematoria and Cemeteries		1 space per employee + 1 visitor space + 1 space per 4 chapel seats	1 space per 50 chapel seats
Domestic Animal Breeding, Boarding or Training		1 space per employee + 2 visitor spaces	No requirement
Educational and Occasional Care		1 space per employee + 1 space per 6 tertiary education students	1 space per 5 employees and tertiary education students
Emergency Services	Fire/ambulance	1 space per employee	No requirement
	Emergency Services, excluding as otherwise specified in this Table	No requirement	No requirement
Equipment and Machinery Sales and Hire		1 space per 50m ² of floor area	No requirement
Extractive Industry		1 space per 2 employees	No requirement
Food Services	Restaurant	1 space per 15m ² of floor area (including any outdoor dining areas) + 6 queuing spaces for drive through (if applicable), unless subject to Clause C2.5.5	1 space per 75m ² floor area
	Take away food premises	1 space per 15m ² of floor area (including any outdoor dining areas) + 6 queuing spaces for drive through (if applicable), unless subject to Clause C2.5.5	1 space per 75m ² floor area
	Food Services, excluding as otherwise specified in this Table	15 for each 100m ² of floor area or 1 space per 3 seats, whichever is greater, unless subject to Clause C2.5.5	1 space per 75m ² floor area
General Retail and Hire	Drive-in bottle shop, if associated with a Hotel Industry	6 spaces	No requirement
	General Retail and Hire, excluding as otherwise specified in this table	1 space per 30m ² of floor area, unless subject to Clause C2.5.5	1 space per 100m ² of floor area
Hospital Services		1 space per 4 beds + 1 space per doctor + 1 space per 2 other employees	1 space per 10 beds
Hotel Industry		1 space per 20m ² of floor area available to the public + 1 space per bedroom	1 space per 100m ² of floor area available to the public
Manufacturing and Processing		1 space per 200m ² of floor area or 2 spaces per 3 employees, whichever is greater	1 space per 5 employees
Motor Racing Facility		No requirement	No requirement
Natural and Cultural Values Management		No requirement	No requirement
Passive Recreation		No requirement	No requirement
Pleasure Boat	Marina	0.6 spaces for each wet berth and 0.2	No requirement



Use		Parking Space Requirements	
		Car	Bicycle
Facility		spaces for each dry storage berth and 0.5 spaces per marina employee	
	Boathouse	0.5 space for each boathouse	No requirement
	Pleasure Boat Facility, excluding as otherwise specified in this Table	No requirement	No requirement
Port and Shipping		No requirement	No requirement
Recycling and Waste Disposal		1 space per 500m ² of site area + 1 space per employee	No requirement
Research and Development		1 space per 100m ² of floor area or 2 spaces per 3 employees, whichever is greater	No requirement
Residential	If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	1 space per dwelling	No requirement
	If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling	No requirement
	Visitor parking for multiple dwellings in the General Residential Zone	1 dedicated space per 4 dwellings (rounded up to the nearest whole number); or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space per 3 dwellings (rounded up to the nearest whole number)	No requirement
	Other Residential use in the General Residential Zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)	No requirement for residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
	Any Residential use in any other zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings or every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)	No requirement for single dwellings, multiple dwellings, residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
Resource Development	Aquaculture	2 spaces per 3 employees	No requirement
	Resource development, excluding as otherwise specified in this Table	No requirement	No requirement
Resource Processing		2 spaces per 3 employees	1 space per 5 employees
Service Industry		1 space per 80m ² of floor area or 2 spaces per 3 employees, whichever is	1 space per 5 employees



Use		Parking Space Requirements	
		Car	Bicycle
		greater	
Sports and Recreation	Bowling green	6 spaces per bowling rink	No requirement
	Fitness centre	4.5 spaces per 100m ² of floor area	No requirement
	Golf course	4 spaces per golf hole	No requirement
	Swimming pool (other than in conjunction with a single dwelling)	5 spaces for each 100m ² of site area	1 space per 100m ² of site area
	Tennis court or Squash court (other than in conjunction with a single dwelling)	3 spaces for each tennis or squash court + 1 space per 5 spectator places	No requirement
	Major Sporting Facility	1 space per 5 seats	No requirement
	Sports and Recreation, excluding as otherwise specified in this Table	50 spaces per facility	No requirement
Storage		1 space per 200m ² of the site area or 1 space per 2 employees, whichever is greater	No requirement
Tourist Operation		1 space per 200m ² of floor area or 1 space for each 500m ² of the site area, whichever is greater	1 space per 1000m ² of floor area or 1 space per 500m ² of site area, whichever is the greater
Transport Depot and Distribution		3.5 spaces for each 100m ² of gross floor area	1 space per 5 employees
Utilities		No requirement	No requirement
Vehicle Fuel Sales and Service		4 spaces per service bay	1 space per 5 employees
Vehicle Parking		No requirement	No requirement
Visitor Accommodation		1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater	No requirement

Notes to Table C2.1:

- (1) The number of parking spaces required is to be calculated based on the proposed use or development.
- (2) Parking spaces must be individually accessible, excluding tandem parking spaces which may be used to serve a dwelling.
- (3) Excluding visitor parking for multiple dwellings in the General Residential Zone, fractions of a space are to be rounded to the nearest whole number, so that a full number of spaces is provided for any fraction of a quota of floor area or number of employees.
- (4) Where a proposal contains multiple Use Classes, the car parking requirements must be calculated as the sum of the requirements for each individual use component.
- (5) Reference to an employee is equivalent to 1 full-time employee.

Table C2.2 Internal Access Way Widths for Vehicles

Number of parking spaces served	Internal access way widths	Passing bay dimensions for two-way traffic in addition to the access way width
1 to 5	A width not less than 3m.	2m wide by 5m long, plus entry and exit tapers, every 30m, unless on land within the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone or Open Space Zone.
6 to 20	(a) A width not less than 4.5m for the first 7m from the road carriageway and 3m thereafter, and	2m wide by 5m long, plus entry and exit tapers, every 30m.



	(b) At changes of direction or intersections have: (i) an internal radius of not less than 4m, or (ii) a width more than 4.2m.	
21 and over	A width not less than 5.5m.	Not applicable

Table C2.3 Dimensions of Car Parking Spaces and Combined Access and Manoeuvring Space Adjacent to Parking Spaces

Angle of car spaces to manoeuvring space	Combined access and manoeuvring width	Car park widths	Car park length
Parallel	3.6m	2.3m	6.7m
45 degrees	3.5m	2.6m	5.4m
60 degrees	4.9m	2.6m	5.4m
90 degrees	6.4m	2.6m	5.4m
90 degrees	5.8m	2.8m	5.4m
90 degrees	5.2m	3m	5.4m
90 degrees	4.8m	3.2m	5.4m

Notes to Table C2.3:

- (1) If entry to the car space is from a road, the combined access and manoeuvring width may include the road.

Table C2.4 Motorcycle Parking Space Requirements

Number of car parking spaces required for a use	Number of motorcycle parking spaces required for a use
0-20	No requirement
21-40	1 space
41 or more	1 space for every additional 20 car parking spaces required

C3.0 Road and Railway Assets Code

C3.1 Code Purpose

The purpose of the Road and Railway Assets Code is:

- C3.1.1 To protect the safety and efficiency of the road and railway networks; and
C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.

C3.2 Application of this Code

C3.2.1 This code applies to a use or development that:

- (a) will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;
(b) will require a new vehicle crossing, junction or level crossing; or
(c) involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.

C3.3 Definition of Terms

C3.3.1 In this code, unless the contrary intention appears:

Term	Definition
annual average daily traffic	means the number of vehicles per day averaged over all days in a calendar year.
category 1 road	means a category 1 road as defined in the <i>State Road Hierarchy</i> .
future major road	means land within which a major road is intended to be built shown as a future major road on an overlay map in the relevant Local Provisions Schedule.
future railway	means land on which an extension to the rail network is intended to be built shown as a future railway on an overlay map in the relevant Local Provisions Schedule.
limited access road	means a road declared to be a limited access road under s.52A of the <i>Roads and Jetties Act 1935</i> .
major road	means a category 1, 2 or 3 road as defined in the <i>State Road Hierarchy</i> , and any other road described in an other major roads list in the relevant Local Provisions Schedule.
private level crossing	means a level crossing across the rail network by a private road or vehicular right of way which does not service any public use.

Term	Definition
rail network	means as defined in the <i>Rail Infrastructure Act 2007</i> and corridors declared under the <i>Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016</i> .
road or railway attenuation	means a road or railway attenuation area shown on an overlay map in the relevant Local Provisions



area	Schedule or, if not shown, an area within 50m of the boundary of: (a) a major road with a speed limit above 60km/h; (b) the rail network; (c) a future major road; or (d) a future railway.
traffic impact assessment	means a study or a statement prepared in accordance with the <i>Guide to Traffic Management Part 12: Traffic Impacts of Development 2009</i> by a person with qualifications and a level of experience appropriate to the significance of the traffic impact.
vehicular traffic	means traffic composed of motor vehicles as motor vehicle is defined in section 3 of the <i>Vehicle and Traffic Act 1999</i> .

C3.4 Use or Development Exempt from this Code

C3.4.1 There are no exemptions from this code.

C3.5 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective:	To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Acceptable Solutions	Performance Criteria
<p>A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing.</p> <p>A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p>A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p>A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</p> <p>A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	<p>P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.</p>
Comment:	
<p>Satisfies the Performance Criterion P1.</p> <p>The proposal complies with the Acceptable Solutions A1.1, A1.2, A1.3 And A1.5 but cannot comply with A1.4 due to exceeding an increase of traffic movements as required by Table C3.1. The proposal relies on the Performance Criterion P1 for its approval. Access to the site is obtained from Poatina Road via the internal access road over the site owned by TasNetworks. Vehicular traffic generated from the proposed use and development has been considered in the Great Lakes Battery Traffic Impact Assessment (TIA) prepared by GHD and dated 7 July 2023. The proposal does not impact on a railway network.</p> <p>The assessment of the proposal has had regard to the following:</p> <ul style="list-style-type: none"> (a) The TIA anticipates that the proposed use and development will generate 50 light vehicle movements and 48 heavy vehicles (96 movements) accessing the site per day. (b) The TIA identifies the nature of traffic generated by the use. The nature of the traffic will be a combination of light and heavy vehicles such as B-doubles, OSOM trucks and cranes. The TIA notes on page 10 that "<i>across the construction period, the operator has advised that the site will receive rigid trucks, including Heavy Rigid Vehicles (HRVs) and Medium Rigid Vehicles (MRVs). Additionally, the BESS will need to be able to facilitate loading by semi-trailers, B-doubles and truck & dog</i> 	



combinations on an ad-hoc basis".

- (c) Poatina Road will provide access to the site over TasNetworks land. The road is a State-controlled rural arterial classed as a Category 4 road. Poatina Road is approved for use by vehicles up to 26m B-doubles.
- (d) Poatina has a speed limit of 100km/hr. The TIA describes the traffic flow to be as follows:
 - Poatina Road approaches the town of Cressy. Volumes are approximately 709 vehicles per day, 25% heavy vehicles; and
 - Poatina Road, the section west of the project site, carries 406 vehicles per day, 17% heavy vehicles.

The TIA concludes on page 6, "Growth in traffic volumes along this corridor is forecast to be low, as development and population growth in the region is also low and there are no known approved developments that will attract or generate significant numbers of vehicle trips". The TIA also assumes that the recorded traffic volumes generated to the west of the site indicate the volumes at the site access.
- (e) Alternative access could be achieved via the farm entrance and internal driveway from Poatina Road on the site's eastern side. There is no intention to utilise this access as part of the use and development.
- (f) The proposed use and development is an investment that aids the Tasmanian electricity network. For the battery storage to be efficiently utilised, it must be co-located with a substation. The proximity to the Palmerston Substation allows connection to the network without significant losses of stored energy.
- (g) The TIA concludes on page 23 that, "the volume of additional vehicles using the road network is not expected to significantly impact the function of the road network and would be accommodated given existing traffic volumes and available capacity".
- (h) The application was referred to the Department of State Growth. State Growth is the Road Authority for Poatina Road. The response states that State Growth do not object to the proposal but request a note on the permit that the proponent will require a State Growth permit before any Traffic management devices are placed on Poatina Rd for this project.

The proposed use satisfies the Performance Criterion P1 and is considered consistent with the Objectives. The TIA demonstrates that there are no adverse effects on the safety and efficiency of Poatina Road from vehicular traffic generated from the use and development anticipated.

Table C3.1 Acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)

Location of vehicular traffic	Amount of acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)	
	Vehicles up to 5.5m long	Vehicles longer than 5.5m long
Vehicle crossing on major roads and private level crossings	10% or 10 vehicle movements per day, whichever is the greater	10%
Vehicle crossings on other roads	20% or 40 vehicle movements per day, whichever is the greater	20% or 5 vehicle movements per day, whichever is the greater

C3.6 Development Standards for Buildings or Works

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Objective:	To minimise the effects of noise, vibration, light and air emissions on sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
Acceptable Solutions	Performance Criteria	
A1 Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be: (a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building; (b) an extension which extends no closer to the existing or future major road or rail network than: (i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use; or (c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i> .	P1 Habitable buildings for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to: (a) the topography of the site; (b) the proposed setback; (c) any buffers created by natural or other features; (d) the location of existing or proposed buildings on the site; (e) the frequency of use of the rail network; (f) the speed limit and traffic volume of the road; (g) any noise, vibration, light and air emissions from the rail network or road; (h) the nature of the road; (i) the nature of the development; (j) the need for the development; (k) any traffic impact assessment; (l) any mitigating measures proposed;	



	(m) any recommendations from a suitably qualified person for mitigation of noise; and (n) any advice received from the rail or road authority.
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Comment:

Not Applicable.

The proposal does not include a sensitive use.

Table C3.2 Acceptable noise levels within a road or railway attenuation area

Roads	Railways
The arithmetic average of the A-weighted L10 sound pressure levels for each of the one-hour periods between 6:00am and midnight on any day [L10 (18- hour)] of 63 dB(A).	A 24-hour Leq and Lmax noise level of 65 dB(A) and 87dB(A) Lmax assessed as a single event maximum sound pressure level.

C3.7 Development Standards for Subdivision

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Objective:	To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.
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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.</p>	<p>P1</p> <p>A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) any buffers created by natural or other features; (c) the location of existing or proposed buildings on the site; (d) the frequency of use of the rail network; (e) the speed limit and traffic volume of the road; (f) any noise, vibration, light and air emissions from the rail network or road; (g) the nature of the road; (h) the nature of the intended uses; (i) the layout of the subdivision; (j) the need for the subdivision; (k) any traffic impact assessment; (l) any mitigating measures proposed; (m) any recommendations from a suitably qualified person for mitigation of noise; and (n) any advice received from the rail or road authority.

Comment:

Not Applicable.

The proposal does not include a sensitive use.

C4.0 Electricity Transmission Infrastructure Protection Code

C4.1 Code Purpose

The purpose of the Electricity Transmission Infrastructure Protection Code is:

C4.1.1 To protect use and development against hazards associated with proximity to electricity transmission infrastructure.

C4.1.2 To ensure that use and development near existing and future electricity transmission infrastructure does not adversely affect the safe and reliable operation of that infrastructure.

C4.1.3 To maintain future opportunities for electricity transmission infrastructure.

C4.2 Application of this Code

C4.2.1 This code applies to use or development of land within the following areas:

- (a) electricity transmission corridor, and if for:
 - (i) buildings or works;
 - (ii) a sensitive use contained within a building;
 - (iii) use listed in Table C4.1; or
 - (iv) subdivision; and
- (b) communications station buffer area, and if for:



- (i) buildings or works; or
- (ii) subdivision; and
- (c) substation facility buffer area, and if for:
 - (i) a sensitive use contained within a building;
 - (ii) a use listed in Table C4.1;
 - (iii) buildings or works within 5m of a substation facility; or
 - (iv) subdivision.

C4.3 Definition of Terms

C4.3.1 In this code, unless the contrary intention appears:

Term	Definition
communications station	means an antenna and any supporting tower or pole that is: <ul style="list-style-type: none"> (a) used for carrying communications associated with the electricity entity; and (b) located on land within a communications station buffer area.
communications station buffer area	means land shown on an overlay map in the relevant Local Provisions Schedule, as within a communications station buffer area.
electricity entity	means as defined in the <i>Electricity Supply Industry Act 1995</i> that is licenced to carry on operations in the electricity supply industry under that Act, with respect to transmission of electricity.
electricity transmission corridor	means land shown on an overlay map in the relevant Local Provisions Schedule, as within an electricity transmission corridor, and may include an inner protection area or a registered electricity easement.
electricity transmission infrastructure	means infrastructure for or associated with the transmission of electricity. It includes overhead lines, underground electricity and communication cables, substations, communications station, buildings, structures and access tracks for or associated with the transmission of electricity, and the like.
inner protection area	means land shown on an overlay map in the relevant Local Provisions Schedule, as within an inner protection area.
registered electricity easement	means: <ul style="list-style-type: none"> (a) an easement registered under the <i>Land Titles Act 1980</i> that relates to electricity transmission infrastructure; or (b) a registered wayleave as defined in the <i>Electricity Wayleaves and Easement Act 2000</i>.
substation facility	means land shown on an overlay map in the relevant Local Provisions Schedule, as containing a substation facility.
substation facility buffer area	means land shown on an overlay map in the relevant Local Provisions Schedule, as within a substation facility buffer area.

C4.4 Use or Development Exempt from this Code

C4.4.1 The following use or development is exempt from this code:

- (a) buildings or works, or a sensitive use within an electricity transmission corridor, but not within an inner protection area or registered electricity easement for:
 - (i) alterations or extensions to an existing building provided it does not increase the site coverage by more than 150m² from that existing at the effective date;
 - (ii) a non-habitable building provided the site coverage is not more than 150m² from that existing at the effective date; or
 - (iii) minor utilities;
- (b) buildings or works within a communications station buffer area if:
 - (i) the building height is not more than 9.5m; and
 - (ii) is located not less than:
 - a. 5m from a security fence associated with a communications station; or
 - b. 5m from the boundary of a lot containing a communications station;
- (c) use or development for Utilities within a communications station buffer area;
- (d) use or development of electricity transmission infrastructure;
- (e) use or development within a building area on a sealed plan approved under this planning scheme; and
- (f) consolidation of lots.

C4.5 Use Standards

C4.5.1 Sensitive use within a substation facility buffer area



Objective:	That a sensitive use contained within a building and located within a substation facility buffer area is located and designed to not cause an unreasonable loss of amenity due to substation noise.	
Acceptable Solutions	Performance Criteria	
A1 A sensitive use, excluding any non-habitable rooms, contained within a building and located within a substation facility buffer area must: (a) be for an existing sensitive use, provided the distance between the building and the substation facility is not reduced; or (b) not be exposed to substation noise emission higher than: (i) 55 dB(A) (LAeq) within the hours of 8:00am to 6:00pm; (ii) 5 dB(A) above the background (LA90) level or 40 dB(A) (LAeq), whichever is the lower, within the hours of 6:00pm to 8:00am; and (iii) 65 dB(A) (LAm _{ax}). Noise levels are to be averaged over a 15 minute interval.	P1 A sensitive use, excluding any non-habitable rooms, contained within a building and located within a substation facility buffer area must be appropriately located or designed to not cause unreasonable loss of amenity due to substation noise emission, having regard to: (a) the nature of the sensitive use; (b) proximity to the substation facility; (c) noise levels generated by the substation facility; (d) any existing buffers to noise impacts; (e) any mitigation measures proposed; (f) any written advice from a suitably qualified person; and (g) any advice from the electricity entity.	
Comment: Not Applicable. The proposal does not include a sensitive use.		

C4.5.2 Dust or other airborne particulates within an electricity transmission corridor

Objective:	That dust or other airborne particulates do not adversely affect the safe and reliable operation of overhead electricity transmission infrastructure within an electricity transmission corridor.	
Acceptable Solutions	Performance Criteria	
A1 No Acceptable Solution.	P1 A use listed in Table C4.1 and located within an electricity transmission corridor must not generate dust or other airborne particulates that will cause an unreasonable impact on the operation of overhead electricity transmission infrastructure, having regard to: (a) the nature of the proposed use and the materials that will be stored and handled on the site; (b) the conductivity or corrosiveness of any dust or other airborne particulates and its potential to affect the operation of the electricity transmission infrastructure; (c) proximity to the electricity transmission infrastructure; (d) any mitigation measures proposed; and (e) any advice from the electricity entity.	
Comment: Not Applicable. The use Utilities is not listed in Table C4.1.		

C4.5.3 Dust or other airborne particulates within a substation facility buffer area

Objective:	That dust or other airborne particulates do not cause an unreasonable impact on the safe and reliable operation of electricity transmission infrastructure within a substation facility buffer area.	
Acceptable Solutions	Performance Criteria	
A1 No Acceptable Solution.	P1 A use listed in Table C4.1 and located within a substation facility buffer area must not generate dust or other airborne particulates that will cause an unreasonable impact on the operation of a substation facility, having regard to: (a) the nature of the proposed use and the materials that will be stored and handled on the site; (b) the conductivity or corrosiveness of any dust or other airborne particulates and its potential to affect the operation of the substation facility; (c) proximity to the substation facility; (d) any mitigation measures proposed; and (e) any advice from the electricity entity.	



Comment:

Not Applicable.

The use Utilities is not listed in Table C4.1.

Table C4.1 Uses with the Potential to Create Dust or Other Airborne Particulates

Use Class	Qualification
Bulky Goods Sales	If not located within a building and: (a) for garden and landscaping materials suppliers; (b) for a supplier for Extractive Industry, Resource Development or Resource Processing; or (c) for a timber yard.
Crematoria and Cemeteries	If for a crematorium.
Extractive Industry	If not located within a building.
Manufacturing and Processing	If not located within a building.
Recycling and Waste Disposal	If not located within a building.
Resource Processing	If not located within a building.
Service Industry	If not located within a building.
Storage	If not located within a building and: (a) for a liquid, solid or gas fuel depot; or (b) for a woodyard.

