



**NORTHERN
MIDLANDS
COUNCIL**

AGENDA

Ordinary Meeting of Council

Monday, 26 June 2017

**Des Jennings
General Manager**

QUALIFIED PERSONS ADVICE

The *Local Government Act 1993* provides (in part) as follows:

- ♦ A General Manager must ensure that any advice, information or recommendation given to the Council is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.
- ♦ A Council is not to decide on any matter which requires the advice of a qualified person without considering such advice unless the General Manager certifies in writing such advice was obtained and taken into account in providing general advice to the Council.

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.

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
 - 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.


Des Jennings
GENERAL MANAGER

GUIDELINES FOR COUNCIL MEETINGS

PUBLIC QUESTIONS AND STATEMENTS

PUBLIC QUESTION TIME:

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 immediately after the meal break at approximately 6:45pm 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 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.

RECORDING OF COUNCIL MEETINGS

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.

The provision of recording of Council meetings in this policy:

- ♦ 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 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 publicare to be on display at each meeting.

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

Unless expressly stated otherwise, Northern Midlands Council claims copyright ownership of the content of recordings of Council meetings ("the Recordings").

The Recordings may not upload, display, print and/or reproduced without the written permission of the General Manager for the express purpose proposed.

The Northern Midlands Council reserves the right to revoke such permission at any time. Apart from uses permitted under the *Copyright Act 1968*, all other rights are reserved.

Any request for authorisation, including authorisation for the use of recordings, should be directed to the General Manager, 13 Smith Street, Longford TAS 7301.

AGENDA – ORDINARY MEETING

26 JUNE 2017



NOTICE is hereby given that the next meeting of the Northern Midlands Council will be held at the Council Chambers, Longford on Monday, 26 June 2017 at 5.00pm.

Des Jennings
General Manager

21 June 2017

3.30pm Councillor Workshop – closed to the public

GOV 1 ATTENDANCE

1 PRESENT

In Attendance:

2 APOLOGIES

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GOV 3 DECLARATIONS OF ANY PECUNIARY INTEREST OF A COUNCILLOR OR CLOSE ASSOCIATE

Section 8 sub clause (7) of the *Local Government (Meeting Procedures) 2005* require that the Chairperson is to request Councillors to indicate whether they have, or are likely to have a pecuniary interest in any item on the Agenda.

GOV 4 CONFIRMATION OF MINUTES

1 ORDINARY COUNCIL MEETING – 15 MAY 2017

DECISION

Cr

The Minutes of the Ordinary Meeting of the Northern Midlands Council held at the Council Chambers, Longford on Monday, 15 May 2017 be confirmed as a true record of proceedings.

2 CONFIRMATION OF MINUTES OF COMMITTEES

Attachments: Section 1 – Page 1

Minutes of meetings of the following Committees were circulated in the Attachments:

	Date	Committee	Meeting
i)	28/03/2017	Liffey Hall Management Committee	AGM
ii)	24/04/2017	Longford Local District Committee	Ordinary
iii)	08/05/2017	Mill Dam Action Group	Ordinary
iv)	09/05/2017	Liffey Hall Management Committee	Ordinary
v)	09/05/2017	Ross Community Sports Club Inc.	Ordinary
vi)	16/05/2017	Longford Local District Committee	Ordinary
vii)	25/05/2017	Avoca, Royal George & Rossarden Local District Committee	Ordinary
viii)	31/05/2017	Cressy Local District Committee	Ordinary
ix)	06/06/2017	Evandale Community Centre & Memorial Hall Management Committee	Ordinary
x)	06/06/2017	Campbell Town District Forum	Ordinary
xi)	06/06/2017	Perth Local District Committee	Ordinary
xii)	06/06/2017	Evandale Advisory Committee	Ordinary
xiii)	07/06/2017	Ross Local District Committee	Ordinary
xiv)	13/06/2017	Devon Hills Residents Committee	Ordinary

DECISION

Cr

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

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3 RECOMMENDATIONS OF SUB COMMITTEES

That Council note the following recommendation/s of Committees:

Meeting Date	Committee	Recommendation
24/04/2017	Longford Local District Committee	a) That the \$15,000 be allocated to feasibility studies into the Longford Horse Trail and/or the development of a cultural, social and community centre in Longford. (6.2.b) and (7.15) b) That the Pitt and Sherry report of 2012 be updated annually by the original authors and used as the base for strategy planning." c) That the Council advise as a matter of urgency what is proposed to deal with the parking of trucks around the streets and Longford entrances, and when the truck park is to be opened." d) That the bypass be redesigned so that direction connection between Longford and Perth be maintained.
08/05/2017	Mill Dam Action Group	Memorandum of Understanding: Amendment to Section 4 membership relating to timing of Annual General Meetings. To now read: <i>"Positions will be appointed at The Annual General Meeting to be held in April every second year in line with the committee's term of office".</i>
16/05/2017	Longford Local District Committee	a) That the LLDC and LBTA commends the Council for accepting and releasing the Longford Urban Strategy Report for discussion. b) That the principle of a community centre, which includes a museum, library, gallery and meeting rooms be included as requested in the April minutes of the LLDC c) That the \$15,000 put aside be used for a feasibility study for this plan.
06/06/2017	Perth Local District Committee	a) That the Perth Local District Committee encourage Council to prioritise (before summer) the clearing of the willows at the frontage of the new gazebo structure at William Street Reserve and the removal of debris from the swimming hole. b) That the Perth Local District Committee wishes to ensure that Wifi access is available to Perth, if not through the State Government process, then through the Council process.

NOTE: Matters already considered by Council at previous meetings have been incorporated into INFO 15: Officer's Action Items.

DECISION

Cr

Longford Local District Committee:

That Council consider the allocation of \$15,000 toward a feasibility study for the development of a cultural, social and community centre in Longford in the 2017/18 budget.

That the \$15,000 be allocated to feasibility studies into the Longford Horse Trail and/or the development of a cultural, social and community centre in Longford. (6.2.b) and (7.15).

That Council note the request and refer to the Longford Urban Design Strategy, May 2017 for all future streetscape development in Longford.

"That the Pitt and Sherry report of 2012 be updated annually by the original authors and used as the base for strategy planning."

That Council note the request and officers report to the Longford Local District Committee accordingly.

That the Council advise as a matter of urgency what is proposed to deal with the parking of trucks around the streets and Longford entrances, and when the truck park is to be opened.

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That Council note the request and confirm the concern regarding the loss of the link between Longford and Perth has been expressed to the Department of State Growth for further consideration.

That the bypass be redesigned so that direction connection between Longford and Perth be maintained.

Cr

That Council **note and investigate** the following recommendation/s of the **Longford Local District Committee**:

- a) *"That the LLDC and LBTA commends the Council for accepting and releasing the Longford Urban Strategy Report for discussion."*
- b) *That the principle of a community centre, which includes a museum, library, gallery and meeting rooms be included as requested in the April minutes of the LLDC*
- c) *That the \$15,000 put aside be used for a feasibility study for this plan".*

Cr

That Council **endorse** the change of the **Mill Dam Action Group** to the **Memorandum of Understanding**:

Amendment to Section 4 membership relating to timing of Annual General Meetings. To now read:

"Positions will be appointed at The Annual General Meeting to be held in April every second year in line with the committee's term of office".

Cr

That Council **note and investigate** the following recommendation/s of the **Perth Local District Committee**:

That the Perth Local District Committee wishes to ensure that Wifi access is available to Perth, if not through the State Government process, then through the Council process.

Cr

That Council **note and investigate** the following recommendation/s of the **Perth Local District Committee**:

That the Perth Local District Committee encourage Council to prioritise (before summer) the clearing of the willows at the frontage of the new gazebo structure at William Street Reserve and the removal of debris from the swimming hole.

GOV 5 DATE OF NEXT COUNCIL MEETING
17 JULY 2017

Mayor Downie advised that the next Ordinary Council Meeting would be held at the Northern Midlands Council Chambers at Longford at 5.00pm on Monday, 17 July 2017.