C4.6 Development Standards for Buildings or Works

C4.6.1 Buildings or works within an electricity transmission corridor

Objective:	That buildings or works within an electricity transmission corridor are located at appropriate distances from transmission lines or cables to: (a) ensure operational efficiencies, access to, and security of, existing or future electricity transmission infrastructure; and (b) protect against a safety hazard associated with proximity to existing or future electricity transmission infrastructure.
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Acceptable Solutions	Performance Criteria
A1 Buildings or works within an electricity transmission corridor must not be within: (a) an inner protection area; or (b) a registered electricity easement.	P1 Buildings or works within an electricity transmission corridor must not cause an unreasonable impact on the safety, security, operation of, or access to, existing or future electricity transmission infrastructure, having regard to: (a) the nature, height and materials of the buildings and works; (b) the extent of encroachment of the buildings and works into the electricity transmission corridor; (c) the location of the buildings and works within the electricity transmission corridor; and (d) any advice from the electricity entity.

Comment:

Satisfies the Performance Criterion P1.

The battery storage location includes buildings and works within an electricity transmission corridor. The battery storage location is not within an inner protection area. The proposed internal road, however, is partially located in an inner protection area as shown below.

The proposal relies on the Performance Criterion P1 for its approval.

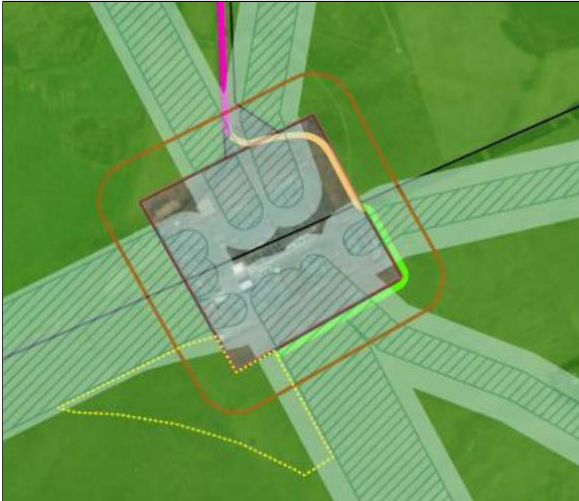


Figure 13: TasNetworks Palmerston Substation showing the electricity transmission corridor (light green) and inner protection area (hatched).

The battery storage location will construct buildings within the electricity works within an electricity transmission corridor and will not have an unreasonable impact on the safety, security, operation of, or access to existing or future electricity transmission infrastructure:

- (a) The works will involve the construction of the Right of Way, which will form an extension to the existing TasNetworks internal road on the site. The works will be for constructing the road to create a sealed pavement for vehicles travelling to and from the site. The internal works will not interfere with the operation of the existing Palmerston substation. The buildings and works on the eastern side of the battery storage location will be in the electricity transmission corridor. The buildings will be mainly the battery module containers, fire water tanks, and pump house.
- (b) The extent of the encroachment of the internal road into the electricity transmission corridor is at the north-eastern corner of the Palmerston Substation. The encroachment is not significant and will not prevent access to the substation.
- (c) The buildings and works, other than the internal road, will be outside of the Palmerston Substation facility and will not interfere with the continued operation or access of the substation.
- (d) The application was referred to TasNetworks, but no comments have been forthcoming. TasNetworks was consulted by the applicant and landowner consent for the application to be submitted to the Council. The use and development satisfies the Performance Criterion P1 and is consistent with the Objectives.

C4.6.2 Buildings or works within a substation facility buffer area

Objective:	That buildings or works within a substation facility buffer area are appropriately located to minimise risk to the security, operation, safety and access to existing and future electricity transmission infrastructure.	
Acceptable Solutions	Performance Criteria	
A1 Buildings or works within a substation facility buffer area must be located not less than 5m from a substation facility.	P1 Buildings or works within a substation facility buffer area and located less than 5m from a substation facility, must minimise any impact on the safety, security, operation or access to the substation facility, having regard to: (a) the nature, height, and materials of the buildings and works; (b) the location of the buildings and works; (c) any proposed mitigation measures; and (d) any advice from the electricity entity.	
Comment:	Satisfies the Performance Criterion P1. The buildings proposed within the battery storage location will be a minimum of 5m from the substation facility. The Right of Way will be within the substation facility.	

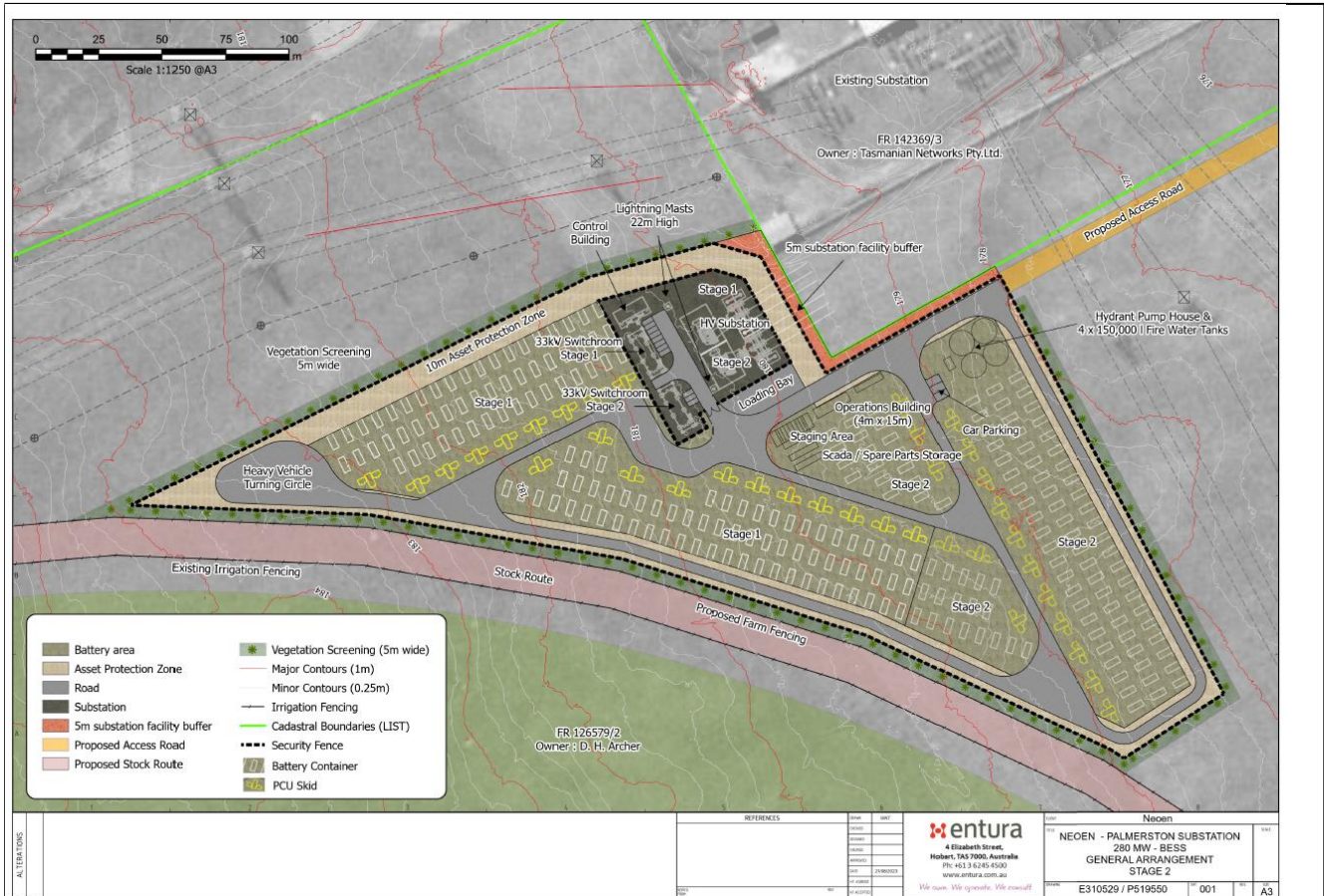


Figure 14: Battery storage layout showing that buildings will be a minimum of 5m from the substation facility.

The assessment has had regard to the following:

- (a) The works will involve the construction of the Right of Way, which will form an extension to the existing TasNetworks internal road on the site. The works will be for constructing the road to create a sealed pavement for vehicles travelling to and from the battery storage location. The internal works will not interfere with the operation of the existing Palmerston substation.
- (b) The extent of the encroachment of the internal road into the substation facility is at the north-eastern corner of the Palmerston Substation. The encroachment is insignificant and will not prevent access to the substation or its facilities.
- (c) The internal road will be inside the Palmerston Substation facility but will not interfere with the continued operation or access of the substation.
- (d) The application was referred to TasNetworks, but comments have not been forthcoming. TasNetworks was consulted by the applicant and landowner consent for the application to be submitted to the Council.

The Right of Way will not impact the substation facility's safety, security, operation, or access. The use and development satisfies the Performance Criterion P1 and is consistent with the Objectives.

C4.6.3 Buildings or works within a communications station buffer area

Objective:	That buildings or works do not adversely impact upon the safety, security, operation of, and access to, a communications station.
Acceptable Solutions	Performance Criteria
A1 Buildings or works within a communications station buffer area must: (a) be located: (i) not less than 5m from any security fence associated with a communications station; or (ii) not less than 5m from a lot boundary of a lot containing a communications station; and (b) building height must be not more than the height of the communications station's antennae.	P1 Buildings or works within a communications station buffer area must not cause an unreasonable impact on the safety, security, operation of, or access to, the communication station, having regard to: (a) the nature, height and materials of the buildings and works; (b) the location of the buildings and works; and (c) any advice from the electricity entity.
Comment:	



Not Applicable.
There are no works within the communication's buffer area proposed.

C4.7 Development Standards for Subdivision

C4.7.1 Subdivision

Objective:	To provide for subdivision: (a) that allows for development to be suitably located to avoid hazards from electricity transmission infrastructure and enable appropriate levels of amenity; and (b) so that future development does not compromise safety, security, access to, and operation of, existing and future electricity transmission infrastructure.
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Acceptable Solutions	Performance Criteria
<p>A1 A lot, or a lot proposed in a plan of subdivision, within an electricity transmission corridor, must:</p> <p>(a) be for the creation of separate lots for existing buildings where the buildings are located wholly outside an inner protection area or a registered electricity easement;</p> <p>(b) be required for public use by the Crown, a council or a State authority;</p> <p>(c) be required for the provision of Utilities; or</p> <p>(d) be for the creation of a lot that contains a building area not less than 10m x 15m entirely located outside an inner protection area or registered electricity easement.</p>	<p>P1 A lot, or a lot proposed in a plan of subdivision, within the electricity transmission corridor must not cause an unreasonable impact on the safety, security, operation of, or access to, existing or future electricity transmission infrastructure, having regard to:</p> <p>(a) the intended use of the proposed lots;</p> <p>(b) the location of any proposed building areas; and</p> <p>(c) any advice from the electricity entity.</p>

Comment:
Not Applicable.
The lease is outside of the Utilities Zone.

<p>A2 A lot, or a lot proposed in a plan of subdivision, within a substation facility buffer area, must be:</p> <p>(a) for the creation of separate lots for existing buildings;</p> <p>(b) be for the creation of a lot that contains a building area not less than 10m x 15m entirely located outside the substation facility buffer area; or</p> <p>(c) be for the creation of a lot with a building area not less than 10m x 15m and satisfies the following:</p> <p>(i) is not less than 5m from the substation facility; and</p> <p>(ii) if the subdivision creates an opportunity for a sensitive use, is not exposed to substation noise emissions that exceed the following:</p> <p>a. 55 dB(A) (LAeq) within the hours of 8.00am to 6.00pm;</p> <p>b. 5 dB(A) above the background (LA90) level or 40 dB(A) (LAeq), whichever is the lower, within the hours of 6.00pm to 8.00am; and</p> <p>c. 65 dB(A) (LAm_{ax}).</p> <p>Noise levels are to be averaged over a 15 minute interval.</p>	<p>P2 A lot, or a lot proposed in a plan of subdivision, within a substation facility buffer area, must not cause an unreasonable impact on the operation of the substation facility, having regard to:</p> <p>(a) provision of access to and security of the substation facility;</p> <p>(b) safety hazards associated with proximity to the substation facility;</p> <p>(c) if the subdivision creates an opportunity for a sensitive use:</p> <p>(i) the nature of the sensitive use;</p> <p>(ii) proximity to the substation facility;</p> <p>(iii) noise levels generated by the substation facility;</p> <p>(iv) any existing buffers to noise impacts;</p> <p>(v) any mitigation measures proposed; and</p> <p>(vi) any advice from a suitably qualified person regarding the likelihood of a sensitive use on the lot experiencing an environmental nuisance as a result of noise emissions from the substation facility; and</p> <p>(d) any advice from the electricity entity.</p>
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Comment:
Not Applicable.
The lease is outside of the Utilities Zone.

<p>A3 A lot, or a lot proposed in a plan of subdivision, within a communications station buffer area, must:</p>	<p>P3 A lot, or a lot proposed in a plan of subdivision, within a communications station buffer area, must</p>
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<ul style="list-style-type: none"> (a) be for the creation of separate lots for existing buildings; (b) be required for public use by the Crown, a council, a State; (c) be required for the provision of Utilities; or (d) identify a building area with dimensions of not less than 10m x 15m that is located no less than either: <ul style="list-style-type: none"> (i) 5m from any security fence associated with a communications station; or (ii) 5m from a boundary of a lot that accommodates a communications station. 	<p>identify a building area that will not compromise access to, security of, or the operation of a communications station, having regard to:</p> <ul style="list-style-type: none"> (a) the intended use of the proposed lots; (b) the location of any proposed building areas; and (c) any advice from the electricity entity.
<p>Comment: Not Applicable. The lease is outside of the Utilities Zone.</p>	

C6.0 Local Historic Heritage Code

C6.1 Code Purpose

The purpose of the 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 Aboriginal heritage values.

C6.2 Application of this Code

C6.2.1 This code applies to:

- (a) development on land within any of the following, as defined in this code:

- (i) a local heritage place;
- (ii) a local heritage precinct;
- (iii) a local historic landscape precinct; and
- (iv) for excavation only, a place or precinct of archaeological potential; and

- (b) the lopping, pruning, removal or destruction of a significant tree as defined in this code.

C6.2.2 If a site is listed as a local heritage place and also within a local heritage precinct or local historic landscape precinct, it is only necessary to demonstrate compliance with the standards for the local heritage place unless demolition, buildings and works are proposed for an area of the site outside the identified specific extent of the local heritage place.

C6.2.3 This code does not apply to a registered place entered on the Tasmanian Heritage Register, unless for the lopping, pruning, removal or destruction of a significant tree as defined in this code.

C6.2.4 This code does not apply to use¹.

Comment:

The site is listed in the Tasmanian Heritage Register, number 5072. The item relates to the dwelling, outbuildings and garden on the site.

The Historic Heritage Assessment Report submitted with the application has assessed the heritage values of the site. The report concludes that the Local Historic Heritage Code does not apply.

C7.0 Natural Assets Code

C7.1 Code Purpose

The purpose of the Natural Assets Code is:

- C7.1.1 To minimise impacts on water quality, natural assets including native riparian vegetation, river condition and the natural ecological function of watercourses, wetlands and lakes.
- C7.1.2 To minimise impacts on coastal and foreshore assets, native littoral vegetation, natural coastal processes and the natural ecological function of the coast.
- C7.1.3 To protect vulnerable coastal areas to enable natural processes to continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes and other sensitive coastal habitats due to sea-level rise.
- C7.1.4 To minimise impacts on identified priority vegetation.
- C7.1.5 To manage impacts on threatened fauna species by minimising clearance of significant habitat.

C7.2 Application of this Code

C7.2.1 This code applies to development on land within the following areas:

- (a) a waterway and coastal protection area;
- (b) a future coastal refugia area; and



- (c) a priority vegetation area only if within the following zones:
- (i) Rural Living Zone;
 - (ii) Rural Zone;
 - (iii) Landscape Conservation Zone;
 - (iv) Environmental Management Zone;
 - (v) Major Tourism Zone;
 - (vi) Utilities Zone;
 - (vii) Community Purpose Zone;
 - (viii) Recreation Zone;
 - (ix) Open Space Zone;
 - (x) Future Urban Zone;
 - (xi) Particular Purpose Zone; or
 - (xii) General Residential Zone or Low Density Residential Zone, only if an application for subdivision.

C7.2.2 This code does not apply to use.

C7.3 Definition of Terms

C7.3.1 In this code, unless the contrary intention appears:

Term	Definition
coastal values	means the values of coastal areas derived from their coastal habitat and vegetation, physical elements, landscape values, recreational values and economic values and the processes and functions that underpin them.
future coastal refugia	means land where coastal processes are likely to occur naturally and can continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes, and other sensitive coastal habitats due to sea-level rise.
future coastal refugia area	means land shown on an overlay map in the relevant Local Provisions Schedule, as within a future coastal refugia area.
littoral vegetation	means vegetation adjacent to a sea, lake or river that is close to the shore. It includes the intertidal zone to high water mark and can include wetlands.
natural streambank and streambed condition	means the natural rate of erosion or accretion of the bank and bed of a watercourse and natural hydrological processes, as determined using <i>The Tasmanian River Condition Index Book 2 Hydrology User's Manual and Book 3 Physical Form Field Manual</i> .
natural assets	means biodiversity, environmental flows, natural streambank and streambed condition, riparian vegetation, littoral vegetation, water quality, wetlands, river condition and waterway and/or coastal values.
priority vegetation	means native vegetation where any of the following apply: <ul style="list-style-type: none"> (a) it forms an integral part of a threatened native vegetation community as prescribed under Schedule 3A of the <i>Nature Conservation Act 2002</i>; (b) is a threatened flora species; (c) it forms a significant habitat for a threatened fauna species; or (d) it has been identified as native vegetation of local importance.
priority vegetation area	means land shown on an overlay map in the relevant Local Provisions Schedule, as within a priority vegetation area.
residual impacts	means those environmental effects predicted to remain after the initial effects of development have been avoided or minimised through design.

riparian vegetation	means vegetation found within or adjacent to watercourses, wetlands, lakes and recharge basins.
river condition	means condition of a waterway as determined using the <i>Tasmanian River Condition Index</i> .
significant habitat	means the habitat within the known or core range of a threatened fauna species, where any of the following applies: <ul style="list-style-type: none"> (a) is known to be of high priority for the maintenance of breeding populations throughout the species' range; or (b) the conversion of it to non-priority vegetation is considered to result in a long-term negative impact on breeding populations of the threatened fauna species.
threatened fauna species	means listed under the <i>Threatened Species Protection Act 1995</i> or listed as threatened or migratory under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> .



threatened flora species	means listed under the <i>Threatened Species Protection Act 1995</i> or as threatened under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> .
waterway and coastal protection area	means land: (a) shown on an overlay map in the relevant Local Provisions Schedule as within a waterway and coastal protection area; or (b) within the relevant distance from a watercourse, wetland, lake or the coast shown in the Table C7.3 below, but does not include a piped watercourse or piped drainage line. If an inconsistency for the width exists between Table C7.3 and the area shown on the overlay map, the greater distance prevails, excluding the width measured from the high water mark of tidal waters where the distance shown on the overlay map in the relevant Local Provisions Schedule prevails. The depiction of a watercourse, or a section of a watercourse on an overlay map in the relevant Local Provisions Schedule, is definitive regardless of the actual area of the catchment.
waterway values	means the values of watercourses and wetlands derived from their aquatic habitat and riparian vegetation, physical elements, landscape function, recreational function and economic function.

Table C7.3 Spatial Extent of Waterway and Coastal Protection Areas

Spatial Extent of Waterway and Coastal Protection Areas	Width
Class 1: Watercourses named on the 1:100,000 topographical series maps, lakes, artificial water storages (other than farm dams), and the high water mark of tidal waters.	40m
Class 2: Watercourses from the point where their catchment exceeds 100ha.	30m
Class 3: Watercourses carrying running water for most of the year between the points where their catchment is from 50ha to 100ha.	20m
Class 4: All other watercourses carrying running water for part or all of the year for most years.	10m
Ramsar Wetlands: Wetlands listed under the Convention on Wetlands of International Importance, (the Ramsar Convention).	100m
Other Wetlands: Wetlands not listed under the Ramsar Convention.	50m
<p>(a) For the purpose of spatially defining 'width' in Table C7.3:</p> <ul style="list-style-type: none"> (i) width is measured from the top of bank or high water mark of tidal waters, watercourses or freshwater lakes; and (ii) in the case of watercourses or wetlands, the waterway and coastal protection area includes the waterway or wetland itself, being between the top of the banks on either side. <p>(b) Any watercourse, including the tidal waters of any river, creek or stream, within or adjoining the following zones is deemed to be a Class 4 watercourse:</p> <ul style="list-style-type: none"> (i) Inner Residential Zone; (ii) General Residential Zone; (iii) Low Density Residential Zone; (iv) Urban Mixed Use Zone; (v) Local Business Zone; (vi) General Business Zone; (vii) Central Business Zone; (viii) Commercial Zone; (ix) Light Industrial Zone; (x) Major Tourism Zone; (xi) Port and Marine Zone; (xii) Particular Purpose Zone; or (xiii) Future Urban Zone. 	

C7.4 Use or Development Exempt from this Code

C7.4.1 The following use or development is exempt from this code:

- (a) works by or on behalf of the Crown, State authority, or council to remedy an unacceptable risk to public or private safety or to mitigate or prevent environmental harm;
- (b) development assessed as a Level 2 Activity;



- (c) clearance of native vegetation within a priority vegetation area,
 - (i) on existing pasture or crop production land; or
 - (ii) if the vegetation is within a private garden, public garden or park, national park, or within State-reserved land or a council reserve,
 provided the native vegetation is not protected by legislation, a permit condition, an agreement made under section 71 of the Act, or a covenant;
- (d) forest practices or forest operations in accordance with a forest practices plan certified under the *Forest Practices Act 1985*, unless for the construction of a building or the carrying out of any associated development;
- (e) works by or on behalf of the Crown, State authority, or council for the protection of a water supply, watercourse, lake, wetland, or tidal waters or coastal assets as part of an endorsed or approved management plan;
- (f) coastal protection works by or on behalf of the Crown, State authority, or council that have been designed by a suitably qualified person; and
- (g) consolidation of lots.

C7.5 Use Standards

C7.5.1 There are no Use Standards in this code.

C7.6 Development Standards for Buildings and Works

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area

Objective:	That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets.
Acceptable Solutions	Performance Criteria
<p>A1 Buildings and works within a waterway and coastal protection area must:</p> <ul style="list-style-type: none"> (a) be within a building area on a sealed plan approved under this planning scheme; (b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or (c) if within the spatial extent of tidal waters, be an extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway that is not more than 20% of the area of the facility existing at the effective date. 	<p>P1.1 Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:</p> <ul style="list-style-type: none"> (a) impacts caused by erosion, siltation, sedimentation and runoff; (b) impacts on riparian or littoral vegetation; (c) maintaining natural streambank and streambed condition, where it exists; (d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation; (e) the need to avoid significantly impeding natural flow and drainage; (f) the need to maintain fish passage, where known to exist; (g) the need to avoid land filling of wetlands; (h) the need to group new facilities with existing facilities, where reasonably practical; (i) minimising cut and fill; (j) building design that responds to the particular size, shape, contours or slope of the land; (k) minimising impacts on coastal processes, including sand movement and wave action; (l) minimising the need for future works for the protection of natural assets, infrastructure and property; (m) the environmental best practice guidelines in the <i>Wetlands and Waterways Works Manual</i>; and (n) the guidelines in the <i>Tasmanian Coastal Works Manual</i>. <p>P1.2 Buildings and works within the spatial extent of tidal waters must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:</p> <ul style="list-style-type: none"> (a) the need to access a specific resource in a coastal location; (b) the need to operate a marine farming shore facility; (c) the need to access infrastructure available in a coastal location; (d) the need to service a marine or coastal related activity; (e) provision of essential utility or marine infrastructure; or (f) provisions of open space or for marine-related educational,

research, or recreational facilities.

Comment:

Satisfies the Performance Criteria P1.1 and P1.2

The buildings and works within the coastal protection area are not within a building area on a sealed plan approved under the planning scheme or for a crossing or bridge not more than 5m width. The site is not within the spatial extent of tidal waters. The proposal cannot comply with the Acceptable Solution A1.

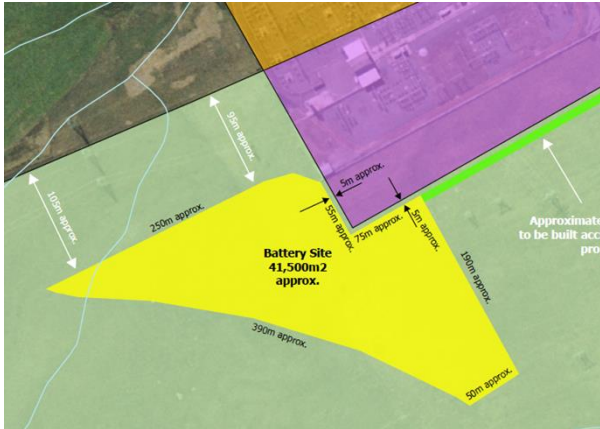


Figure 15: Battery storage location showing the waterway (blue line) located in the 'waterway and coastal protection area' traversing the development area (shaded yellow). The 'waterway and coastal protection area' traverses the most western corner of the battery storage location (shown in yellow). The area identified above coincides with the 'heavy vehicle turning circle'.

The 'waterway and coastal protection area' over the portion of the site there was no noticeable depression or evidence of flowing water across this section of the battery storage location at the time of the site inspection on 7 August 2023.

The 'waterway and coastal protection area' also intersects the site across the TasNetwork internal road as shown below. The proposal is to update the TasNetwork internal road and construct a Right of Way.



Figure 16: The 'waterway and coastal protection area' (shaded green) traversing the TasNetwork internal road and proposed Right of Way.

The Preliminary Soil and Water Management Plan has been prepared which consider the proposed buildings and works within a 'waterway and coastal protection area'. The proposal has taken the necessary steps to minimise adverse impacts on natural assets, having regard to:

- (a) The construction of the battery storage facility and internal road will impact the 'waterway and coastal protection area'. The activities of the construction phase include works to establish the facility as detailed on pages 11 and 12 of the PSWMP. The activities include the construction of the compound and laydown area, pasture and vegetation clearing, dust generation works, transportation of cut or fill materials, movement of heavy vehicles across exposed earth and works associated with upgrading the internal road. These impacts will be managed through various mitigation measures as set out in the report.
- (b) The site comprises pasture, and most vegetation has been removed from the 'waterway and coastal protection area' traversing the battery storage location and the internal road. The Ecological Assessment submitted with the application confirms that vegetation on the site is highly modified and predominantly comprises introduced



- vegetation associated with agricultural uses. Most vegetation has been cleared, except for vegetation along the northern property boundary. The internal road will potentially remove a small section of the shelter belt to construct the Right of Way. The standing vegetation is not within the 'waterway and coastal protection area'.
- (c) The internal road is established across the 'waterway and coastal protection area'. The upgrade will not modify the streambank and streambed condition over the internal road. The 'waterway and coastal protection area' identified over the battery storage location is a drainage line traversing the site.
 - (d) The proposal will not substantially change the impacts on in-stream natural habitat as the internal road is already established. The 'waterway and coastal protection area' identified over the battery storage location is cleared pasture, and no fallen logs, bank overhangs, rocks and trailing vegetation was observed during the site inspection undertaken on 7 August 2023.
 - (e) The upgrade of the internal road will not significantly change the natural flow and drainage of the site. The development of the battery storage location is also not likely to impede the natural flow and drainage significantly.
 - (f) There is no evidence that the 'waterway and coastal protection area' over the battery storage and internal road have a known fish passage;
 - (g) The development will not result in the filling of wetlands;
 - (h) The development will be co-located with the existing TasNetworks infrastructure. The battery storage facility relies on its ability to connect to the Tasmanian electricity network.
 - (i) The development will minimise cut and fill on the site. Fill is required to elevate the facilities to address surface water flows;
 - (j) The building design is positioned and co-located with other infrastructure associated with the Palmerston Substation.
 - (k) The site is not in a coastal location;
 - (l) The site has modified natural values due to the prolonged farming activities. The development is not likely to require future works for the protection of natural assets, infrastructure and property;
 - (m) The application has indicated that a Construction Environmental Management Plan and an Operational Environmental Management Plan will be prepared for use and development. Condition are recommended to ensure that both plans adopt the environmental best practice guidelines in the Wetlands and Waterway Works Manual;
 - (n) The site is not in a coastal location.

Buildings and works are not within the spatial extent of tidal waters. The Performance Criterion P1.2 is not applicable. The proposed development satisfies the Performance Criterion P1.1 and is considered consistent with the Objectives.

<p>A2 Buildings and works within a future coastal refugia area must be located within a building area on a sealed plan approved under this planning scheme.</p>	<p>P2.1 Buildings and works within a future coastal refugia area must allow for natural coastal processes to continue to occur and avoid or minimise adverse impacts on natural assets, having regard to:</p> <ul style="list-style-type: none"> (a) allowing for the landward transgression of sand dunes and the landward colonisation of wetlands, saltmarshes and other coastal habitats from adjacent areas; (b) avoiding the creation of barriers or drainage networks that would prevent future tidal inundation; (c) allowing the coastal processes of sand deposition or erosion to continue to occur; (d) the need to group new facilities with existing facilities, where reasonably practical; (e) the impacts on native vegetation; (f) minimising cut and fill; (g) building design that responds to the particular size, shape, contours or slope of the land; (h) the impacts of sea-level rise on natural coastal processes and coastal habitat; (i) the environmental best practice guidelines in the <i>Wetlands and Waterways Works Manual</i>; and (j) the guidelines in the <i>Tasmanian Coastal Works Manual</i>. <p>P2.2 Buildings and works within a future coastal refugia area must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:</p> <ul style="list-style-type: none"> (a) the need to access a specific resource in a coastal location; (b) the need to operate a marine farming shore facility; (c) the need to access infrastructure available in a coastal location;
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	<ul style="list-style-type: none"> (d) the need to service a marine or coastal related activity; (e) provision of essential utility or marine infrastructure; and (f) provision of open space or for marine-related educational, research, or recreational facilities.
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Comment:
Not Applicable.
There are no buildings and works within a future coastal refugia area.

<p>A3 Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new stormwater point discharge into a watercourse, wetland or lake.</p>	<p>P3 Development within a waterway and coastal protection area or a future coastal refugia area involving a new stormwater point discharge into a watercourse, wetland or lake must avoid or minimise adverse impacts on natural assets, having regard to:</p> <ul style="list-style-type: none"> (a) the need to minimise impacts on water quality; and (b) the need to mitigate and manage any impacts likely to arise from erosion, sedimentation or runoff.
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Comment:
Satisfies the Performance Criterion P3

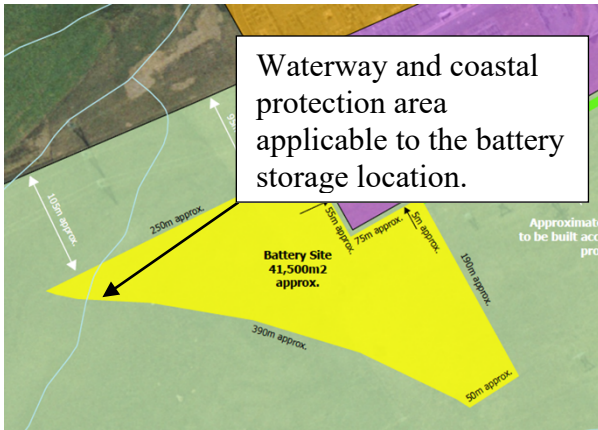


Figure 17: Battery storage location showing the waterway (blue line) located in the 'waterway and coastal protection area' traversing the development area (shaded yellow). The 'waterway and coastal protection area' traverses the western corner of the battery storage location (shown in yellow). The area identified above coincides with the 'heavy vehicle turning circle'.

The 'waterway and coastal protection area' over the portion of the site, there was no noticeable depression or evidence of flowing water across this section of the battery storage location at the time of the site inspection on 7 August 2023.

The 'waterway and coastal protection area' also intersects the site across the TasNetwork internal road as shown below.



Figure 18: The 'waterway and coastal protection area' (shaded green) traversing the TasNetwork internal road and proposed Right of Way.

A Preliminary Soil and Water Management Plan (PSWMP) is provided. The Plan has determined that the impacts on the 'waterway



<p>and coastal protection areas' of the battery storage location and internal road will occur during construction. Specific mitigation measures are proposed to minimise the impacts of the natural assets on the site.</p> <p>Based on the information provided by the PSWMP, the proposed development has demonstrated that the impacts on the natural assets will be minimized. As the report is preliminary, a condition is recommended requiring the applicant to submit a further detailed plan confirming the site practices that will be utilized during the construction phase and operation of the site.</p> <p>The proposal satisfies the Performance Criterion P3 and is consistent with the Objectives.</p>	
<p>A4</p> <p>Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.</p>	<p>P4.1</p> <p>Dredging or reclamation within a waterway and coastal protection area or a future coastal refugia area must minimise adverse impacts on natural coastal processes and natural assets, having regard to:</p> <ul style="list-style-type: none"> (a) impacts caused by erosion, siltation, sedimentation and runoff; (b) impacts on riparian or littoral vegetation; (c) the need to avoid land filling of wetlands; (d) impacts on sand movement and wave action; and (e) the potential for increased risk to inundation of adjacent land. <p>P4.2</p> <p>Dredging or reclamation within a waterway and coastal protection area or a future coastal refugia area must be necessary:</p> <ul style="list-style-type: none"> (a) to continue an existing use or development on adjacent land; or (b) for a use which relies upon a coastal location to fulfil its purpose, having regard to: <ul style="list-style-type: none"> (i) the need to access a specific resource in a coastal location; (ii) the need to operate a marine farming shore facility; (iii) the need to access infrastructure available in a coastal location; (iv) the need to service a marine or coastal related activity; (v) provision of essential utility or marine infrastructure; and (vi) provision of open space or for marine- related educational, research, or recreational facilities.
<p>Comment:</p> <p>Not Applicable.</p> <p>The application does not include dredging or reclamation.</p>	

<p>A5</p> <p>Coastal protection works or watercourse erosion or inundation protection works must not occur within a waterway and coastal protection area or a future coastal refugia area.</p>	<p>P5</p> <p>Coastal protection works or watercourse erosion or inundation protection works within a waterway and coastal protection area or a future coastal refugia area must be designed by a suitably qualified person and minimise adverse impacts on natural coastal processes, having regard to:</p> <ul style="list-style-type: none"> (a) impacts on sand movement and wave action; and (b) the potential for increased risk of inundation to adjacent land.
<p>Comment:</p> <p>Not Applicable.</p> <p>The proposal does not include coastal protection works or watercourse erosion or inundation protection works.</p>	

C7.6.2 Clearance within a priority vegetation area

<p>Objective:</p>	<p>That clearance of native vegetation within a priority vegetation area:</p> <ul style="list-style-type: none"> (a) does not result in unreasonable loss of priority vegetation; (b) is appropriately managed to adequately protect identified priority vegetation; and (c) minimises and appropriately manages impacts from construction and development activities..
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved under this planning scheme.</p>	<p>P1.1</p> <p>Clearance of native vegetation within a priority vegetation area must be for:</p> <ul style="list-style-type: none"> (a) an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person; (b) buildings and works associated with the construction of a single dwelling or an associated outbuilding; (c) subdivision in the General Residential Zone or Low Density Residential Zone;



	<ul style="list-style-type: none"> (d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design; (e) clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or (f) the clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site. <p>P1.2 Clearance of native vegetation within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:</p> <ul style="list-style-type: none"> (a) the design and location of buildings and works and any constraints such as topography or land hazards; (b) any particular requirements for the buildings and works; (c) minimising impacts resulting from bushfire hazard management measures through siting and fire-resistant design of habitable buildings; (d) any mitigation measures implemented to minimise the residual impacts on priority vegetation; (e) any on-site biodiversity offsets; and (f) any existing cleared areas on the site.
<p>Comment: Not Applicable. The site is not in a priority vegetation area.</p>	

C7.7 Development Standards for Subdivision

C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area

Objective:	That: <ul style="list-style-type: none"> (a) works associated with subdivision within a waterway and coastal protection area or a future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets; and (b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on natural assets.
Acceptable Solutions	Performance Criteria
<p>A1 Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must:</p> <ul style="list-style-type: none"> (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 a lot; or (e) not include any works (excluding boundary fencing), building area, services, bushfire hazard management area or vehicular access within a waterway and coastal protection area or future coastal refugia area. 	<p>P1 Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must minimise adverse impacts on natural assets, having regard to:</p> <ul style="list-style-type: none"> (a) the need to locate building areas and any associated bushfire hazard management area to be outside a waterway and coastal protection area or a future coastal refugia area; and (b) future development likely to be facilitated by the subdivision.
<p>Comment: Complies The proposal is for Utilities and complies with the Acceptable Solution A1 (c).</p>	

C7.7.2 Subdivision within a priority vegetation area

Objective:	That: <ul style="list-style-type: none"> (a) works associated with subdivision will not have an unnecessary or unacceptable impact on priority vegetation; and (b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on priority vegetation.
Acceptable Solutions	Performance Criteria
<p>A1 Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must:</p>	<p>P1.1 Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:</p> <ul style="list-style-type: none"> (a) subdivision for an existing use on the site, provided any clearance is contained



<p>(a) be for the purposes of creating separate lots for existing buildings;</p> <p>(b) be required for public use by the Crown, a council, or a State authority;</p> <p>(c) be required for the provision of Utilities;</p> <p>(d) be for the consolidation of a lot; or</p> <p>(e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.</p>	<p>within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person;</p> <p>(b) subdivision for the construction of a single dwelling or an associated outbuilding;</p> <p>(c) subdivision in the General Residential Zone or Low Density Residential Zone;</p> <p>(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;</p> <p>(e) subdivision involving clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or</p> <p>(f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.</p> <p>P1.2 Works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:</p> <p>(a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;</p> <p>(b) any particular requirements for the works and future development likely to be facilitated by the subdivision;</p> <p>(c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;</p> <p>(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;</p> <p>(e) any on-site biodiversity offsets; and</p> <p>(f) any existing cleared areas on the site.</p>
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Comment:

Not Applicable.

The site is not in a priority vegetation area.

C12.0 Flood-Prone Areas HazardCode

C12.1 Code Purpose

The purpose of the Flood-Prone Areas Hazard Code is:

C12.1.1 To ensure that use or development subject to risk from flood is appropriately located and managed, so that:

- (a) people, property and infrastructure are not exposed to an unacceptable level of risk;
- (b) future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised; and
- (c) it does not increase the risk from flood to other land or public infrastructure.

C12.1.2 To preclude development on land that will unreasonably affect flood flow or be affected by permanent or periodic flood.

C12.2 Application of this Code

C12.2.1 This code applies to development of land within a flood-prone hazard area.

C12.2.2 This code applies to use of land within a flood-prone hazard area if for:

- (a) a change of use that converts a non-habitable building to a habitable building; or
- (b) a new habitable room within an existing building.

C12.2.3 This code applies to use in a habitable building, or development of land, identified in a report prepared by a suitably qualified person, that is lodged with an application for a permit, or required in response to a request under section 54 of the Act, as subject to risk from flood or that has the potential to cause increased risk from flood.

C12.2.4 The planning authority may only make a request under clause C12.2.3 where it reasonably believes, based on information in its possession, that the land is subject to risk from flood or has the potential to cause increased risk from flood.

C12.2.5 This code does not apply to land subject to the Coastal Inundation Hazard Code.

C12.3 Definition of Terms

C12.3.1 In this code, unless the contrary intention appears:

Term	Definition
critical use	means a use that is within one of the following Use Classes: <ul style="list-style-type: none"> (a) Emergency Services; or (b) Hospital Services.



flood	means the risk of periodic or permanent flooding of land from a watercourse or other inland water source.
flood-prone hazard area	means land: (a) shown on an overlay map in the relevant Local Provisions Schedule, as within a flood-prone hazard area; or (b) identified in a report for the purposes of C12.2.3.
flood hazard report	means a report prepared by a suitably qualified person for a site, that must include: (a) details of, and be signed by, the person who prepared or verified the report; (b) confirmation that the person has the appropriate qualifications and expertise; (c) confirmation that the report has been prepared in accordance with any methodology specified by a State authority; and (d) conclusions based on consideration of the proposed use or development: (i) as to whether the use or development is likely to cause or contribute to the occurrence of flood on the site or on adjacent land; (ii) as to whether the use or development can achieve and maintain a tolerable risk for the intended life of the use or development, having regard to: a. the nature, intensity and duration of the use; b. the type, form and duration of any development; c. the likely change in the level of risk across the intended life of the use or development; d. the ability to adapt to a change in the level of risk; e. the ability to maintain access to utilities and services; f. the need for flood reduction or protection measures beyond the boundary of the site; g. any flood management plan in place for the site and/or adjacent land; and h. any advice relating to the ongoing management of the use or development; and (iii) any matter specifically required by Performance Criteria in this code.

Term	Definition
flood management plan	means a management plan for a flood-prone hazard area endorsed by the relevant council.
hazardous use	means a use that is within one of the following Use Classes: (a) Crematoria and Cemeteries; (b) Extractive Industry, if the use involves the storage of a hazardous chemical of a manifest quantity; (c) Hospital Services, if the use involves the storage of a hazardous chemical of a manifest quantity; (d) Manufacturing and Processing, if the use involves the storage of a hazardous chemical of a manifest quantity; (e) Recycling and Waste Disposal; (f) Research and Development, if the use involves the storage of a hazardous chemical of a manifest quantity; (g) Storage, if the use involves the storage of a hazardous chemical of a manifest quantity; (h) Transport Depot and Distribution, if the use involves the storage of a hazardous chemical of a manifest quantity; (i) Utilities, if the use involves the storage of a hazardous chemical of a manifest quantity; or (j) Vehicle Fuel Sales and Service.
vulnerable use	means a use that is within one of the following Use Classes: (a) Custodial Facility; (b) Educational and Occasional Care; (c) Residential, if for a respite centre, residential care facility, retirement village or assisted housing; or (d) Visitor Accommodation, if the use accommodates more than 12 guests.

C12.4 Use or Development Exempt from this Code

C12.4.1 The following use or development is exempt from this code:

- (a) alterations or extensions to an existing building if:
 - (i) the site coverage is not increased by more than 20m² from that existing at the effective date; and
 - (ii) not for a critical, hazardous, or vulnerable use;



- (b) use or development of land for:
 - (i) Natural and Cultural Values Management;
 - (ii) Passive Recreation;
 - (iii) Port and Shipping in a proclaimed wharf area;
 - (iv) Resource Development, excluding a habitable building;
 - (v) minor utilities;
 - (vi) infrastructure for the generation of hydro-electricity; and
 - (vii) outbuildings;
- (c) planting or disturbance of vegetation on existing pasture or crop production land; and
- (d) consolidation of lots.