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INFO INFORMATION ITEMS

1 COUNCIL WORKSHOPS/MEETINGS HELD SINCE THE LAST ORDINARY MEETING

Responsible Officer: Des Jennings, General Manager

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

Date Held	Purpose of Workshop
05/06/2017	Council Workshop Discussion: - Budget 2017/2018 @ 5.15PM - Cambock Lane East Proposal - Priority Projects - Launceston Airport Roundabout - Personnel Matter
13/06/2017	Council Workshop Discussion: Perth Link Road Project
26/06/2017	Council Workshop Discussion: Council Meeting Agenda items

2 MAYOR'S COMMUNICATIONS

Mayor's Communications for the period 16 May 2017 to 26 June 2017 are as follows:

Date	Activity
17 May 2017	Attended State Growth presentation re Perth Link Road, Perth
18 May 2017	Attended Elizabeth Macquarie Irrigation Trust meeting, Campbell Town
20 May 2017	Attended Grant Funding Announcement – Solar Panels for Evandale Community Centre, Evandale
29 May 2017	Attended meeting with TasWater Board Chair, Moonah
30 May 2017	Attended launch of Council's End Violence Against Women Campaign, Longford
5 June 2017	Attended TasWater media announcement, Moonah
5 June 2017	Attended Council workshop, Longford
10 June 2017	Attended media event re Midland Highway announcement, Epping Forest
13 June 2017	Attended Special Council Workshop, Longford
18-21 June 2017	Attended Australian Local Government Association Conference, Canberra
19 June 2017	Attended Tasmanian Liberal Senate Team event, Canberra
22 June 2017	Attended meeting with business owner, Longford
26 June 2017	Attended LGAT telephone conference, Longford
26 June 2017	Attended Council meeting and workshop, Longford
Attended to numerous email, phone, media and mail inquiries.	

3 PETITION

1 PURPOSE OF REPORT

In accordance with the Vision, Mission and Values of Council as identified in the *Council's Strategic Plan 2007-2017* and the *Local Government Act 1993, S57 – S60*, provision is made for Council to receive petitions tabled at the Council Meeting.

2 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

- (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
 - (b) a heading on each page indicating the subject matter; and
 - (c) a brief statement on each page of the subject matter and the action requested; and
 - (d) a statement specifying the number of signatories; and

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(e) the full printed name, address and signature of the person lodging the petition at the end of the petition.

58. Tabling petition

- (1) A councillor who has been presented with a petition is to –
 - (a) table the petition at the next ordinary meeting of the council; or
 - (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.

3 Petitions Received

Nil

4 CONFERENCES & SEMINARS: REPORT ON ATTENDANCE BY COUNCIL DELEGATES

1 PURPOSE OF REPORT

To provide an opportunity for Councillors and the General Manager to report on their attendance at recent conferences/seminars.

In accordance with Council's Strategic Plan 2007-2017 (2012/13 Revision), Part 1 – Governance, the core functions are:

- Support Council with governance advice and effective leadership, review and implement organisational values through day to day operations, effective communication, community consultation and advocacy, issues identification, strategic and corporate planning, annual reports, public and private resource sharing, induction of elected members, provision of legal advice, human resources management and liaise with representative bodies.
- Support Council with sound financial advice and management, and generate funds without burdening the community. Rates administration, budgeting and reporting, debt collection, taxation, asset registers and depreciation, receipts and payments, wages and salaries, loans and investments, records management, information technology, and customer service.

2 CONFERENCES AND SEMINARS

Nil

5 132 & 337 CERTIFICATES ISSUED

	No. of Certificates Issued 2016/2017 year												Total	
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total	2015/2016
132	77	48	77	62	69	46	51	64	88	62	83		727	662
337	31	33	40	34	28	24	27	28	42	30	53		370	360

6 ANIMAL CONTROL

Item	Income/Issues 2015/2016		Income/Issues for May 2017		Income/Issues 2016/2017	
	No.	\$	No.	\$	No.	\$
Dogs Registered	3,773	92,210	17	468	3,641	88,333
Dogs Impounded	76	5,460	8	601	63	4,854
Euthanized	7	-	-	-	3	-
Re-claimed	60	-	8	-	55	-
Re-homed/To RSPCA	9	-	-	-	5	-
New Kennel Licences	12	816	-	-	4	276
Renewed Kennel Licences	60	2,460	-	-	65	2,772
Infringement Notices (paid in full)	53	9,776	4	1,097	63	10,552
Legal Action	-	-	-	-	1	3,500
Livestock Impounded	2	130	1	392	2	673
TOTAL		110,852		2,558		110,959