C12.5 Use Standards

C12.5.1 Uses within a flood-prone hazard area

Objective:	That a habitable building can achieve and maintain a tolerable risk from flood.
Acceptable Solutions	Performance Criteria
<p>A1 No Acceptable Solution.</p>	<p>P1.1 A change of use that, converts a non-habitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone hazard area must have a tolerable risk, having regard to:</p> <ul style="list-style-type: none"> (a) the location of the building; (b) the advice in a flood hazard report; and (c) any advice from a State authority, regulated entity or a council. <p>P1.2 A flood hazard report also demonstrates that:</p> <ul style="list-style-type: none"> (a) any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or (b) the use can achieve and maintain a tolerable risk from a 1 % annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.
<p>Comment: Not Applicable. There are no existing buildings impacted by the proposed development.</p>	

C12.5.2 Critical use, hazardous use or vulnerable use

Objective:	That critical, hazardous and vulnerable uses, located within a flood-prone hazard area can achieve and maintain a tolerable risk from flood.
Acceptable Solutions	Performance Criteria
<p>A1 No Acceptable Solution.</p>	<p>P1 A critical, hazardous, or vulnerable use within a flood- prone hazard area must achieve a tolerable level of risk from flood, having regard to:</p> <ul style="list-style-type: none"> (a) the type form and duration of the use; and (b) a flood hazard report that demonstrates that: <ul style="list-style-type: none"> (i) any increase in the level of risk from flood does not warrant any specific hazard reduction or protection measures; or (ii) the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.
<p>Comment: Not Applicable. Table C12.3.1 defines the terms, critical, hazardous and vulnerable use. Utilities is a hazardous use, if the use involves the storage of hazardous chemical of a manifest quantity. The Bushfire Exemption Report confirms that the proposal <u>does not</u> involve the storage of a hazardous chemical of manifest quantity. Utilities is not identified as being a critical or vulnerable use. The proposal is not for a critical, hazardous or vulnerable use.</p>	
<p>A2 No Acceptable Solution.</p>	<p>P2 In addition to the requirements in clause C12.5.2 P1, a critical use within a flood-prone hazard area must achieve and maintain a tolerable risk, having regard to:</p> <ul style="list-style-type: none"> (a) the ability of the use to function and maintain service during the flood event and



	<p>recovery period;</p> <p>(b) any interruption to the operation of the critical use in locations external to the immediate impact of the flood;</p> <p>(c) the creation of risk to the health or safety of people from damage or disruption to:</p> <p>(i) a water supply service; or</p> <p>(ii) the drainage and treatment of waste water;</p> <p>(d) the advice contained in a flood hazard report; and</p> <p>(e) any advice from a State authority, regulated entity or a council.</p>
<p>Comment: Not Applicable. The proposal is not for a critical use.</p>	

<p>A3 No Acceptable Solution.</p>	<p>P3 In addition to the requirements in clause C12.5.2 P1, the impact of flood on a hazardous use within a flood-prone hazard area must achieve and maintain a tolerable risk, having regard to:</p> <p>(a) the health and safety of people;</p> <p>(b) any impact on property;</p> <p>(c) any impact on the environment;</p> <p>(d) the advice contained in a flood hazard report; and</p> <p>(e) any advice from a State authority, regulated entity or a council.</p>
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<p>Comment: Not Applicable. The proposal is not for a hazardous use.</p>	
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<p>A4 No Acceptable Solutions.</p>	<p>P4 In addition to the requirements in clause C12.5.2 P1, a vulnerable use within a flood-prone hazard area, must be protected from flood, having regard to:</p> <p>(a) any protection measures, existing or proposed;</p> <p>(b) the ability and capability of people in a flood event who may live, work or visit the site, to:</p> <p>(i) protect themselves;</p> <p>(ii) evacuate in an emergency; and</p> <p>(iii) understand and respond to instructions in the event of an emergency;</p> <p>(c) any emergency evacuation plan;</p> <p>(d) the level of risk for emergency personnel involved in evacuation and rescue tasks;</p> <p>(e) the advice contained in a flood hazard report; and</p> <p>(f) any advice from a State authority, regulated entity or a council.</p>
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<p>Comment: Not Applicable. The proposal is not for a vulnerable use.</p>	
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C12.6 Development Standards for Buildings and Works

C12.6.1 Buildings and works within a flood-prone hazard area

Objective:	<p>That:</p> <p>(a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and</p> <p>(b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.</p>
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Acceptable Solutions	Performance Criteria
<p>A1 No Acceptable Solution.</p>	<p>P1.1 Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:</p> <p>(a) the type, form, scale and intended duration of the development;</p> <p>(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;</p> <p>(c) any advice from a State authority, regulated entity or a council; and</p> <p>(d) the advice contained in a flood hazard report.</p> <p>P1.2</p>



	<p>A flood hazard report also demonstrates that the building and works:</p> <p>(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and</p> <p>(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.</p>
<p>Comment:</p> <p>There is No Acceptable Solution; therefore, the proposal relies on the Performance Criterion P1.1 and P1.2 for its approval. The application submitted a Flood Risk Assessment Palmerston Battery Development (Flood Assessment) prepared by wma water. The site is not identified to be within a Flood-Prone Area as identified in the TPS-NM overlay maps. The Flood Assessment considers the Annual Exceedance Probability (AEP) events for the site and its likely implications. The buildings and works within a flood-prone hazard area will achieve and maintain a tolerable risk from flood having regard to:</p> <p>(a) The Flood Report provided shows that surface waters are pooling across the site. The modelled data in the report shows that the site is subject to shallow overland flow of 0.1m to 0.2m during 1% AEP events. The Flood Report concludes that no other significant inundation was observed in the vicinity of the proposed site area. The Flood Report advises that the initial assessment of the flood behaviour shows an indication between flow in the catchments surrounding the proposed site and flows from the Woodside Rivulet. The site is in a flood fringe area and outside a floodway and flood storage. The Flood Report assessed the flood hazard of the battery storage location to be level H1, which is generally safe for vehicles, people and buildings. Some small areas around the access road were assessed as H3 level unsafe for all vehicles, children and the elderly.</p> <p>(b) The report recommends that the increase risk of the flood should be managed by raising all the main facilities above the estimated flood levels plus freeboard. The proposed buildings, as shown on the plans, identify that all buildings will be raised per the recommendation of the Flood Report. Council's Works and Infrastructure Department (Jonathan Galbraith and Cameron Oakley) reported on 27 August 2023 and their recommended conditions are included in the conditions of approval.</p> <p>(c) The information provided by the applicant does not specifically address P1.2(a) in relation to contributing flooding on adjacent land. However, the land surrounding the development has significant areas which are currently prone to flooding. The raising the footprint of the development in order to protect it from flooding is unlikely to make a significant difference to flooding on adjacent land. As such the following condition is recommended for inclusion in the permit:</p> <p style="padding-left: 40px;">Prior to the commencement of any works on the site, provisions of detailed engineering designs, modelling and updated Flood Risk Assessment Palmerston Battery Development, October 2022 prepared by wma water is amended by a suitably qualified person to demonstrate to the satisfaction of the Council's Director of Works and Infrastructure the following:</p> <ul style="list-style-type: none"> • confirm that the proposed filling of land and floor levels required to achieve a tolerable level of flooding both internal and external to the site; and • confirm that the development does not cause or contribute to flooding of public infrastructure on the Palmerston Substation or adjacent land from the proposed filling and drainage work. <p>The proposal has integrated the Flood Report recommendation and has raised the development above flood level. The proposal satisfies Performance Criterion P1.1 and consistent with the Objectives. The Flood Report provides sufficient information to demonstrate that the Performance Criterion P1.2 can be satisfied. However, the report does not specifically make a statement in accordance with the discretion. Advice obtained from Council's Works and Infrastructure Department suggest that this can be resolved through an amendment to the Flood Report. The Council's Works and Infrastructure Department indicated that the site is unlikely to contribute to flooding of the public infrastructure or adjacent land. If anything, the development of the battery storage is likely to offer some protection to the Palmerston Substation. The Flood Report also does not recommend any specific flood protection measures for the site. Accordingly, a condition as addressed at P1.1 (c) is recommended to satisfy the requirements of the standard.</p>	

C12.7 Development Standards for Subdivision

C12.7.1 Subdivision within a flood-prone hazard area

Objective:	That subdivision within a flood-prone hazard area does not create an opportunity for use or development that cannot achieve a tolerable risk from flood.
Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must:	P1 Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must not create an opportunity for use or development that cannot achieve a tolerable risk from flood, having regard to:



<p>(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area;</p> <p>(b) be for the creation of separate lots for existing buildings;</p> <p>(c) be required for public use by the Crown, a council or a State authority; or</p> <p>(d) be required for the provision of Utilities.</p>	<p>(a) any increase in risk from flood for adjacent land;</p> <p>(b) the level of risk to use or development arising from an increased reliance on public infrastructure;</p> <p>(c) the need to minimise future remediation works;</p> <p>(d) any loss or substantial compromise by flood of access to the lot, on or off site;</p> <p>(e) the need to locate building areas outside the flood-prone hazard area;</p> <p>(f) any advice from a State authority, regulated entity or a council; and</p> <p>(g) the advice contained in a flood hazard report.</p>
<p>Comment: The proposal complies with the Acceptable Solution A1 (d). The application includes subdivision as a lease area for more than 10 years is proposed. The proposed lease (lot) is required for the provision of Utilities.</p>	

C13.0 Bushfire-Prone Areas Code

C13.1 Code Purpose

The purpose of the Bushfire-Prone Areas Code is:

C13.1.1 To ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.

C13.2 Application of this Code

C13.2.1 This code applies to:

- (a) subdivision of land that is located within, or partially within, a bushfire-prone area; and
- (b) a use, on land that is located within, or partially within, a bushfire-prone area, that is a vulnerable use or hazardous use.

C13.3 Definition of Terms

C13.3.1 In this code, unless the contrary intention appears:

Term	Definition
accredited person	means as defined in the Act.
bushfire attack level (BAL)	means the bushfire attack level as defined in <i>Australian Standard AS3959:2018 Construction of buildings in bushfire-prone areas</i> as 'a means of measuring the severity of a building's potential exposure to ember attack, radiant heat and direct flame contact, using increments of radiant heat expressed in kilowatts per metre squared, and the basis for establishing the requirements for construction to improve protection of building elements from attack by bushfire'.
bushfire hazard management plan	means as defined in the Act.
bushfire protection measures	means the measures that might be used to reduce the risk of bushfire attack and the threat to life and property in the event of bushfire.
bushfire-prone area	means: <ul style="list-style-type: none"> (a) land shown on an overlay map in the relevant Local Provisions Schedule, as within a bushfire-prone area; or (b) where there is no overlay map in the relevant Local Provisions Schedule, land that is within 100m of an area of bushfire-prone vegetation equal to or greater than 1ha.
bushfire-prone vegetation	means contiguous vegetation including grasses and shrubs but not including maintained lawns, parks and gardens, nature strips, plant nurseries, golf courses, vineyards, orchards or vegetation on land that is used for horticultural purposes.

Term	Definition
carriageway	means the section of road formation which is used by traffic, and includes all the area of the traffic lane pavement together with the formed shoulders.
contiguous	means separated by less than 20m.
emergency management strategy (hazardous use)	means a strategy that provides for mitigation measures to achieve and maintain a level of tolerable risk that is specifically developed to address the characteristics, nature and scale of the use considering: <ul style="list-style-type: none"> (a) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; and (b) available fire protection measures to:



Term	Definition
	<ul style="list-style-type: none"> (i) prevent the hazardous use from contributing to the spread or intensification of bushfire; (ii) limit the potential for bushfire to be ignited on the site; (iii) prevent exposure of people and the environment to the hazardous chemicals, explosives or emissions as a consequence of bushfire; and (iv) reduce risk to emergency service personnel.
emergency management strategy (vulnerable use)	<p>means a strategy that provides for mitigation measures to achieve and maintain a level of tolerable risk that is specifically developed to address the characteristics, nature and scale of the use considering:</p> <ul style="list-style-type: none"> (a) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; (b) the ability of occupants of the vulnerable use to: <ul style="list-style-type: none"> (i) protect themselves and defend property from bushfire attack; (ii) evacuate in an emergency; and (iii) understand and respond to instructions in the event of a bushfire; and (c) any bushfire protection measures available to reduce risk to emergency service personnel.
fire fighting water point	means the point where a fire appliance is able to connect to a water supply for fire fighting purposes. This includes a coupling in the case of a fire hydrant, offtake or outlet, or the minimum water level in the case of a static water supply.
fire hydrant	means as described in <i>Australian Standard AS2419.1-2005 Fire hydrant installations, Part 1: System design, installation and commissioning</i> .
hardstand	means as described in <i>Australian Standard AS 2419.1-2005 Fire hydrant installations, Part1: System design, installation and commissioning</i> .
hazard management area	means the area, between a habitable building or building area and bushfire- prone vegetation, which provides access to a fire front for fire fighting, which is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of a bushfire.
hazardous use	means a use where:

Term	Definition
	<ul style="list-style-type: none"> (a) hazardous chemicals of a manifest quantity are stored on a site; or (b) explosives are stored on a site and where classified as an explosives location or large explosives location as specified in the <i>Explosives Act 2012</i>.
hose lay	means the distance between two points established by a fire hose laid out on the ground, inclusive of obstructions.
property access	means the carriageway which provides vehicular access from the carriageway of a road onto land, measured along the centre line of the carriageway, from the edge of the road carriageway to the nearest point of the building area.
static water supply	means water stored in a tank, swimming pool, dam, or lake, that is available for fire fighting purposes at all times.
TFS	means Tasmania Fire Service.

Term	Definition
vulnerable use	<p>means a use that is within one or more of the following use classes:</p> <ul style="list-style-type: none"> (a) Custodial Facility; (b) Education and Occasional Care; (c) Hospital Services; (d) Residential if the use is for assisted housing, residential care facility, respite centre or retirement village.
water corporation	means the corporation within the meaning of the <i>Water and Sewerage Corporation Act 2012</i> .

C13.4 Use or Development Exempt from this Code

C13.4.1 The following use or development is exempt from this code:

- (a) any use or development that the TFS or an accredited person, having regard to the objective of all applicable standards in this code, certifies there is an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures; and
- (b) adjustment of a boundary in accordance with clause 7.3 of this planning scheme.

Comment:



A Bushfire Exemption Report was prepared by RMCG. The assessment undertaken by an accredited person has determined that the proposal does not fall within the definition of a 'Hazardous Use' under the Bushfire-Prone Areas Code. An excerpt of conclusion from the report is as follows:

The proposed development area is mapped as being bushfire-prone under the Tasmanian Planning Scheme–Northern Midlands. As part of the development, it is proposed store up to 140,000L of oil on site. The oil (Nytra Libra) is not classed as a flammable liquid, but rather a Class C2 combustible liquid. This category of combustible liquid does not meet the definition of a 'Hazardous Use' of the Bushfire-Prone Areas Code of the Planning Scheme. There are no other elements of the proposed development that trigger other aspects of the Bushfire-Prone Areas Code. Therefore, the Bushfire-Prone Areas Code does not apply to this aspect of the development.

The existing hazard management areas, access, and water supply for the existing dwellings will not be affected by the proposed development. Furthermore, the proposed use within the leased area is not classed as a hazardous use under the Bushfire-Prone Areas Code, and so does not require any specific bushfire protection measures. However, it is noted that the proposed development design with fire protection measures that are equal to or greater than the Bushfire Code requirements. Therefore, I consider that there is insufficient increase in risk to warrant any specific bushfire protection measures associated with the proposal.

If any future developments are proposed for either the existing title or the leased area, then a new bushfire assessment will be required.

A Bushfire-Prone Areas Code Certificate under s51(2) (d) of the Land Use Planning Approvals Act 1993 is provided, confirming the exemption from the code.

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:

- 21.3.1 P1 and P2, Utilities is a Discretionary use;
- 21.4.1 P1, building height exceeds 12m;
- C2.6.6 P1, loading bay does not meet Australian Standard AS 2890.2-2022;



- C3.5.1 P1, intensification of access and traffic movements;
- C4.6.1 P1, buildings and works are within an electricity transmission corridor;
- C4.6.2 P1, buildings and works are within a substation facility buffer;
- C7.6.1 P1.1, buildings or works are not within a sealed plan;
- C7.6.1 P3, the proposal will include a new discharge point; and
- C12.6.1. P1.1 and P1.2, buildings are within flood-prone hazard area.

The proposed use and development will assist with the stabilisation of electricity supply to the Tasmanian electricity market. The proposal will be co-located on an adjoining property to the Palmerston Substation to enable it to connect to the electricity grid. A portion of the site is within the Agriculture Zone. The use and development will convert agricultural land to a non-agricultural use. The conversion is considered to have negligible impacts on the continuation of the agricultural use on the site or adjacent land. The use and development for Utilities is consistent and appropriate for the location.

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

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

8 ATTACHMENTS

1. DA application form S 54 [**11.6.1** - 4 pages]
2. Confirmation of Lease length Great Lakes Battery Project Redacted RFI [**11.6.2** - 1 page]
3. Draft Great Lakes Battery DA FINAL 18 July 2023 [**11.6.3** - 101 pages]
4. Folio Plan Archer 126579 [**11.6.4** - 1 page]
5. Folio Plan Tas Networks 142369 [**11.6.5** - 1 page]
6. 3 D model S 54 [**11.6.6** - 1 page]
7. Attachment 3 Great Lakes Big Battery - Environmental Noise Assessment [**11.6.7** - 16 pages]
8. Attachment 4 Bushfire Exemption S 54 [**11.6.8** - 18 pages]
9. Attachment 5 Agricultural Report [**11.6.9** - 22 pages]
10. Attachment 6 Great Lakes Battery Project TIA [**11.6.10** - 28 pages]
11. Attachment 7 Great Lakes Battery Project TMP [**11.6.11** - 27 pages]
12. Attachment 8 Visual Assessment [**11.6.12** - 76 pages]
13. Attachment 9 Ecological Assessment [**11.6.13** - 15 pages]
14. Attachment 10 Aboriginal Heritage Assessment [**11.6.14** - 52 pages]
15. Attachment 11 Historic Heritage Assessment [**11.6.15** - 40 pages]
16. Attachment 12 Flood Risk Assessment [**11.6.16** - 57 pages]
17. Attachment 13 Preliminary SWMP [**11.6.17** - 19 pages]
18. Attachment 14 GLB community information booklet [**11.6.18** - 20 pages]
19. Attachment 15 HCSC letter [**11.6.19** - 2 pages]
20. Elevation S 54 [**11.6.20** - 1 page]
21. Equipment dimensions S 54 [**11.6.21** - 1 page]
22. HV substation S 54 [**11.6.22** - 1 page]
23. Landscape plan S 54 [**11.6.23** - 1 page]
24. Neoen response to GLB DA RF Is [**11.6.24** - 3 pages]
25. Overview Site Map A 3 v 2 [**11.6.25** - 1 page]
26. Site and Access Plan v 1 [**11.6.26** - 1 page]
27. Site layout S 54 [**11.6.27** - 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 NORTHERN TASMANIA SPORTS FACILITY PLAN 2023

Responsible Officer: Maree Bricknell, Acting General Manager

Report prepared by: Lorraine Green, Project Officer

RECOMMENDATION

That Council accepts the Northern Tasmania Sports Facility Plan 2023, and takes the recommendations of the plan into consideration when planning Council's future sport and recreation infrastructure.

1 PURPOSE OF REPORT

The purpose of this report is to present to Council the Northern Tasmania Sports Facility Plan 2023, to seek Council's acceptance of the plan, and to request that Council takes the recommendations of the plan into consideration when planning Council's future sport and recreation infrastructure.

2 INTRODUCTION/BACKGROUND

The Northern Tasmania Sports Facility Plan 2023 ('the Plan') is an initiative of five Councils – City of Launceston, George Town, Meander Valley, Northern Midlands and West Tamar. The Plan focuses on council owned and managed facilities that host formal sport and active recreation activities.

The development of the Plan was coordinated by Northern Tasmania Development Corporation, supported by a working group of Council officers from the five Councils. ROSS Planning Pty Ltd was engaged to develop the Plan.

The impetus for the development of the Plan was acknowledgement that sporting networks are not limited by Local Government Area (LGA), and they operate across the five LGAs within the study area, as well as servicing the broader region. Thus it is important that the five Councils plan for the future via a consolidated plan.

The Plan complements national, state and regional plans and strategies, and feeds into the planning processes of the five Councils. The next phase of the Plan will require the Councils to take into consideration the Plan's recommendations as part of each Council's future sport and recreation infrastructure planning. The Councils may from time to time reconvene the working group to work on the more strategic regional issues.

The development of the Plan included significant community and key stakeholder engagement. A community survey was undertaken that received close to 1,600 responses. Almost half the respondents were Launceston City Council residents. There was also a significant focus on direct engagement with sporting clubs, associations and peak sporting bodies. A draft report was circulated to key stakeholders for feedback which was taken into account in the preparation of the final report.

The Plan acknowledges that the sport and active recreation network is well provided for and in a reasonable condition in the study area, however, in some areas, it identifies the need for future investment upgrades. It also notes that there are key sports at capacity which will only be exasperated by future population growth and continued growth in relevant sports' participation. The Plan addresses these needs by identifying the additional facilities and facility upgrades required.

The Plan considers the sports and active recreation operating from Council owned or managed facilities, as these are the sports and activities over which Councils can have the most impact moving forward. It is acknowledged that there are a number of sports not covered by the Plan, given the nature of the associated land tenure. Whilst schools and private



facilities have been acknowledged where they can provide a sport or recreation opportunity to the community, they are not part of the Plan's core analysis. Partnerships with schools and private facilities do form part of the Plan's recommendations.

Key Northern Midlands recommendations include:

- Develop a training area at the Longford Recreation Ground to support the existing one-oval facility
- Implement the Perth Recreation Precinct Master Plan
- Plan for the duplication of the Longford Community Sports Centre
- Consider the development of pump tracks in the Northern Midlands
- Upgrade the clubroom and change facilities at the Ross Recreation Ground to cater for its increased use
- Continue to monitor demand for off-road cycling and additional facilities across the study area in line with population growth and demand for the sport
- Support the Longford Racecourse Master Plan's proposed equestrian precinct development
- Investigate the need for a football (soccer) field within the north of the Northern Midlands LGA

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

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

3.2 Integrated Priority Projects Plan 2021

Not applicable.

4 POLICY IMPLICATIONS

N/A

5 STATUTORY REQUIREMENTS

N/A

6 FINANCIAL IMPLICATIONS

Council contributed \$11,000 towards the development of the Plan. The Plan does not commit Council to further expenditure.

7 RISK ISSUES

No risk has been identified with Council's acceptance of the Plan.

8 CONSULTATION WITH STATE GOVERNMENT

Sport and Recreation Tasmania was consulted during the development of the Plan.



9 COMMUNITY CONSULTATION

Extensive community consultation underpinned the development of the Plan.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can either accept or not accept the Plan, and take or not take the recommendations of the plan into consideration when planning Council's future sport and recreation infrastructure.

11 OFFICER'S COMMENTS/CONCLUSION

The Plan provides the five participating Councils with guidance as to how to provide sport and active recreation infrastructure in a sustainable and equitable way, and how to support participation in a diverse range of active recreation pursuits, in order to contribute positively to the physical, mental, emotional health and wellbeing of residents and visitors.

12 ATTACHMENTS

1. Northern Tasmania Sports Facility Plan 2023 (FINAL) 1 [13.1.1 - 109 pages]



13.2 REVIEW OF LOCAL DISTRICT COMMITTEE STRUCTURE

Responsible Officer: Maree Bricknell, Acting General Manager

Report prepared by: Victoria Veldhuizen, Executive Officer / Lorraine Wyatt, Executive & Communications Officer

RECOMMENDATION

That Council:

- a) amend the committee names and refer to all special district committees of Council as "... District Committee".
- b) endorse the term of the Memorandum of Understanding to operate from 1 January 2024 until 30 June 2026, and on a biennial basis thereafter from 1 July until 30 June.
- c) broadens the membership areas for each committee as follows:
 - i) Avoca incorporates the surrounding areas of Royal George and Rossarden.
 - ii) Cressy incorporates the surrounding areas of Blackwood Creek and Poatina.
 - iii) Evandale incorporates the surrounding areas of Western Junction, Breadalbane, Deddington, Nile and Ben Lomond.
 - iv) Perth incorporates the surrounding area of Devon Hills.
 - v) Longford incorporates the surrounding areas of Bishopsbourne, Toiberry and Liffey.
 - vi) Campbell Town incorporates the surrounding areas of Conara, Epping Forest, Cleveland and Lake Leake.
 - vii) Ross incorporates the surrounding areas of Tooms Lake.
- d)
 - i) endorse and accept the amendments to the Memorandum of Understanding as attached to this report;
OR
 - ii) endorse and accept the amendments to the Memorandum of Understanding and refer the document to the Local District Committees and receive comment until 8th October 2023.

1 PURPOSE OF REPORT

The purpose of this report is to respond to a Notice of Motion of 26 April 2023, provide recommendations and seek guidance on the future direction of Local District Committees from Council.

2 INTRODUCTION/BACKGROUND

On 26 April 2023, a Notice of Motion was put to Council by Councillor Terrett for a review of the Local District Committee ("LDC") structure. Council's decision was as follows:

MINUTE NO. 23/0108

DECISION

Cr Terrett/Cr McCullagh

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.

Carried Unanimously

A copy of the Notice of Motion with background is attached to this report.

The Northern Midlands Council has created special committees of Council (pursuant to section 24 of the *Local Government Act 1993*) for each major township in the municipality. They are:

- Avoca, Royal George and Rossarden Local District Committee
- Campbell Town District Forum
- Cressy Local District Committee
- Evandale Advisory Committee



- Longford Local District Committee
- Perth Local District Committee
- Ross Local District Committee

The purpose of the Committee's is to act in an advisory capacity only and as a communication channel between Council and the community, identifying local concerns and opportunities; and providing feedback to Council.

The relationship between Council and each Committee is governed by a Memorandum of Understanding ("MOU"). The purpose of the MOU is to:

1. Set the purpose, roles and responsibilities of the Committee; and
2. Provide guidelines in respect to membership and meeting procedures.

In 2016, Council resolved to standardise the operation of the Committees by adopting standard MOU's, and coordinate the terms of the Committee's so they are operative, and expire, at the same time. The purpose behind this was to reduce the time and costs associated with advertising Committee positions, holding Biennial General Meetings and reporting to Council on membership.

Council regularly reviews the operation and MOU's of its LDC's, with the last review occurring in 2021 (Minute References 175/12 and 210/21).

On 15 May 2023, Council resolved to endorse amendments to the MOU's (Minute reference 23/0144). The endorsed changes to the MOU were provided to the LDC's.

A review of the LDC's and MOU's is considered important and necessary to clarify the role of the Committees, assess any suggested changes, address concerns raised and make recommendations for improvements to the operation of the Committees. A review process would enable Committees to evolve and continue to be a key participant in the strategic planning and operation of Council.

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:

- 2.2 Proactive engagement drives new enterprise

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

3.2 Integrated Priority Projects Plan 2021

Not applicable.



4 POLICY IMPLICATIONS

Nil

5 STATUTORY REQUIREMENTS

5.1 Local Government Act 1993

23. Council committees

- 1) A council may establish, on such terms as it thinks fit, council committees to assist it in carrying out its functions under this or any other Act.
- 2) A council committee consists of councillors appointed by the council and any councillor who fills a vacancy for a meeting at the request of the council committee.
- 3) A meeting of a council committee is to be conducted in accordance with prescribed procedures.

24. Special committees

- 1) A council may establish, on such terms and for such purposes as it thinks fit, special committees.
- 2) A special committee consists of such persons appointed by the council as the council thinks appropriate.
- 3) The council is to determine the procedures relating to meetings of a special committee.

5.2 Local Government (Meeting Procedures) Regulations 2015

6 FINANCIAL IMPLICATIONS

The MOU's currently make provision for secretarial support by Council to the LDC's, as follows:

- Secretarial support on a monthly basis for meeting occurring during business hours;
- Secretarial support on a bi-monthly basis for meetings occurring outside business hours for meetings commencing prior to 6.30pm; or
- A sum of \$2,500.00 in lieu of secretarial support provided by Council.

The annual allowance of \$2,500, in lieu of secretarial support can be accessed for use within their community towards approved projects.

A summary of the current secretarial support provided is as follows:

Committee	Secretariat Provided By:	
	Committee	Council
Avoca, Royal George, and Rossarden		✓
Campbell Town		✓
Cressy	✓ (Minutes)	✓ (Agenda)
Evandale		✓
Longford	✓	
Perth	✓ (Minutes)	✓ (Agenda)
Ross	✓	

The total budgeted amount for all seven Committees (including officer travel time, attendance at meetings, compilation of agenda, minutes and additional liaison/communications) is \$17,500.00, or \$2,500.00 per Committee.

In addition to the secretarial costs, Council also bears the costs associated with advertising memberships as required by the MOU.

7 RISK ISSUES

If the MOU between Council and the LDC's is not clear, there is a risk of:

- The LDC's not understanding their role and functions;
- Confusion of LDC members;



- Members acting outside the scope of their role;
- Misunderstanding of the Councillor Representatives role on the LDC;
- LDC's not acting on matters referred to it by Council; or
- A loss of connection between Council and the LDC's, including as to Council's strategic plan.

If the proposed amendments to the MOU are made, this may result in the current LDC's being unhappy with the changes, particularly if they are not consulted.

There is also a risk to Council if it fails to develop and maintain a positive relationship with the community via the LDC's. This could result in an inadequate awareness and understanding of the community requirements by Council, resulting in community unrest and dissatisfaction. This could be seen as a lack of engagement with the community, poor decision making, have negative financial implications, poor public image and reputation, negatively impact on Council's service delivery and operations, staff morale and result in a failure to recruit and retain staff and volunteers.

8 CONSULTATION WITH STATE GOVERNMENT

N/A

9 COMMUNITY CONSULTATION

Consultation of this report, recommendations being made and the amendments to the MOU has not been undertaken with the LDC's.

Should feedback be sought from the LDC's on this report and proposed changes to the MOU, a deadline of Sunday 8th October is suggested so Council can consider any feedback from the Committees at the October Council meeting and meet the timeframes for advertising and appointment of the Committee prior to the expiration of the MOU.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can:

- a) Make no changes to the Local District Committees; or
- b) Disband the Local District Committees entirely; or
- c) Accept the proposed changes as recommended by the Officers in principle and seek consultation from the LDC's;
or
- d) Accept and endorse the proposed changes as recommended by the Officers and not seek consultation from the LDC's; or
- e) Consider or suggest alternative changes to the MOU's and Committees as determined by Council.

11 OFFICER'S COMMENTS/CONCLUSION

The purpose of this report is to review and clarify the LDC's structure, including role and functions, membership, meeting times, Council funding and communication and engagement.

LDC's are a key link between the elected members and the broader community, with LDC's purportedly being representative of their local community. One of the key roles of elected members is for future planning for their communities at a macro level, including the development of strategies, policies, and local laws reflective of community needs and priorities.

Effective community leadership is a vital ingredient to good governance. This extends to Council's Committees as special committees of Council.



The LDC’s currently do not have a consistent name. It is recommended all committees have the same name, being a “District Committee”. This is reflective of the fact they are a special committee of Council per section 24 of the *Local Government Act* and associated within the broader district catchment area.

Role and Functions

The LDC’s purpose is to act in an advisory capacity only, providing commentary/feedback to Council as requested based on the broader community needs and views.

Council must review and determine whether the purpose of the Committees remains contemporary and ensure the purpose appropriately reflects and aids Council with its strategic planning. The purpose of the Committees ought to be at a macro level, compared to micro level, operational matters which is often identified in LDC meeting minutes.

As the LDC’s are often looked to for consultation purposes, this is a role which could be revised. For example, Council may consider it more appropriate to hold broader community forums for specific issues which are aligned to strategic planning and projects compared to requesting community feedback via the LDC’s.

It is acknowledged that micro level issues, often of an operational nature, are not trivial issues, however as they do not relate to the strategic planning of Council, they ought to be dealt with by other Council mechanisms, such as online ‘customer requests’ or public consultation process (for example, planning applications).

Changing the culture and purpose of LDC’s should not be taken lightly, however there is generally ways to make positive improvements.

In addition to reviewing the purpose of the Committee’s as a whole, it is recommended that Committees are reminded of their purpose when the new Committee is appointed, and new MOU is implemented.

It is recommended that Council endorses a formal educational information/induction session be provided to the LDC Chairperson and Vice-Chairperson at the commencement of a new term of membership. It is proposed this information/induction session cover off on the role of the Committees, how to convene meetings, meeting minute requirements, etc.

Another function of the LDC’s is to provide recommendations to Council for further investigation. These recommendations need to be governed, including:

- Must not make a decision for Council;
- Must not approve Council’s spending of public money; or
- Must not relate to, or infer, support for a planning application that Council is to consider.

It would be of assistance to Council’s Liaison Officers (previously referred to as LDC Secretary’s), if recommendations received in LDC Minutes have a uniform structure. It is therefore recommended guidance be provided to the LDC’s by way of an annexure to the MOU being included with a draft Recommendation for inclusion in the meeting minutes. This will assist the Liaison Officers to clearly identify what the recommendation is, and ensure it is put to Council for consideration.

Membership

It is not proposed amendments are made to the minimum and maximum number of Committee members, being six and ten respectively.

The current LDC membership numbers are as follows:

Committee	Membership	
	Required	Current



Avoca, Royal George, and Rossarden	10	7
Campbell Town	10	7
Cressy	10	9
Evandale	10	5
Longford	10	9
Perth	10	7
Ross	10	7

Council has struggled to attract and retain membership to some LDC's over time. Feedback from past members indicates that most resignations are a result of other competing interests (work/business commitments), relocation from the Northern Midlands, and dissatisfaction with the direction of the Committee. There have also been memberships terminated due to non-attendance at meetings.

A summary of the membership numbers and the number of meetings which have been able to achieve quorum between 2017 – 2023 is as follows:

	2017		2018		2019		2020 Covid disruptions		2021 Covid disruptions		2022		2023	
	Membership (averaged)	Meetings Held	Membership (averaged)	Meetings Held	Membership (averaged)	Meetings Held	Membership (averaged)	Meetings Held	Membership (averaged)	Meetings Held	Membership (averaged)	Meetings Held	Membership (averaged)	Meetings Held
Avoca, Royal George & Rossarden	5	4	5	4	6	5	7	1	6	3	6	1	7	3
Campbell Town	10	11	10	11	10	11	10	7	9	11	9	7	8	7
Cressy	9	6	9	7	9	6	8	1	8	5	9	4	9	3
Evandale	8	9	8	11	8	9	7	5	6	7	6	4	5	4
Longford	8	7	9	9	10	11	10	10	9	12	8	9	9	8
Perth	6	6	8	6	8	10	8	6	8	9	7	11	7	5
Ross	8	11	9	9	9	11	10	8	9	11	9	8	8	6

LDC membership has historically consisted of community members who have the capacity to devote time to the role, unincumbered by family and work commitments. This has resulted in the community being largely represented by an older demographic.

To provide for a representative Committee reflective of its local district area, the Committees should consist of a broad cross-section of community members with a diversity of employment backgrounds, family statuses, ages and ideas. This may lead to an increased opportunity to tap into a rich pool of talented candidates. Greater diversity of the LDC's would likely result in an expansion of networks and audiences reached, with the potential of greater participation by a broader cross-section of the community.

A challenge in this area is engaging and encouraging community members to participate in LDC's due to a variety of reasons, including:

- Meetings not occurring at a suitable time (i.e. work commitments for meetings in business hours, family commitments for meetings outside business hours);
- Perceived bias within the community of the role of the LDC's; and
- Incompatible values between committee members e.g. older demographic vs younger demographic.



Council may wish to consider ways to attract a wider cross-section of the community, including service provider representatives, businesses, youth. To assist with this, Council ought to consider whether the current purpose of the LDC's is being met, while placing an emphasis on strategic planning for the future of the community members beyond present-day members, in a modern and progressive manner.

A recommended change is publicly broadening the membership base of the LDC's district areas as follows:

- Avoca incorporates the surrounding areas of Royal George and Rossarden.
- Cressy incorporates the surrounding areas of Blackwood Creek and Poatina.
- Evandale incorporates the surrounding areas of Western Junction, Breadalbane, Deddington, Nile and Ben Lomond.
- Perth incorporates the surrounding area of Devon Hills.
- Longford incorporates the surrounding areas of Bishopsbourne, Toiberry and Liffey.
- Campbell Town incorporates the surrounding areas of Conara, Epping Forest, Cleveland and Lake Leake.
- Ross incorporates the surrounding areas of Tooms Lake.

It is recommended that in advertising the Committees, it is expressly stated that the Committees represent the broader community as indicated.

It is anticipated that by the addition to the town and villages in the material provided, this will increase the membership base of the LDC's, with the potential of new committee members joining with fresh perspectives, feedback and ideas while increasing and broadening community representation and involvement.

Meeting Times

It is acknowledged that Committee membership has an impact on Committee meetings taking place, as outlined above.

The Committees each set their own meeting schedule, including dates and times. When determining meeting times, it is common practice for the LDC's to consider what best suits their own needs, and not necessarily needs of the broader community who may wish to attend the LDC meetings as guests.

Further, LDC meeting schedules have largely been unchanged for a period of time. This might be perceived in the broader community as the 'set time', which could be restrictive to new applicants.

The current LDC meeting schedules are as follows:

Committee	Meeting Frequency	
	Required	Time
Avoca, Royal George, and Rossarden	Quarterly; (Usually February, May, August, November)	12.30pm; Last Thursday
Campbell Town	Monthly; (Except January)	9.30am; 1 st Tuesday
Cressy	Bi-monthly; (Commencing January)	7.30pm; Last Wednesday
Evandale	Monthly; (Except January)	4.00pm; 1 st Tuesday
Longford	Monthly; (Including January)	5.30pm; 1 st Wednesday
Perth	Monthly; (Except January)	5.30pm; 1 st Tuesday
Ross	Monthly; (Except January)	11.15am; 1 st Tuesday

As can be seen above, three of the seven LDC's meet outside business hours. This could be prohibitive to broader community membership.

In 2022, the Avoca, Royal George and Rossarden LDC MOU was amended to provide for quarterly meetings. Since this change was implemented, the Committee has functioned more effectively and achieved quorum at all meetings in 2023, with almost a full complement of the Committee being present at each meeting.



As seen above, there is no consistency between the LDC's for the regularity of meetings. There are five committees who meet on a monthly basis, one which meets on a bi-monthly basis and one which meets quarterly.

Upon review of the LDC minutes of committees who meet more regularly, repetitive issues and discussions have been highlighted, which do not appear to reach resolution. This has raised the question of whether the frequency of the meetings ought to be reduced so that the discussions held can be more focussed, fruitful, and not repetitive. A greater period between meetings would also provide Officers with more time to investigate and/or action LDC matters, avoiding disappointment or frustration on part of the LDC's if this is unable to occur between the current meeting schedules.

It is therefore recommended Council impose a minimum meeting frequency of quarterly meetings, with a maximum of bi-monthly meetings.

A reduction in the frequency of meetings is likely to result in better progress being made on strategic issues, along with potentially increasing the appeal to a broader section of the community and increase membership interest – for example a monthly commitment might be too much, whereas bi-monthly is more achievable.

A recommended amendment to the MOU is requiring the Committee to set its meeting dates and times for the following calendar year at the final meeting of the current calendar year.

Council Funding

As outlined above, Council provides \$2,500.00, either by way of in-kind secretarial support or funding for Council approved projects.

There are no recommended changes to Council's funding of the LDC's.

Communication and Engagement

Council highly values the communication received and consultation process available to it via the LDC's.

It is not the role of the LDC's to represent Council or communicate on behalf of Council. It is recommended that Council cease the practice of circulating planning applications to the LDC's as the review of planning applications is not a function of the LDC's. Planning applications are available on Council's website for the general public to view.

To effectively carry out their role, elected members need to understand the views of the community they represent.

Communication is a two-way process. Council members provide information to the community about Council policies, procedures, strategies and decisions of Council. The community relays its desires, concerns, and opinions to the Council through the Committee members.

To represent both electors and the Council effectively, Councillors must keep in touch with the local community. They can do this as Councillor Representatives nominated to each Committee, and by participating in meetings (no voting rights) and being a conduit of information between the Committee and Council.

The Councillor Representatives for 2022 – 2026 are as follows:

Avoca, Royal George & Rossarden Local District Committee	Mayor Knowles
Campbell Town District Forum	Cr Andrews / Cr Terrett
Cressy Local District Committee	Cr Goss
Evandale Advisory Committee	Cr Lambert / Cr Terrett
Longford Local District Committee	Cr Adams / Cr Brooks
Perth Local District Committee	Cr Lambert / Cr Terrett
Ross Local District Committee	Cr Andrews / Cr Archer



Any Councillor who attends the LDC meetings who are not the appointed Councillor Representative(s) should do so as a guest only and adhere to the meeting procedures applicable to guests.

Advantages and Disadvantages

The advantages and disadvantages of the above matters and proposed changes, are outlined below:

	Advantages	Disadvantages
<p>Membership Diversity In accordance with the MOU, membership should comprise of residents, and representatives of organisations based within those communities, including business representatives.</p>	<ul style="list-style-type: none"> Provides an inclusive perspective across all sectors of the community within the wider district(s) and across age ranges and abilities. Clearly defining the 'district' areas in the MOU and expanding them to include further areas may result in more applicants. 	<ul style="list-style-type: none"> Current membership (and in turn, feedback provided) is not necessarily representative of a broader cross-section of community and can have a micro focus.
<p>Meeting Frequency No consistency across committees Recommended change: minimum quarterly, maximum bi-monthly.</p>	<p>Reducing the frequency of meetings would:</p> <ul style="list-style-type: none"> Bring a focus to relevant matters rather than operational issues. Allows officers time to progress matters accordingly. Committees are not meeting for the sake of meeting May increase participation of applicants by reason of being less time-intensive. 	<ul style="list-style-type: none"> Minutes are often reflective of repetitive items or, operational issues or planning matters which should be dealt with by other mechanisms.
<p>Meeting Times Currently decided by each committee in accordance with the majority at the AGM rather than being set by Council.</p>	<ul style="list-style-type: none"> Gives the best possible likelihood that the membership can be maintained. 	<ul style="list-style-type: none"> Meeting times only consider the membership at the time rather than providing an open forum which is accessible for other community members who may wish to attend meetings and provide input. Can restrict others from applying for vacancies.
<p>Community Consultation</p>	<ul style="list-style-type: none"> Representative of whole communities rather than being selective. 	<ul style="list-style-type: none"> No evidence within the minutes that the broader community has been represented. Limited reference to input from other organisations, ages, and abilities.
<p>Formal Committee Induction/Training</p>	<ul style="list-style-type: none"> Provides confidence to Chairs when directing and running a meeting. Meetings would run smoothly and recommendations to Council would be appropriately and uniformly structured. Consistency in formatting of minutes ensures they are easily understood by readers. 	

Recommendations:

It is the Officers recommendations the following changes are made to the Local District Committees:

- Noting the current MOU term was extended to 31 December 2023 while this review was conducted, it is proposed that the initial term for the new Committees and MOU is from 1 January 2024 – 30 June 2026, and on a biennial cycle from 1 July – 30 June thereafter (subject to membership advertisement and appointment occurring prior to 1 January 2024).
- All Local District Committees are named and referred to as a "... District Committee" to ensure consistency.
- Membership to District Committees is broadened as follows:



- a. Avoca incorporates the surrounding areas of Royal George and Rossarden.
 - b. Cressy incorporates the surrounding areas of Blackwood Creek and Poatina.
 - c. Evandale incorporates the surrounding areas of Western Junction, Breadalbane, Deddington, Nile and Ben Lomond.
 - d. Perth incorporates the surrounding area of Devon Hills.
 - e. Longford incorporates the surrounding areas of Bishopsbourne, Toiberry and Liffey.
 - f. Campbell Town incorporates the surrounding areas of Conara, Epping Forest, Cleveland and Lake Leake.
 - g. Ross incorporates the surrounding areas of Tooms Lake.
- 4) The Memorandum of Understanding is amended as attached and referred to the LDC's for comment by Sunday 8th October 2023.

12 ATTACHMENTS

1. 2.2.1 2023-04-26 Minutes - Open Council - Notice of Motion LDC Review [**13.2.1** - 2 pages]
2. LDC MOU Review - September 2023 v 2 [**13.2.2** - 8 pages]



13.3 FURTHER EDUCATION BURSARY PROGRAM 2023

Responsible Officer: Maree Bricknell, Acting General Manager

Report prepared by: Maree Bricknell, Corporate Services Manager

RECOMMENDATION

That Council appoint Council's Executive - Cr Knowles, Cr Lambert and Cr Archer - to the Further Education Bursary Committee for the term of 2023-2026.

1 PURPOSE OF REPORT

To provide Council with background to the Northern Midlands Further Education Bursary Program and to appoint three Councillors to the Further Education Bursary Committee for the term of 2023 -2026.