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7 HEALTH ISSUES

Immunisations

The *Public Health Act 1997* requires that Councils offer immunisations against a number of diseases. The following table will provide Council with details of the rate of immunisations provided through Schools. Monthly clinics are not offered by Council; however, parents are directed to their local General Practitioner who provides the service.

MONTH	2014/2015		2015/2016		2016/2017	
	Persons	Vaccination	Persons	Vaccination	Persons	Vaccination
July-September	65	68	31	31	43	49
October-December	66	68			46	52
January-March	-	-	-	-	-	-
April-June	85	163			*	*

Some previous data for 2015 – 2016 is not included as Launceston City Council were delivering the immunisation program during that period.

*The total number of vaccinations increases because there are several vaccinations given to each student.

The National Immunisation Program Schedule recommends that two vaccinations be provided in the school based program in 2017, including Human Papillomavirus (HPV) and diphtheria, tetanus and acellular pertussis (whooping cough) (dTpa).

Immunisations will be undertaken by the Longford Surgery during 2017.

Other Environmental Health Services

Determine acceptable and achievable levels of environmental and public health by ongoing monitoring, inspection, education and, where necessary, by applying corrective measures by mutual consent or application of legislation.

Ensure safe standards of food offered for sale are maintained.

Investigations/Inspections	2013/2014	2014/2015	2015/16	2016/17
Notifiable Diseases	6	2	5	4
Inspection of Food Premises	126	118	154	72

Notifiable Disease investigations have been carried out by the Department of Health and Human Services from Hobart, with only significant outbreaks directed to Council to assist with investigations. However, due to the prompt and thorough investigating by Council Environmental Health Officers, the Department now directs more cases for Council to investigate.

Food premises are due for inspection from 1 July each year.

8 CUSTOMER REQUEST RECEIPTS

Operational Area	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Animal Control	5	-	-	-	-	-	-	-	-	1	1	
Building & Planning	3	1	1	-	2	7	12	2	-	2	1	
Community Services	-	-	-	-	-	-	-	-	-	-	-	
Corporate Services	-	1	-	-	1	-	-	-	1	-	-	
Governance	-	-	-	-	1	-	-	-	1	-	-	
Waste	1	-	-	-	-	-	-	-	-	-	-	
Works (North)	42	33	27	33	29	12	9	27	11	15	10	
Works (South)	1	4	9	3	2	7	-	2	5	2	6	

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

Date	Recipient	Purpose	Amount
	Council wages and plant	Assistance to Campbell Town SES	\$128