2 INTRODUCTION/BACKGROUND

In 2014 Council introduced the Northern Midlands Further Education Bursary Program to provide students residing in the Northern Midlands with bursaries to foster confidence in the recognition of their educational potential, as well as funding to assist with the cost of their education for the two years post Year Ten. The bursary program has operated annually since 2014 and currently funds five bursaries each year.

To be eligible to apply for a bursary, a student needs to:

- Have a Northern Midlands home address;
- Be enrolled in Year Ten;
- Intend to pursue further education or training (eg. apprenticeship) across the forthcoming two years;
- Demonstrate a passion for pursuing a further education/training pathway.

Each year in August, the bursary program is widely promoted in the community through information packages forwarded to all schools where Northern Midlands students are enrolled in Year Ten (including the Tasmanian e-School), on Council's website and facebook, and in the Northern Midlands Courier. Between 15-25 applications have been received each year.

The applications received by the program closing date (this year, 5pm Wednesday 27 September 2023) are reviewed by a committee comprising three Councillors (the last membership being Cr Knowles, Cr Lambert and Cr Calvert), with the applicants' identification obscured. The applicants are assessed on:

- Economic need;
- Passion for pursuing a further education/training pathway;
- Academic/community achievements to date.

The five recipients selected by the committee are endorsed in Closed Council and Councillors award the bursaries (COVID-restrictions permitting) at the schools' end of year award ceremonies.

Each bursary is valued at \$2,000 payable as \$1,000 in 2024 and \$1,000 in 2025, upon the recipient's submission of proof of enrolment in further education/training.

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

Not applicable.

4 POLICY IMPLICATIONS

Not applicable.

5 STATUTORY REQUIREMENTS

Not applicable.

6 FINANCIAL IMPLICATIONS

Council funds five bursaries at a cost of \$10,000 annually.

7 RISK ISSUES

In August-September schools commence the selection process for the awarding of a wide range of bursaries offered each year to Year Ten students. Council needs to advise schools of the students selected to receive a Council Further Education Bursary as early as possible in their process to enable the schools to take into account the Council's selection as they allocate the bursaries the school manages internally.

8 CONSULTATION WITH STATE GOVERNMENT

Not applicable.

9 COMMUNITY CONSULTATION

Not applicable.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can either appoint Council's Executive - Cr Knowles, Cr Lambert and Cr Archer - to the Further Education Bursary Committee for 2023 – 2026, or appoint other Councillors to fill the three committee positions.

11 OFFICER'S COMMENTS/CONCLUSION

The Northern Midlands Further Education Bursary Program demonstrates Council's commitment to assisting prepare Northern Midlands students to successfully navigate their post Year Ten educational pathway by nurturing in them the desire, motivation and opportunity to succeed.

The bursary program is highly valued by the bursary recipients and schools alike; with the feedback received from bursary recipients across the years confirming the program is achieving its desired goals.

12 ATTACHMENTS

Nil



13.4 POLICY REVIEW: MEETING PROCEDURES

Responsible Officer: Maree Bricknell, Acting General Manager

Report prepared by: Victoria Veldhuizen, Executive Officer

RECOMMENDATION

That Council endorses and accepts the amendments to the Meeting Procedures Policy.

1 PURPOSE OF REPORT

The purpose of this report is for Council to endorse updates to the Meeting Procedures Policy.

2 INTRODUCTION/BACKGROUND

Following the Covid-19 pandemic restrictions easing and the implementation of the Live Streaming of Council Meeting Policy in August 2023, the Meeting Procedures Policy has been reviewed to ensure consistency and for the removal of Covid-19 requirements which are no longer applicable.

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

Not applicable.

4 POLICY IMPLICATIONS

The purpose of this report is to update the existing Meeting Procedures Policy.

5 STATUTORY REQUIREMENTS

5.1 *Local Government Act 1993*

5.2 *Local Government (Meeting Procedures) Regulations 2015*

6 FINANCIAL IMPLICATIONS

There were no financial implications identified with this policy update.

7 RISK ISSUES

There are no risk issues identified with this policy update.



8 CONSULTATION WITH STATE GOVERNMENT

Not applicable.

9 COMMUNITY CONSULTATION

Not applicable.

10 OPTIONS FOR COUNCIL TO CONSIDER

To accept and endorse the proposed amendments to the Meeting Procedures Policy, or not.

11 OFFICER'S COMMENTS/CONCLUSION

Following the Covid-19 pandemic and the implementation of the Live Streaming of Council Meetings Policy in August 2023, the Meeting Procedures Policy was reviewed to ensure consistency.

The draft amended policy is attached to this report with the suggested changes **highlighted** and deletions marked with a **strikethrough**.

12 ATTACHMENTS

1. Meeting Procedures (review Sept 2023) [13.4.1 - 4 pages]



13.5 POLICY REVIEW: YOUTH, TOWN ENTRANCE STATEMENTS, RELATED PARTY DISCLOSURE, ELECTED MEMBER PROFESSIONAL DEVELOPMENT, REDUCTION IN PLANNING FEES, PUBLIC LIABILITY FOR COMMUNITY PROJECTS

Responsible Officer: Maree Bricknell, Acting General Manager
Report prepared by: Gail Eacher, Executive Assistant

RECOMMENDATION

That Council endorse the minor amendments to the following policies:

- a) Youth
- b) Town Entrance Statements
- c) Related Party Disclosure
- d) Elected Member Professional Development
- e) Reduction in Planning Application Fees for Community Projects
- f) Public Liability Insurance Requirements for Use of Council Facilities

1 PURPOSE OF REPORT

The purpose of this report is to seek Council approval of the updates to the following policies

- a) Youth
- b) Town Entrance Statements
- c) Related Party Disclosure
- d) Elected Member Professional Development
- e) Reduction in Planning Application Fees for Community Projects
- f) Public Liability Insurance Requirements for Use of Council Facilities

2 INTRODUCTION/BACKGROUND

A review of the policies has resulted in the following amendments being recommended. In the attached policy documents recommended amendments have been highlighted and deletions include strikethrough.

a) Youth

The review found the need for only minor amendments such as the date of the next review. Minor changes to titles, with some descriptive wording and reference to programs being made to the associated Youth Strategy.

b) Town Entrance Statements

Amendments to

- date for review and review cycle; and
- the policy now includes the requirement for materials used to be frangible.

c) Related Party Disclosure

Amendments to

- date for review; and
- acknowledgements.

d) Elected Member Professional Development

Amendments to

- date for review;
- Scope;



- Other Relevant Policies/Procedures; and
- Typographical errors.

e) Reduction in Planning Application Fees for Community Projects

Amendment to date for review.

f) Public Liability Insurance Requirements for Use of Council Facilities

Amendments to

- date for review and review cycle;
- Requirement to Insure;
- Fees; and
- Typographical errors.

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

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

Not applicable.

4 POLICY IMPLICATIONS

Regular review of policies is important to ensure they remain current and correspond with any legislative changes.

5 STATUTORY REQUIREMENTS

Not applicable.

6 FINANCIAL IMPLICATIONS

As per policy provisions.

7 RISK ISSUES

It is important for Council to set out its guidelines for the provision of services within the municipality.



8 CONSULTATION WITH STATE GOVERNMENT

Not applicable.

9 COMMUNITY CONSULTATION

Not applicable.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can accept or reject the minor amendments to the policies.

11 OFFICER'S COMMENTS/CONCLUSION

That Council consider the policy amendments as highlighted in the attachments.

12 ATTACHMENTS

1. Youth [**13.5.1** - 4 pages]
2. Town Entrance Statements [**13.5.2** - 2 pages]
3. Related Party Disclosure [**13.5.3** - 14 pages]
4. Elected Member Professional Development [**13.5.4** - 4 pages]
5. Reduction in Planning Application Fees for Community Projects [**13.5.5** - 1 page]
6. Public Liability Insurance Requirements For Use of Council Facilities [**13.5.6** - 2 pages]



13.6 POLICY: DEALING WITH DIFFICULT CUSTOMERS (NEW POLICY); AND CUSTOMER SERVICE CHARTER (REVIEW)

Responsible Officer: Maree Bricknell, Acting General Manager

Report prepared by: Maree Bricknell, Corporate Services Manager

RECOMMENDATION

That Council

- a) endorse the Dealing with Difficult Customers Policy; and
- b) endorse the minor amendments to the Customer Service Charter.

1 PURPOSE OF REPORT

The purpose of this report is to seek Council's endorsement of the following policies:

- the newly developed Dealing with Difficult Customers Policy; and
- the minor amendments to Council's Customer Service Charter.

2 INTRODUCTION/BACKGROUND

a) Dealing with Difficult Customers

At the 26 June 2023 Council Meeting, Cr Terrett put forward the following Motion on Notice and accompanying background to the request:

"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.

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. ...

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.

The following was the decision of Council at this time (Minute No. 23/0169)

Cr Terrett/Cr McCullagh

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.

Carried

Voting for the Motion:

Deputy Mayor Lambert, Cr Archer, Cr Brooks, Cr Goss, Cr McCullagh and Cr Terrett

Voting Against the Motion:

Mayor Knowles, Cr Adams and Cr Andrews

The policy has been developed in conjunction with the review of Council's Customer Service Charter.

b) Customer Service Charter

This policy has been reviewed in conjunction with the development of the Dealing with Difficult Customers Policy; and has resulted in the following minor amendments being recommended.

In the attached policy document, recommended amendments have been highlighted and ~~deletions include strikethrough.~~

- date for review;
- amendment to the objective; and
- minor grammatical changes.

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

Not applicable.

4 POLICY IMPLICATIONS

Development of new policies is essential to provide direction and clarity to both Councillors, Council Officers and the general public in order to provide consistent service in a professional and ethical manner.

Regular review of policies is important to ensure they remain current and correspond with any legislative changes.



5 STATUTORY REQUIREMENTS

a) Dealing with Difficult Customers

Not applicable

b) Customer Service Charter

Local Government Act 1993

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

6 FINANCIAL IMPLICATIONS

Not applicable.

7 RISK ISSUES

It is important for Council to set out its guidelines for the provision of services within the municipal area.

8 CONSULTATION WITH STATE GOVERNMENT

Not applicable.

9 COMMUNITY CONSULTATION

Not applicable.

10 OPTIONS FOR COUNCIL TO CONSIDER

a) Dealing with Difficult Customers

- Council can endorse the draft policy as presented; or
- Council can endorse the draft policy with amendments; or
- Council can receive the report and not endorse the draft policy.

b) Customer Service Charter

- Council can endorse the policy with minor amendments as presented; or
- Council can endorse the policy with further amendments; or
- Council can not endorse the amended policy.

11 OFFICER'S COMMENTS/CONCLUSION

That Council receive the report; and

a) Dealing with Difficult Customers

That Council consider the draft policy as presented.

b) Customer Service Charter

That Council consider the policy amendments as highlighted in the attachments.



12 ATTACHMENTS

1. Draft - Dealing with Difficult Customers [13.6.1 - 3 pages]
2. Customer Service Charter [13.6.2 - 3 pages]



13.7 CAMPBELL TOWN SWIMMING POOL

Responsible Officer: Maree Bricknell, Acting General Manager

Report prepared by: Maree Bricknell, Corporate Services Manager

RECOMMENDATION

That Council

- a. not consider it necessary to hold a community meeting as issues raised by the Local District Committee in October 2022 have largely been already addressed; and
- b. review the opening hours and guaranteed hours for lifeguards after 1 month of operation of the Campbell Town Pool 2023/2024 season.

1 PURPOSE OF REPORT

The purpose of this report is to update Council on the status of community concerns about the future operations of the Campbell Town Swimming Pool.

2 INTRODUCTION/BACKGROUND

At the ordinary meeting of the Campbell Town District Forum held on 4 October 2022 the following motion was recorded for Council's consideration:

That Council call a public meeting to be held in Campbell Town to discuss community concern about the future of the swimming pool.

Council subsequently unanimously agreed, (Minute ref: 22/337):

That the request by the Campbell Town District Forum for a community meeting to 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).

Members of the Campbell Town community, via the Campbell Town Local District Forum, expressed concern that the Campbell Town swimming pool does not have the same level of patronage as it did when it was run by a committee and expressed interest in the reformation of the Campbell Town Swimming Pool Committee with the following issues being raised:

- Early morning swims (6.30am)

Matter now resolved as early morning swims were reintroduced at Campbell Town during the 2022/23 season.

- Accessibility

Access via the side gate at the rear of the main complex building was restored during the 2022/23 season.

Opening hours are currently 2-6pm on weekends, and 3-6pm weekdays, however an extension to 1-6pm on weekends could be considered favourable for lifeguards and provide greater access by the community – this is to be reviewed after 1 month operation in 2023/24.

- Guaranteed hours for lifeguards

Guaranteed full rostered shift hours for lifeguards if the lifeguard attends work on site has been introduced on a trial basis at Ross Pool for the 2023/24 season. Given the travel time, notice to close that pool must be given within 1 hour of the rostered start time. This could also be introduced at Campbell Town – to be reviewed after 1 month operation in 2023/24.

- Community ownership



The council encourages community ownership and is open to ideas to promote the use of the pool facility, it is noted that grant funding is currently being sought to add a small playground for children visiting the complex.

- Funding

The council currently funds the operations of the pool, and with the new solar heating energy costs have been substantially reduced in recent years. There is a possibility that the community could form a fundraising group to fund extras at the pool.

- Additional ablution block to replace the old one which was removed

The Council has previously resolved that pool users must utilise the new amenities in the main complex, and some minor alterations to the parent room as suggested by the former committee members have now been completed.

The Campbell Town Pool Committee was disbanded in May 2021 at which time the Council assumed responsibility for all operational matters including provision of lifeguards, maintenance, and cleaning of the facility. At this time, all funds held by the committee were transferred to Council to be invested back into the pool facilities.

At the ordinary meeting of the 26 June 2023 Council considered a report for review of the 2022/23 season for pools at Campbell Town, Cressy and Ross making minor changes to guaranteeing shift hours for Ross pool lifeguards which attend on site and ceasing week-day operations after the last weekend in February at Campbell Town pool.

3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN

3.1 Strategic Plan 2021-2027

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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

Not applicable.

4 POLICY IMPLICATIONS

Not applicable.

5 STATUTORY REQUIREMENTS

The following Acts, legislation, and standards relevant to pool operations:

- *Local Government Act 1993*

6 FINANCIAL IMPLICATIONS

Council will fund some minor changes to operations at the Campbell Town and Ross pools as per the review considered by Council in June 2023.

7 RISK ISSUES

The risks associated with changing the management of the pool operations is significant.



8 CONSULTATION WITH STATE GOVERNMENT

Not applicable.

9 COMMUNITY CONSULTATION

The request for a community meeting is not considered necessary at this stage as Council has addressed the issues raised.

Should a group of volunteers wish to form a fundraising committee for the pool they are encouraged to provide a proposal to council.

10 OPTIONS FOR COUNCIL TO CONSIDER

The following are options for Council to consider:

- Hold or not hold a community meeting as issues raised by the Local District Committee have largely been already addressed.
- Review the opening hours and guaranteed hours for lifeguards after 1 month of operation of the Campbell Town Pool 2023/24 season.

11 OFFICER'S COMMENTS/CONCLUSION

Campbell Town pool is well patronised at weekends by families and is a popular location for school swimming carnivals and Learn to Swim programs organised by the Department of Education.

Travel times for Lifeguards based in Launceston is challenging and Council continues to target recruitment to attract locals where possible.

12 ATTACHMENTS

Nil



14 COMMUNITY & DEVELOPMENT REPORTS

14.1 DEVELOPMENT SERVICES: MONTHLY REPORT

Responsible Officer: *Maree Bricknell, Acting 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.

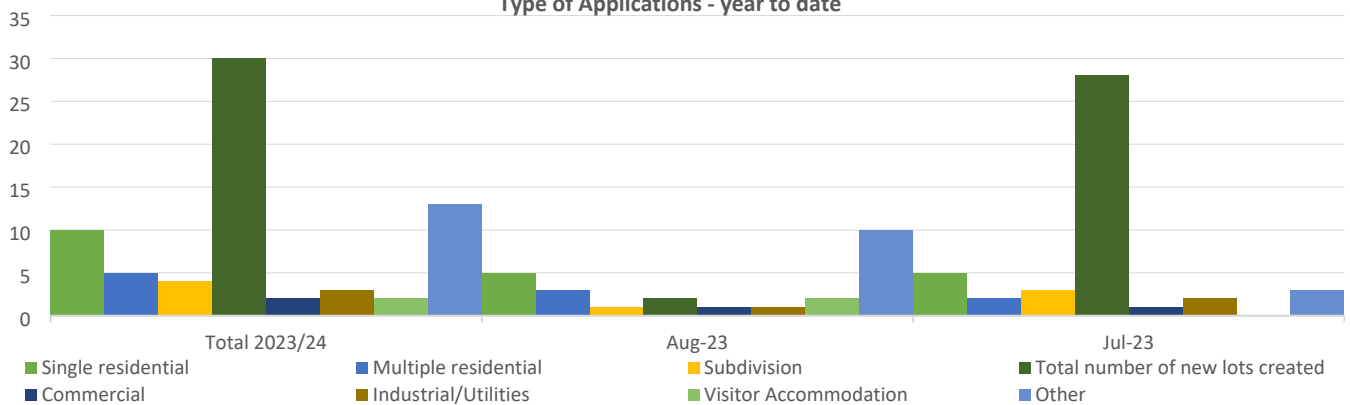
2 DEVELOPMENT SERVICES REPORTING

2.1 Planning Decisions

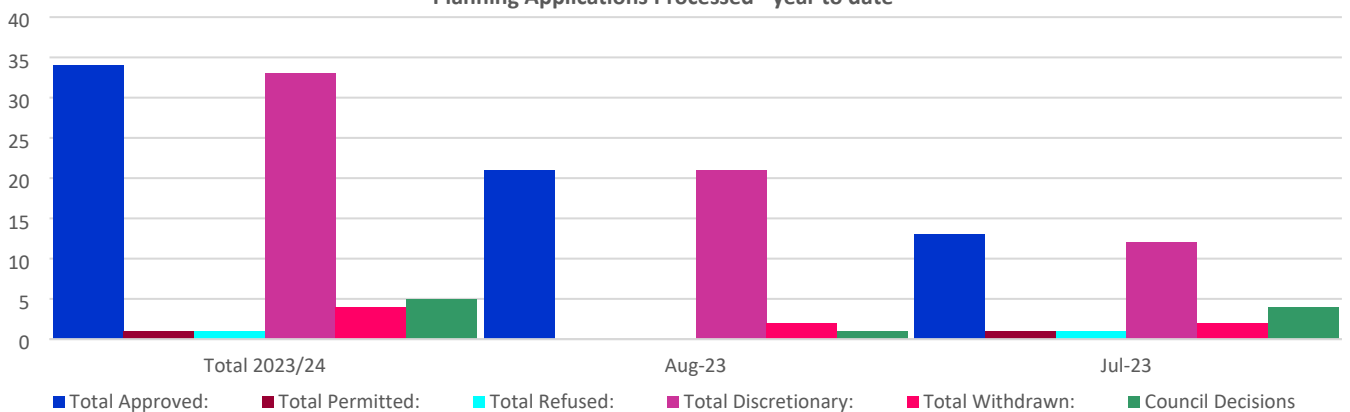
	Last Year	Total YTD	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Number of valid applications	195	29	16	13										
Applications on STOP for further information		66	66	62										
Single residential	48	10	5	5										
Multiple residential	31	5	2	3										
Subdivision	34	4	3	1										
Total number of new lots created	203	30	28	2										
Commercial	27	2	1	1										
Industrial/Utilities	12	3	2	1										
Visitor Accommodation	8	2	0	2										
Total permitted	1	0	0	0										
Total discretionary	7	2	0	2										
Other (includes all residential development on existing dwellings [alterations/ additions, sheds, solar, fences, pools etc.])	85	13	3	10										
Total No. Applications Approved:	228	34	13	21										
Total Permitted:	33	1	1	0										
Average Days for Permitted	11	22	22	-										
Days allowed for approval by LUPAA	28	28	28	28										
Total Exempt under IPS:	83	25	23	2										
Total Refused:	5	1	1	0										
Total Discretionary:	198	33	12	21										
Average Days for Discretionary:	33.29	31	32	30										
Days allowed for approval under LUPAA:	42	42	42	42										
Total Withdrawn:	39	4	2	2										
Council Decisions	36	5	4	1										
Appeals lodged by the Applicant	6	0	0	0										
Appeals lodged by third party	2	0	0	0										



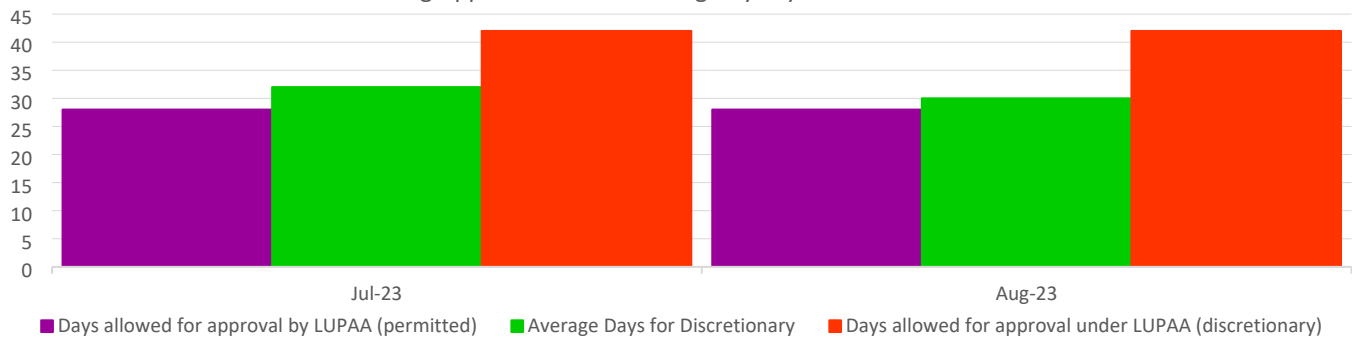
Type of Applications - year to date



Planning Applications Processed - year to date



Planning Applications - Processing Days - year to date



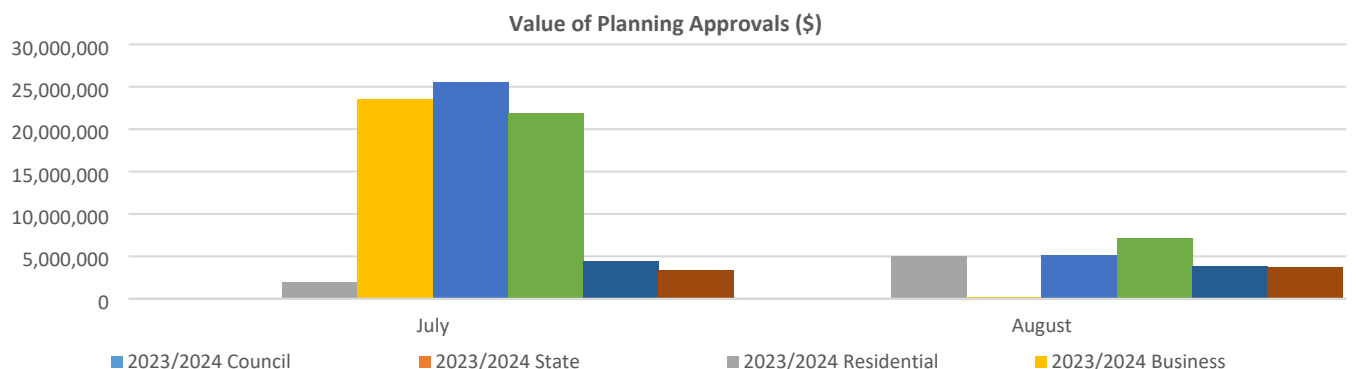
Project	Details	Address	Applicant	No of LUPAA days	Perm / Disc / Exempt
DELEGATED DECISIONS					
PLN-22-0091 - 1	Removal of machine shed from development, reduction of workshop shed size and retaining existing office	155 Burlington Road, Cressy (access over CT251640/4, CT177693/1 & CT150960/1) TAS 7302	CBM Sustainable Design	20	A
PLN-22-0282	Multiple Dwellings x 4 (1 Existing, 3 New) (Heritage Precinct, Natural Assets Code, Ross SAP)	1 Church Street (and Works within Church Street road reservation), Ross TAS 7209	Design To Live	31	D
PLN-23-0026	4 Lot Subdivision (Perth Specific Area Plan - Internal Lots, Flood-Prone Areas Hazard Code)	32 Youl Road (works within CT179586/6 & CT32733/8), Perth TAS 7300	Woolcott Surveys	14	D
PLN-23-0100	Food Services - construction of new commercial kitchen building (site coverage >400m2, C2.0 Parking and Sustainable Transport Code)	250 Norwich Drive, Longford TAS 7301	Adams Building Design	28	D
PLN-23-0105	New Shed (vary side (SE) setback)	49 Main Road, Perth TAS 7300	Nash Cassidy	43	D
PLN-23-0108	Dwelling & Garage (access over CT182213/2 and CT182213/3) (Parking and Sustainable Transport Code, Road & Railway Assets Code, Flood-Prone Areas Hazard Code)	300 Perth Mill Road, Perth TAS 7300	Roy Egginton	38	D



Project	Details	Address	Applicant	No of LUPAA days	Perm / Disc / Exempt
PLN-23-0110	Additional Use - Visitor Accommodation (Discretionary use, Parking and Sustainable Transport Code)	740 White Hills Road, Evandale TAS 7212	Ms Skye Campbell	28	D
PLN-23-0111	Dwelling & Garage (Vary Front Setback, 2nd Crossover, Longford Specific Area Plan, Heritage Precinct, Attenuation)	1 Catherine Street, Longford TAS 7301	Taylor and Hinds Architects	37	D
PLN-23-0114	Shed, Carport and additional Crossover (vary side (N) and rear setback, building envelope) - Re-advertised	5 Muirton Way, Perth TAS 7300	Jean Claridge	42	D
PLN-23-0115	Carport (vary side setback)	75 Devon Hills Road, Devon Hills TAS 7300	Shane Gray	22	D
PLN-23-0119	Extension to Existing Dwelling (Vary Building Envelope, Vary Private Open Space, Longford SAP)	158 Wellington Street, Longford TAS 7301	Design To Live	34	D
PLN-23-0120	New Dwelling (Attenuation, Longford SAP)	47 Pultney Street, Longford TAS 7301	Abode Designer Homes	22	D
PLN-23-0121	Change of Use to Visitor Accommodation (Evandale SAP, vary driveway and parking surface material)	28 Arthur Street, Evandale TAS 7212	Alison Curtis-Godillon	35	D
PLN-23-0123	Change of use to Residential (Single Dwelling) - Discretionary use	12 Church Street, Ross TAS 7209	Justin & Amanda Barden	34	D
PLN-23-0124	Mobile Telecommunications Facility	1498 Royal George Road, Royal George TAS 7213	BMM Group Pty Ltd obo Amplitel Pty Ltd	33	D
PLN-23-0125	Timber Framed Carport (Evandale SAP, Heritage Precinct)	27 Murray Street, Evandale TAS 7212	Lawson Homes Tasmania Pty Ltd	20	D
PLN23-0130	New roof over and between 2 existing containers (vary front setback)	49 Lee St Rossarden	E Van Hecke	28	D
PLN-23-0137	Dwelling (S6.0 Longford Specific Area Plan)	104 Wellington Street, Longford TAS 7301	Prime Design	23	D
PLN-23-0141	Extension and internal alterations to dwelling - vary northwestern setback (Scenic Road Corridor, Airport Noise Exposure Area)	24 Raeburn Road, Breadalbane TAS 7258	Tahleah Hoyle & Dale Quinn	34	D
PLN-23-0142	Open Carport (Heritage Listed Place)	1 Tasmania Street, Longford TAS 7301	Christine Jory	24	D
PLN-23-0145	Shed (7m x 9.5) & Additional Crossover (Driveway surface material and 2nd crossover)	15 Bond Street, Campbell Town TAS 7210	Michelle Smith	29	D
COUNCIL DECISIONS					
PLN-23-0095	Alterations and Additions to Existing Dwelling (Heritage Listed, Evandale SAP, Second crossover)	23 Macquarie Street, Evandale TAS 7212	Mr Felix Blackman	42	C
COUNCIL DECISIONS - REFUSAL					
-					
DELEGATED DECISIONS - REFUSAL					
-					

2.2 Value of Planning Approvals

	Council	State	Residential	Business	Total	Total	Total	Total
July	35,000	0	1,947,265	23,500,000	25,482,265	21,899,020	4,380,747	3,377,500
August	0	0	4,968,200	210,000	5,178,200	7,155,844	3,781,274	3,709,500
YTD Total	35,000	0	6,915,465	23,710,000	30,660,465	29,054,864	8,162,021	7,087,000
Annual Total						76,384,582	91,715,427	59,101,247





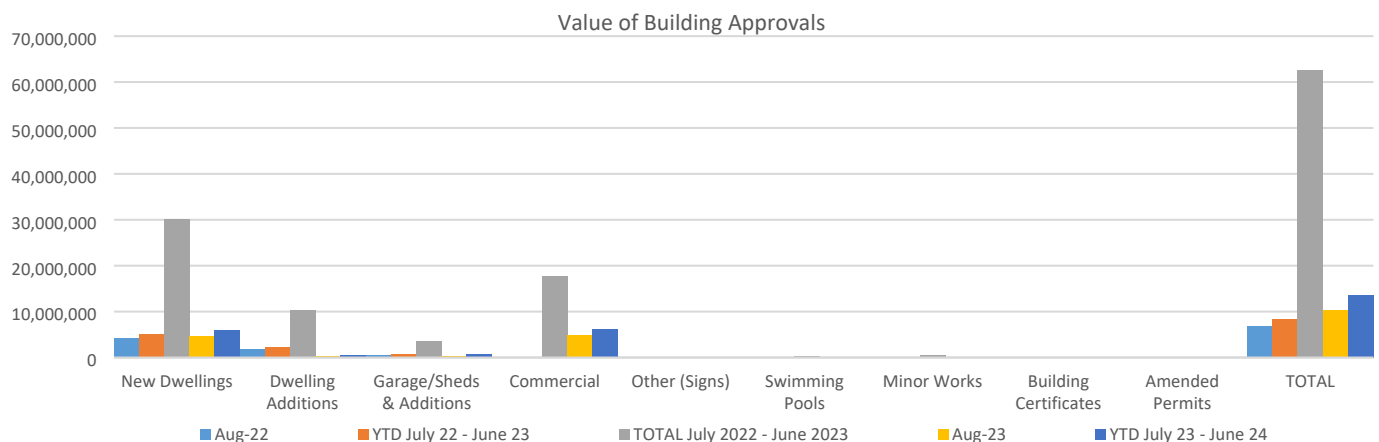
2.3 Matters Awaiting Decision by TASCAT & TPC

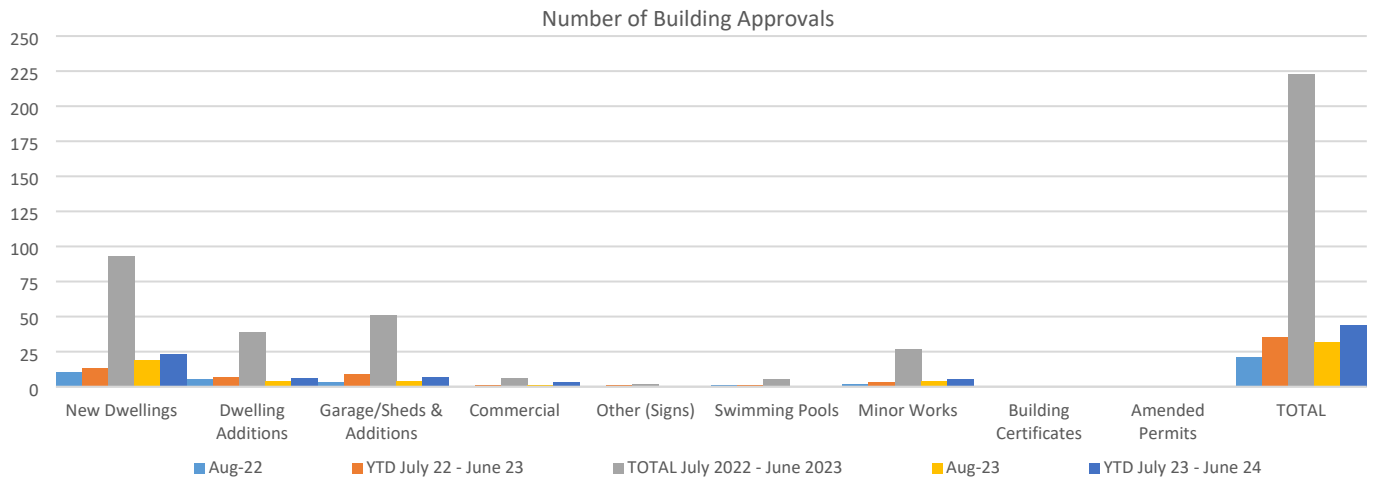
TASCAT		TASMANIAN CIVIL AND ADMINISTRATIVE TRIBUNAL
-	-	-
Decisions received		
-	-	-
TPC		TASMANIAN PLANNING COMMISSION
PLN-22-0056	Draft Amendment AP-NOR-03-2022 to rezone part of folio of the Register 173776/1 to General Residential in conjunction with an s43A application for a 3 Lot subdivision. Placed 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 provided to the Commission on 30 June 2023 as required. The Commission has set a hearing for 20 September 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 provided to the Commission as required. Commission held a hearing 4 August 2023 and required mapping to be provided by 15 September. Awaiting a decision.	
PLN-23-0118	Draft Amendment 09/2023 to insert a Site Specific Qualification to the existing Translink Specific Area Plan to allow Equipment & Machinery Sales and Hire as a Permitted Use to Table NOR-S1.5.2 - Area 2 for 19 Johns St Western Junction.	
DECISIONS RECEIVED		
-	-	-

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: 2022-2023				YEAR		YEAR: 2023-2024			
	Aug 2022		YTD 2022-2023		July 2022 - June 2023		Aug 2023		YTD 2023-2024	
	No.	Total Value \$	No.	Total Value \$	No.	Total Value \$	No.	Total Value \$	No.	Total Value \$
New Dwellings	10	4,299,384	13	5,086,070	93	30,059,415	19	4,601,767	23	5,903,812
Dwelling Additions	5	1,935,160	7	2,285,160	39	10,252,722	4	299,400	6	644,400
Garage/Sheds & Additions	3	475,000	9	778,000	51	3,583,957	4	272,000	7	686,000
Commercial	0	0	1	200,000	6	17,742,000	1	5,000,000	3	6,200,000
Other (Signs)	0	0	1	27,945	2	82,945	0	0	0	0
Swimming Pools	1	69,000	1	69,000	5	374,750	0	0	0	0
Minor Works	2	19,374	3	37,374	27	481,351	4	96,533	5	121,533
Building Certificates	0	0	0	0	0	0	0	0	0	0
Amended Permits	0	0	0	0	0	0	0	0	0	0
TOTAL	21	6,797,918	35	8,483,549	223	62,577,140	32	10,267,700	44	13,555,745
Inspections										
Building	0		0		10		0		0	
Plumbing	11		49		280		45		76	





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	2023/2024	Total 2022/2023
Number of Inspections	6	11	79
Property owner not home or only recently started			
Complying with all conditions / signed off	3	3	1
Not complying with all conditions			
Re-inspection required	3	5	64
Notice of Intention to Issue Enforcement Notice			5
Enforcement Notices issued			1
Enforcement Orders issued			
Infringement Notice			
No Further Action Required		3	14
Building Permit Reviews	This Month	2023/2024	Total 2022/2023
Number of Inspections	6	15	29
Property owner not home or only recently started			
Complying with all conditions / signed off	2	4	
Not complying with all conditions			
Re-inspection required	2	6	10
Building Notices issued			2
Building Orders issued			
No Further Action Required	2	5	19
Illegal Works - Building	This Month	2023/2024	Total 2022/2023
Number of Inspections	10	12	78
Commitment provided to submit required documentation		1	11
Re-inspection required	6	6	42
Building Notices issued		1	12
Building Orders issued		1	7
Emergency Order			3
No Further Action Required	4	5	25
Illegal Works - Planning	This Month	2023/2024	Total 2022/2023
Number of Inspections		3	40
Commitment provided to submit required documentation		1	2
Re-inspection required			24
Enforcement Notices issued			3
Enforcement Orders Issued			
Notice of Intention to Issue Enforcement Notice issued			
No Further Action Required		2	14



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 3 commercial building approvals valued a total of \$6,200,000 for 2023/24 (year to date) compared to 1 commercial building approvals valued a total of \$200,000 (year to date) for the previous year.

In total, there have been 44 building approvals valued at \$13,555,745 (year to date) for 2023/2024 compared to 35 building approvals valued at \$8,483,549 (year to date) for the previous year.



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 August 2023, and
- ii) authorise Budget 2023/24 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 August 2023.

2 INTRODUCTION/BACKGROUND

The Monthly Financial Summary for the period ended 31 August 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 2023-24 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-Aug-23 2

A. Operating Income and Expenditure						
	Budget	Year to Date Budget 42%	Actual	(\$,000)	Target 100%	Comments
Rate Revenue	-\$14,203,781	-\$14,203,781	-\$14,243,440	\$40	100.3%	Raised in July 2023
Recurrent Grant Revenue	-\$5,205,188	-\$1,301,297	-\$613,595	-\$688	47.2%	100% FAGS grants paid 22/23
Fees and Charges Revenue	-\$2,604,486	-\$434,081	-\$793,650	\$360	182.8%	
Interest Revenue	-\$1,292,579	-\$215,431	\$1,436	-\$217	-0.7%	Timing variance
Reimbursements Revenue	-\$45,197	-\$7,533	\$39,839	-\$47	-528.9%	
Other Revenue	-\$1,449,288	-\$241,548	-\$73,490	-\$168	30.4%	Timing variance
	-\$24,800,519	-\$16,403,671	-\$15,682,900	-\$721	95.6%	



Employee costs	\$6,677,119	\$1,112,853	\$1,118,100	-\$5	100.5%	
Material & Services Expenditure	\$6,799,926	\$1,133,321	\$1,378,610	-\$245	121.6%	Insurances paid for full year
Depreciation Expenditure	\$7,163,532	\$1,193,922	\$1,193,922	\$0	100.0%	
Government Levies & Charges	\$1,151,278	\$191,880	\$181,337	\$11	94.5%	
Councillors Expenditure	\$223,690	\$37,282	\$37,144	\$0	99.6%	
Interest on Borrowings	\$63,900	\$10,650	\$0	\$11	0.0%	
Other Expenditure	\$1,745,581	\$290,930	\$37,648	\$253	12.9%	
Plant Expenditure Paid	\$568,462	\$94,744	\$299,626	-\$205	316.2%	
	\$24,393,488	\$4,065,581	\$4,246,387	-\$181	104.4%	
	-\$407,031	-\$12,338,089	-\$11,436,513			
Gain on sale of Fixed Assets	\$0	\$0	\$0	\$0	0.0%	
Loss on Sale of Fixed Assets	\$401,388	\$66,898	\$0	\$67	0.0%	*Asset recognition EOY
Underlying (Surplus) / Deficit	-\$5,643	-\$12,271,191	-\$11,436,513			1*
	\$0		\$0			
Capital Grant Revenue	-\$7,227,321	-\$1,204,554	-\$1,604,687	\$400	133.2%	* Not paid until milestones met
Subdivider Contributions	-\$362,067	-\$60,345	0	-\$60	0.0%	* Not recognised until EOY
Capital Revenue	-\$7,589,388	-\$1,264,898	-\$1,604,687			
	-		-			

Budget Alteration Requests

- For Council authorisation by absolute majority

**Budget
Operating**

**Budget
Capital**

Actuals

Capital works budget variances above 10% or \$10,000 are highlighted

August

July

Longford Rec Ground - Top Dressing	707835		-\$11,400
Longford Rec Ground - Scoreboard replacement	707937		\$11,400

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	\$20,722,818	\$19,419,557		
- Cash Inflow	\$8,986,379	\$7,774,577		
- Cash Payments	-\$5,419,092	-\$2,904,030		
- Closing Cash balance	\$24,290,105	\$24,290,105		
	\$0	-		
Account Breakdown				
- Trading Accounts	\$955,600			
- Investments	\$23,334,505			
	\$24,290,105			
	\$0			

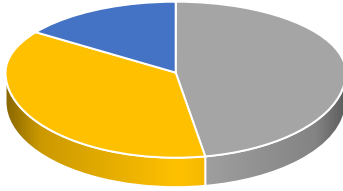
Summary of Investments

	Investment Date	Maturity Date	Interest Rate%	Purchase Price	Maturity Value
Tasmanian Public Finance Corporation					
Call Account	1/08/2023	31/08/2023	4.10	\$5,585	\$5,604
CBA Call Account	1/08/2023	31/08/2023	0.25	\$0	\$0
Commonwealth Business Online Saver Account					
	29/08/2023	31/08/2023	4.15	\$6,318,317	\$6,319,035
	1/08/2023	31/08/2023	4.35	\$498,149	\$498,149
CBA	30/06/2023	7/11/2023	4.56	\$2,000,000	\$2,032,482
CBA	30/06/2023	14/11/2023	4.65	\$1,000,000	\$1,017,453
CBA	11/07/2023	8/04/2024	5.32	\$2,000,000	\$2,079,290
My State Financial	25/05/2023	21/12/2023	4.85	\$3,462,454	\$3,559,071
Westpac - Stimulus Fund Investment	30/06/2023	29/12/2023	5.16	\$1,050,000	\$1,077,016
Westpac - Stimulus Fund Investment	30/06/2023	16/12/2024	1.60	\$3,000,000	\$3,070,356



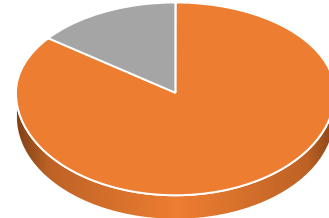
Westpac	30/06/2023	23/10/2023	4.43	\$3,000,000	\$3,041,873	
Westpac	30/06/2023	11/09/2023	4.33	\$1,000,000	\$1,008,660	
Total Investments				\$23,334,505	\$23,708,989	

Investments by Institution



■ Bank of Us (B&E) ■ Tascorp ■ Westpac ■ CBA ■ MyState

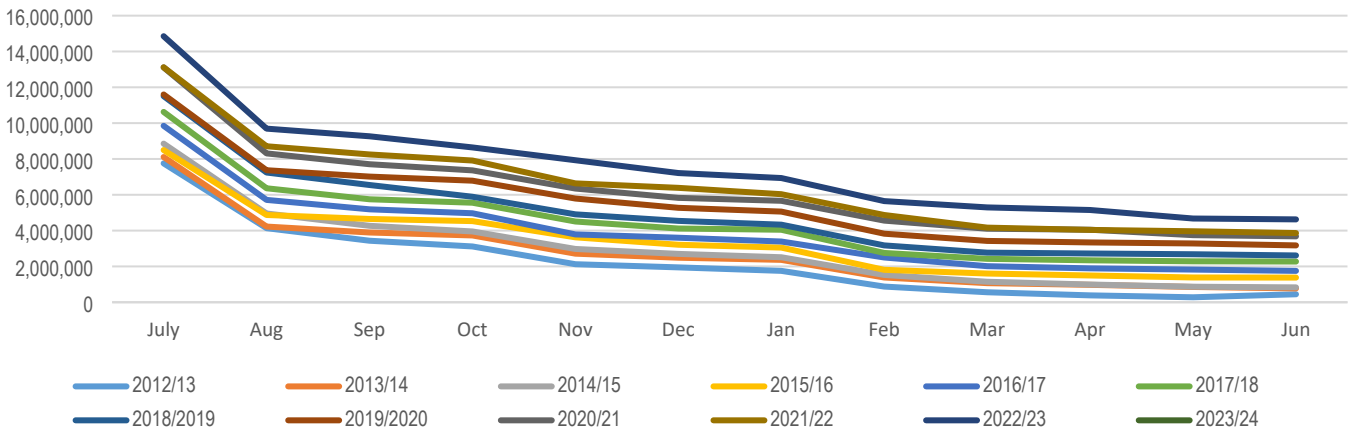
Total Investments by Rating (Standard & Poor's)