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Date	Recipient	Purpose	Amount
31-Aug-16	George Town RSL Sub Branch Inc	Wreath - Vietnam Veterans Day	\$55
16-Aug-16	S Dhillon	Contractor Long Service Gift Voucher	\$100
12-Sep-16	Fluers Flowers	Flowers - Passing of Marie Barnes	\$50
19-Oct-16	Campbell Town District High School	Chaplaincy	\$1,500
19-Oct-16	Campbell Town District High School	Inspiring Positive Futures Program	\$8,000
18-Oct-16	Campbell Town District High School	Donation - School Achievement Awards	\$90
18-Oct-16	Perth Primary School	Donation - School Achievement Awards	\$30
18-Oct-16	Evandale Primary School	Donation - School Achievement Awards	\$30
18-Oct-16	Longford Primary School	Donation - School Achievement Awards	\$27
18-Oct-16	Cressy District High School	Donation - School Achievement Awards	\$90
18-Oct-16	Avoca Primary School	Donation - School Achievement Awards	\$30
18-Oct-16	Perth Fire Brigade	Donation	\$50
18-Oct-16	Longford Fire Brigade	Donation	\$100
23-Nov-16	Longford Cricket Club	Donation - Longford -v- Cressy Cup 2016	\$120
13-Dec-16	Cressy District High School	Inspiring Positive Futures Program	\$8,000
17-Jan-17	Helping Hand Associated	Donation	\$1,000
17-Jan-17	Longford Care-a-car	Donation	\$1,000
21-Mar-17	Cancer Council	Tour De Cure 2017	\$500
26-Apr-17	Michael Salhani	Farewell Gift	\$32
Planning/Building Applications Remitted			
5-Aug-16	Christ Church Longford	Planning / Building Application fees - removal of trees	\$340
19-Sep-16	Avoca Tourist Centre	Planning Application fees - public wifi	\$340
18-Oct-16	Evandale Community Centre Management Ctee	Planning Application fees - solar panels	\$340
5-Jan-17	Longford Mens Shed	Planning Application fees - carpark	\$463
Sporting/Academic Achievements			
16-Aug-16	Mrs Julie Zaporozec	Australian Indoor Bias Bowls Competition	\$60
16-Aug-16	Mr Simon Zaporozec	Australian Indoor Bias Bowls Competition	\$60
16-Aug-16	Mr Kara Zaporozec	Australian Indoor Bias Bowls Competition	\$60
16-Aug-16	Mrs Helen Farrow	Australian Indoor Bias Bowls Competition	\$60
16-Aug-16	Miss Remi Smith	U14 Tasmanian Girls Basketball Team	\$60
18-Oct-16	Mr Harry Heathcote	Metal Minds Robotics Team - Tech Challenge at Macq Uni	\$60
18-Oct-16	Mr Jonathan Heathcote	Metal Minds Robotics Team - Tech Challenge at Macq Uni	\$60
18-Oct-16	Mr Alex Mountney	Metal Minds Robotics Team - Tech Challenge at Macq Uni	\$60
23-Nov-16	Mr Mitchell Shadbolt	2017 AEBF Junior Nationals in Darwin	\$60
23-Nov-16	Miss Kysha Hill	U18 Australian All School Athletics Championships	\$60
6-Dec-16	Miss Sophie Parkin	National Cricket Carnival	\$60
30-May-17	Mr Isaac Chugg	Aust National U15 AFL Championships in Darwin	\$60
30-May-17	Mr Colby McKercher	Aust National U15 AFL Championships in Darwin	\$60
9-Jun-17	Mr Thomas Dwyer	Aust National U15 AFL Championships in Darwin	\$60
School Bursary Program			
30-Jan-17	Alex Davis	Bursary Program 2017	\$500
30-Jan-17	Jake Brown	Bursary Program 2017	\$500
30-Jan-17	Saige Venn-Evans	Bursary Program 2017	\$500
11-Jan-17	Lachlan Nation	Bursary Program 2017	\$500
15-Feb-17	Holy Pears	Bursary Program 2017	\$500
15-Feb-17	Alexander King-Grey	Bursary Program 2017	\$500
15-Feb-17	Brittney Johnson	Bursary Program 2017	\$500
15-Mar-17	Harrison Johnston	Bursary Program 2017	\$500
15-Mar-17	Alan McDonald	Bursary Program 2017	\$500
15-Mar-17	Tanisha Latta	Bursary Program 2017	\$500
12-Apr-17	Kurtis Franklin	Bursary Program 2017	\$500
12-Apr-17	Tobias Verhaegh	Bursary Program 2017	\$500
1-May-17	Daniel McCullagh	Bursary Program 2017	\$500
1-May-17	Kimberly Heaps	Bursary Program 2017	\$500
1-May-17	Abigail Maynard	Bursary Program 2017	\$500
9-May-17	Sophie Longstaff	Bursary Program 2017	\$500
10-May-17	Thomas Langridge	Bursary Program 2017	\$500
15-May-17	Tiffany Whitney	Bursary Program 2017	\$500
15-May-17	Brodie Parker	Bursary Program 2017	\$500
29-May-17	J Coban-Banks	Bursary Program 2017	\$500