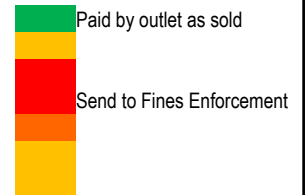
■ AA+ ■ AA- ■ BBB ■ Unrated

Rate Debtors	2023/24	% to Raised	Same Time Last Year	% to Raised	
Balance b/fwd	\$4,626,436		\$3,863,134		
Rates Raised	\$14,232,969		\$12,982,496		
	\$18,859,406		\$16,845,630		
Rates collected	\$1,011,884	7.1%	\$1,532,148	11.8%	
Pension Rebates	\$543,776	3.8%	\$485,624	3.7%	
Discount & Remissions	\$4,773	0.0%	\$7,525	0.1%	
	\$1,560,433		\$2,025,297		
Rates Outstanding	\$17,551,036	93.1%	\$14,820,333	88.0%	
Advance Payments received	-\$252,064	1.8%	-\$218,965	1.7%	

Rates Outstanding



Trade Debtors			
Current balance	\$1,693,999		
- 30 Days	\$1,105,731		
- 60 Days	\$37,953		
- 90 Days	\$10,468		
- More than 90 days	\$539,847		
Summary of Accounts more than 90 days:			
- Norfolk Plains Book sales	171		
- Hire/lease of facilities	34,552		
- Removal of fire hazards	7,345		
- Dog Registrations & Fines	18,518		
- Private Works	6,182		
- Regulatory Fees	6,680		
- Govt Reimbursements	466,400		
	-		



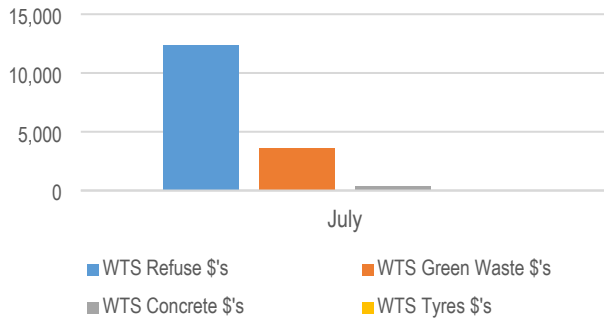


C. Capital Program				
	Budget	Actual (\$,000)	Target 17%	Comments
Renewal	\$14,698,619	\$1,290,553	9%	
New assets	\$5,636,696	\$174,185	3%	
Total	\$20,335,315	\$1,464,738	7%	
Major projects:				
- Lfd Memorial Hall upgrade	\$3,109,479	\$420,287	14%	In progress
- Lfd Urban Streetscape Improvements	\$1,793,628	\$0	0%	DA stage
- Ctown Urban Streetscape Improvements	\$2,450,000	\$0	0%	Design stage
- Pth Urban Streetscape Improvements	\$1,641,000	\$65,881	4%	Stormwater in progress
- Lfd Caravan Park Amenities replacement	\$450,000	\$0	0%	Commences May 2024
- Ashby Road reconstruction	\$500,000	\$0	0%	
- Bishopsbourne Road Reconstruction	\$504,900	\$0	0%	
- Lfd Llaycock Street Reserve	\$500,768	\$0	0%	
- Cry Bridge Replacements (3)	\$907,500	\$97,938	11%	In progress
	-	-	-	
* Full year to date capital expenditure for 2023/24 provided as an attachment.				
D. Financial Health Indicators				
	Target	Actual	Variance	Trend
Financial Ratios				
- Rate Revenue / Total Revenue	57.3%	90.8%	-33.5%	↘
- Own Source Revenue / Total Revenue	79%	96%	-17.1%	↘
Sustainability Ratio				
- Operating Surplus / Operating Revenue	0.0%	72.9%	-72.9%	↘
- Debt / Own Source Revenue	37.9%	49.2%	-11.4%	↔
Efficiency Ratios				
- Receivables / Own Source Revenue	98.2%	98.3%	-0.1%	↘
- Employee costs / Revenue	26.9%	7.1%	19.8%	↗
- Renewal / Depreciation	205.2%	108.1%	97.1%	↗
Unit Costs				
- Waste Collection per bin	\$13.74	\$40.86		↔
- Employee costs per hour	\$55.64	\$40.86		↗
- Rate Revenue per property	\$1,999.41	\$2,004.99		↔
- IT per employee hour	\$5.45	\$8.01		↘
E. Employee & WHS scorecard				
	YTD	This Month		
Number of Employees	93	93		
New Employees	5	3		
Resignations	5	3		
Total hours worked	27,361	13,659		
Medical Treatment Injury	1	0		
First Aid Injury	1	0		
Safety Incidents Reported	0	0		
Hazards Reported	0	0		
Workplace Inspections	1	0		
Risk Incidents Reported	0	0		
Insurance claims - Public Liability	0	0		
Insurance claims - Industrial	0	0		
Insurance claims - Motor Vehicle	1	0		
IT - Unplanned lost time	0	0		
Open W/Comp claims	1	0		
F. Waste Management				
Waste Transfer Station	2021/22	2022/23	2023/24 Budget Year to Date	2023/24
Takings				
- Refuse	\$135,285	\$11,074	\$12,223	\$12,363

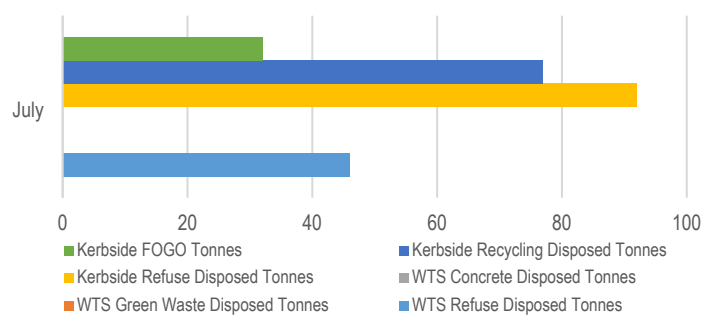


- Green Waste	\$82,450	\$6,931	\$7,212	\$3,575	Information not yet available
- Concrete	\$2,980	\$214	\$314	\$406	
- Tyres	694	\$54	\$57	\$0	
Total Takings	\$221,409	\$18,273	\$19,806	\$16,344	
Tonnes Disposed					
WTS Refuse Disposed Tonnes	1349	1298	108	46	Information not yet available
WTS Green Waste Disposed Tonnes	2760	5970	498	0	
WTS Concrete Disposed Tonnes	3056	0	-	0	
Kerbside Refuse Disposed Tonnes	2430	2341	195	92	
Kerbside Recycling Disposed Tonnes	1048	1035	86	77	
Total Waste Tonnes Disposed	10643	10644	887	215	

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 - August 2023 [15.1.1 - 1 page]
2. Monthly Works Infrastructure Capital Report 2023-2024 (August) [15.1.2 - 4 pages]



15.2 NAMING OF NEW ROADS: THREE IN NEW SUBDIVISION, WESTERN JUNCTION

Responsible Officer: Maree Bricknell, Corporate Services Manager

Report prepared by: Maree Bricknell, Corporate Services Manager

RECOMMENDATION

That Council approve the names Tiger Moth Court, Gypsy Moth Court and Corbould Close for new roads created by subdivision off Evandale Road, Western Junction.

1 PURPOSE OF REPORT

The purpose of the report is to assign three new street names created by 41 lot subdivision at Western Junction

2 INTRODUCTION/BACKGROUND

A 41 lot staged subdivision has been developed off Evandale Road, continuing along Translink Avenue. The subdivision will create three new roads. The Developer was requested to submit names for the new roads. The following were suggested:

- Corbould Street – Wing Commander Linda May Corbould, OAM is a retired officer of the Royal Australian Air Force, who was the first woman to command a RAAF flying squadron.
- Millar Street – Life Member of RFDS and Life Member of Tasmanian Aero Club
- Warren Street – David Warren inventor of the Black Box Flight Recorder
- Gypsy Moth Street – Aircraft flown from Western Junction from 1930
- Johnson Street – Laurie Johnson a flight instructor from 1930's who established Tasmanian Air Services and later Flinders Island Airways
- Mathews Street – George Mathews who operated amphibian passenger aircraft "Cut Shark" and "Windshovel"
- Tiger Moth Street – Aircraft flown from Western Junction in the early days

A search of Placenames Tasmania was conducted and only Gypsy Moth, Tiger Moth and Corbould were available the other names already assigned to neighbouring municipalities.

The developer has used well known aviation names in keeping with surrounding names already approved in previous developments.

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:

1.3 Management is efficient, proactive and responsible

3.2 Integrated Priority Projects Plan 2021

Not applicable.

4 POLICY IMPLICATIONS

Not applicable



5 STATUTORY REQUIREMENTS

5.1 Place Names Act 2020

4. Meaning of place

(1) For the purposes of this Act, a place includes, but is not limited to –

(a) a geographical or topographical feature, whether –

(i) natural or artificial; or

(ii) on land, underground or under water; and

(b) a suburb, locality, habitation or other feature of community or cultural significance; and

(c) a highway, road, street, lane or thoroughfare that –

(i) is open to, or lawfully used by, the public; or

(ii) is a private road that contains residences that have, or are capable of having, separate addresses; and

(d) a park, recreation area, sporting ground, walking or bicycle track that is open to or used by the public; and

(e) any other area or feature that is, or is likely to be, of public, cultural or historical interest.

(2) Despite [subsection \(1\)](#), a reference to a place in this Act does not include a reference to –

(a) a building or similar structure; or

(b) a place that is given, or may be given, a name under any other Act; or

(c) an area or feature, or class of areas or features, that is prescribed as not being a place for the purposes of this Act.

11. Naming of roads, streets, &c.

(1) In this section –

naming action means an action taken by a responsible authority in accordance with [subsection \(2\)](#) in respect of a place referred to in [section 4\(1\)\(c\)](#);

responsible authority, for a place referred to in [section 4\(1\)\(c\)](#), means –

(a) if the place is located on reserved land, or in a reserved region, within the meaning of the [Nature Conservation Act 2002](#), the Department responsible for the administration of that Act; or

(b) if the place is located on permanent timber production zone land, within the meaning of the [Forest Management Act 2013](#), the Forestry corporation continued in existence under that Act; or

(c) if the place is on land owned by the Corporation, within the meaning of the [Hydro-Electric Corporation Act 1995](#), the Corporation; or

(d) in any other case, a council of a municipal area where the place is located, unless another authority is prescribed for the place.

(2) In accordance with the guidelines, the responsible authority for a place referred to in [section 4\(1\)\(c\)](#) may do one or more of the following in respect of the place:

(a) name the place;

(b) alter, or revoke, an approved name for the place;

(c) alter, clarify, extend or reduce the location, boundary or extent of the place.

(3) The responsible authority for a place referred to in [section 4\(1\)\(c\)](#) must ensure that any naming action, performed in respect of the place, complies with –

(a) the relevant provisions of the guidelines; and

(b) this Act and any other applicable Act; and

(c) the relevant procedures of the responsible authority.

...

(6) The Registrar may only refuse to record a naming action performed by a responsible authority, as submitted to the Registrar under [subsection \(4\)](#), if –

(a) the naming action results in –

(i) a name for a place that does not comply with the guidelines; or

(ii) a name for a place that is an approved name for another place; or

(b) prescribed circumstances exist in relation to the name.

...

5.2 Tasmanian Place Naming Guidelines (December 2022)

6 FINANCIAL IMPLICATIONS

The developer is responsible for installing new street signage associated with new roads.

7 RISK ISSUES

Existing road names should not be duplicated within adjoining municipalities and ideally within the state. More critically they should not be duplicated within adjoining localities or suburbs (as recently gazetted for addressing purposes). Even



the re-arrangement of the generic or type from say “Court to Place” may still result in potential misinformation and confusion to the user.

8 CONSULTATION WITH STATE GOVERNMENT

Not applicable

9 COMMUNITY CONSULTATION

Not applicable

10 OPTIONS FOR COUNCIL TO CONSIDER

Not applicable

11 OFFICER’S COMMENTS/CONCLUSION

The developer’s preferred generic Street is not suitable as the new roads have only one entry and exit and a street is classed as a thoroughfare. The more suitable “court” should be used for two of the roads and “close” for the double ended road.

12 ATTACHMENTS

1. Tiger Moth - Gypsy Moth - Corbould [15.2.1 - 1 page]



15.3 NAMING OF STREET: KEPPOCH DRIVE, PERTH

Responsible Officer: Maree Bricknell, Corporate Services Manager

Report prepared by: Natalie Horne, Administration Officer

RECOMMENDATION

That Council approve the name Keppoch Drive for the new road created by subdivision at 70 Haggerston Road, Perth.

1 PURPOSE OF REPORT

The purpose of the report is to assign a new name for the road created by a 22-lot subdivision off Haggerston Road, Perth.

2 INTRODUCTION/BACKGROUND

A 22-lot subdivision has been developed off Haggerston Road, Perth with all lots having access from the new road.

The developer was requested to submit names for the new road, the following three were suggested:

- Keppoch Drive
- McKillop Drive
- Aachens Drive

A search of the Placenames Tasmania site was conducted and the developers first and third suggestions were available.

The Property being developed has for many years been known as Keppoch Lodge and was used as harness racing stables and training.

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:

1.3 Management is efficient, proactive and responsible

3.2 Integrated Priority Projects Plan 2021

Not applicable.

4 POLICY IMPLICATIONS

Not applicable.

5 STATUTORY REQUIREMENTS

5.1 Place Names Act 2020

4. Meaning of place

(1) For the purposes of this Act, a place includes, but is not limited to –

(a) a geographical or topographical feature, whether –

(i) natural or artificial; or

(ii) on land, underground or under water; and



- (b) a suburb, locality, habitation or other feature of community or cultural significance; and
 - (c) a highway, road, street, lane or thoroughfare that –
 - (i) is open to, or lawfully used by, the public; or
 - (ii) is a private road that contains residences that have, or are capable of having, separate addresses; and
 - (d) a park, recreation area, sporting ground, walking or bicycle track that is open to or used by the public; and
 - (e) any other area or feature that is, or is likely to be, of public, cultural or historical interest.
- (2) Despite [subsection \(1\)](#), a reference to a place in this Act does not include a reference to –
- (a) a building or similar structure; or
 - (b) a place that is given, or may be given, a name under any other Act; or
 - (c) an area or feature, or class of areas or features, that is prescribed as not being a place for the purposes of this Act.

11. Naming of roads, streets, &c.

(1) In this section –

naming action means an action taken by a responsible authority in accordance with [subsection \(2\)](#) in respect of a place referred to in [section 4\(1\)\(c\)](#);

responsible authority, for a place referred to in [section 4\(1\)\(c\)](#), means –

- (a) if the place is located on reserved land, or in a reserved region, within the meaning of the [Nature Conservation Act 2002](#), the Department responsible for the administration of that Act; or
- (b) if the place is located on permanent timber production zone land, within the meaning of the [Forest Management Act 2013](#), the Forestry corporation continued in existence under that Act; or
- (c) if the place is on land owned by the Corporation, within the meaning of the [Hydro-Electric Corporation Act 1995](#), the Corporation; or
- (d) in any other case, a council of a municipal area where the place is located, unless another authority is prescribed for the place.

(2) In accordance with the guidelines, the responsible authority for a place referred to in [section 4\(1\)\(c\)](#) may do one or more of the following in respect of the place:

- (a) name the place;
- (b) alter, or revoke, an approved name for the place;
- (c) alter, clarify, extend or reduce the location, boundary or extent of the place.

(3) The responsible authority for a place referred to in [section 4\(1\)\(c\)](#) must ensure that any naming action, performed in respect of the place, complies with –

- (a) the relevant provisions of the guidelines; and
- (b) this Act and any other applicable Act; and
- (c) the relevant procedures of the responsible authority.

...

(6) The Registrar may only refuse to record a naming action performed by a responsible authority, as submitted to the Registrar under [subsection \(4\)](#), if –

- (a) the naming action results in –
 - (i) a name for a place that does not comply with the guidelines; or
 - (ii) a name for a place that is an approved name for another place; or
- (b) prescribed circumstances exist in relation to the name.

...

5.2 Tasmanian Place Naming Guidelines (December 2022)

6 FINANCIAL IMPLICATIONS

The developer is responsible for installing signage associated with the new road.

7 RISK ISSUES

Existing road names should not be duplicated within adjoining municipalities and ideally within the state. More critically they should not be duplicated within adjoining localities or suburbs (as recently gazetted for addressing purposes). Even the re-arrangement of the generic or type from say “Court to Place” may still result in potential misinformation and confusion to the user.



8 CONSULTATION WITH STATE GOVERNMENT

Not applicable.

9 COMMUNITY CONSULTATION

Not applicable.

10 OPTIONS FOR COUNCIL TO CONSIDER

Two names provided by the developer will be acceptable and conform to the *Tasmanian Place Naming Guidelines*

11 OFFICER'S COMMENTS/CONCLUSION

Recommendation is to approve the developers first preference "Keppoch Drive".

12 ATTACHMENTS

1. Plan - Keppoch Drive Perth [**15.3.1** - 1 page]



16 WORKS REPORTS

16.1 REQUEST FROM EVANDALE HISTORIC SOCIETY FOR UNDERGROUND POWER TO BE INSTALLED IN EVANDALE

Responsible Officer: Leigh McCullagh, Works Manager

Report prepared by: Jonathan Galbraith, Engineering Officer

RECOMMENDATION

That Council take no action at the present time but continue to look for grant opportunities.

1 PURPOSE OF REPORT

The purpose of this report is for Council to consider a request from the Evandale History Society for installing underground power in the Historic Precinct of Evandale township.

2 INTRODUCTION/BACKGROUND

For a number of years there has been a supplementary item in the Council budget regarding the installation of underground power in High Street and Russell Street, Evandale. Funds have not been allocated for these works due to the high cost and there being no available funding sources at the present time.

On the 24th of August 2023 a letter was received from the Evandale History Society requesting that Council take action to relocate the power underground in the entire historic precinct of the Evandale township.

Following this request Council officers made contact with the Network Customer Supply Team at TasNetworks and requested an indicative price for works to be carried out on Russell St from the intersection with High St to the end of the historic precinct near Falls Park, a distance of approximately 600m.

A desk top review of the area was constructed which indicated that the price to install the likely price to install the power over this distance would start at \$1 million. The following additional costs are not included in that price:

- Removal of the existing overhead power
- Engaging a private contractor to connect each property into the new underground main
- Land acquisition if on ground transformers are required
- Full reinstatement of footpaths and other Council infrastructure disturbed by the works.

This would be a very large project and would require significant design expenditure before the project could proceed. Design work is carried out by TasNetworks and there may also be a need to engage an electrical engineering consultant to provide advice on some aspects of the project.

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



Place: Nurture our heritage environment

Environment - Cherish, Sustain our Landscapes and Preserve, Protect Our Built Heritage for Tomorrow

Strategic outcomes:

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)

5.3 Community - Power undergrounding in Evandale, Longford & Perth:

Undergrounding of power lines in the main streets of Longford, Evandale and Perth to improve visual amenity.

4 POLICY IMPLICATIONS

If works are completed in Russell Street it is likely that Council will receive requests to install underground power in other parts of Historic Precinct in Evandale, or the historic precincts in other towns in the municipal area.

5 STATUTORY REQUIREMENTS

N/A

6 FINANCIAL IMPLICATIONS

Based on a desk top assessment TasNetworks have advised that their charges to install underground power for 600 metres of Russell Street would start at \$1 million. The full cost including the removal of existing overhead power, property connections, possible land acquisition and reinstatement is likely to be in the range of \$2 – \$3 million. If High Street was included in the project the cost would be likely to at least double, and if the entire precinct was included over time as suggested by the Evandale History Society costs would be much higher again.

The project cannot be accurately costed until a design has been developed. The process for a design to be developed for this project is for Council to lodge an application through the TasNetworks online portal and Council will then be provided with an estimate of the project. A request has not yet been logged through the portal but based on similar projects the overall design costs including engaging a private consultant to give advice on other aspects of the project is likely to be approximately \$50,000. If Council were to request that the design also include High Street or other parts of the historic precinct this cost would increase.

7 RISK ISSUES

There is a risk that Council may spend a significant amount of money on the design of this project and not be able to secure the money to proceed with the construction.

As with all projects, in the current economic climate there is a risk that projects cost will increase due to inflation and contractor availability.



8 CONSULTATION WITH STATE GOVERNMENT

Consultation has not yet been carried out with the State Government but if a decision is made to proceed with the design Council will consult with the state and Federal Governments and lobby for funding.

9 COMMUNITY CONSULTATION

This report was submitted to Council after receiving a letter from the Evandale Historic Society.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can choose to:

1. Take no action at the present time but continue to look for grant opportunities;
2. Lodge a request with Tasnetworks for to carry out a design to install underground power in Russell Street, or;
3. Lodge a request with Tasnetworks for to carry out a design to install underground power in Russell Street and other parts of the Evandale Historic Precinct.

11 OFFICER'S COMMENTS/CONCLUSION

Many other historic towns in Tasmania have underground power including Ross in the main street, Richmond, Stanley and Oatlands. These towns do not have underground power in all streets in the historic area.

The design costs for this project are significant. Prior to committing to the cost of preparing a design for these works Council should consider whether it is likely to be able to source the funding for this project.

12 ATTACHMENTS

1. Letter from Evandale Historic Society regarding underground power Aug 2023 [**16.1.1** - 1 page]



17 ITEMS FOR THE CLOSED MEETING

RECOMMENDATION

That Council move into the “Closed Meeting” with the Acting General Manager/Corporate Services Manager, Works Manager, Senior Planner, Executive Officer 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)
Legal Matter	15(2)(i)
Personnel Matters	15(2)(a)
Land Acquisition/Purchase	15(2)(f)
Update for Information	15(2)(g)
Compliance Matter	15(2)(i)
Stormwater	15(2)(g)
Contract/Tender	15(2)(d)
Land Acquisition/Purchase	15(2)(f)
Land Acquisition/Purchase	15(2)(f)
Local District Committee membership	15(2)(g)
Land Acquisition/Purchase	15(2)(f)

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