AGENDA – ORDINARY MEETING

26 JUNE 2017



Date	Recipient	Purpose	Amount
		TOTAL DONATIONS	\$32,805

10 ACTION ITEMS: COUNCIL MINUTES

Date	Min. Ref.	Details	Action Required	Officer	Current Status	Expected Date of Completion
20/02/2017	43/17	Campbell Town War Memorial Oval Multi-Function Centre Design	That 2. a management committee, representative of the various user groups, be established	Regulatory & Community Services Manager	Discussions held with other Council's re similar arrangements. In progress.	
21/11/2016	313/16	CMCA RV Park Project	1. That Council supports, in principle, the proposal for a CMCA RV Park in Blackburn Park, Campbell Town, subject to: a) completion of community consultation for the proposal; b) completion of consultation with the Ross Motel & Caravan Park and the Longford Caravan Park for their input; c) the preparation of a business case in support of the proposal. 2. That Council consider additional locations at a future workshop.	Regulatory & Community Services Manager	Report to 26 June Council meeting.	
15/05/2017	144/17	Confirmation Of Minutes - Recommendations - Campbell Town District Forum	That Council note and investigate the following recommendation/s of the Campbell Town District Forum: The Campbell Town District Forum support Blackburn Park to remain as a free, overnight camping site. The Forum generally support the proposal received from CMCA for a separate overnight camping location in Campbell Town. King Street Oval has been identified as an alternative site.	Regulatory & Community Services Manager	Noted in review. Complete.	
15/05/2017	144/17	Confirmation Of Minutes - Recommendations - Evandale Advisory Committee	That Council note and investigate the following recommendation/s of the Evandale Advisory Committee: That Council consider the identification of Honeysuckle Banks as the designated overflow and weekend overnight camping location for RV/self-contained vans.	Regulatory & Community Services Manager	Noted in review. Complete.	
20/03/2017	86/17	Draft Animal Management By-Law	That Council refer this matter to a workshop for further discussion and that council send through suggested changes to the responsible Council Officer.	Regulatory & Community Services Manager	To be discussed at future workshop.	
18/01/2016	07/17	Honeysuckle Banks Masterplan	That Council: i) Accept in principle, the draft Honeysuckle Banks masterplan; and ii) Release the draft Honeysuckle Banks masterplan for community consultation.	Regulatory & Community Services Manager	Report tabled at 15 May Council meeting.	30/06/2017
15/05/2017	159/17	Longford Urban Design Strategy	That Council accept in principle the Longford Urban Design Strategy and release the Strategy for public comment, once required edited changes are made.	Regulatory & Community Services Manager	Community consultation commenced.	
15/05/2017	158/17	Northern Midlands Council Youth Services	That Council * Consider a 0.5 EFT Youth Development Officer allocation in 2017/18 budget; * Maintains its existing youth services for the 2017/2018 financial year; * Allocate \$1,000 toward completing a community survey on the provision of Youth Services in the municipality and development of a Youth Strategy; and * Hold a workshop to consider - the survey results, Council's Youth Strategy, consult with other Youth Development Officer's and resource sharing options.	Regulatory & Community Services Manager	Presentation to July Council workshop.	
20/02/2017	48/17	Policy Review: Overnight Camping – Self Contained Vehicles Policy	That Council: 1. endorse the following locations as free overnight stay areas for self-contained vehicles: Bishopsbourne Recreation Ground, Cressy Recreation Ground, Falls Park, Evandale, Wardlaw Park, Campbell Town - subject to the issuing of appropriate permits for all areas, if not already in place. 2. officers review the current Overnight Camping – Self Contained Vehicles Policy by referring to the Local Government Decision Making Guide and commencing at step 3: discuss preferred approach with existing private caravan park owners	Regulatory & Community Services Manager	Feedback to be reviewed. Presentation to July Council workshop.	30/07/2017

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Date	Min. Ref.	Details	Action Required	Officer	Current Status	Expected Date of Completion
			in, or near, the municipality and other key stakeholders.			
20/02/2017	50/17	Proposed Purchase Of Drone	Council approve the budget allocation for the shared program for the 2017 – 2018 budget to cover training, licensing and operator certificate on the basis of a joint sharing agreement, insurance and policy with the George Town Council.	Regulatory & Community Services Manager	Shared service agreement to be implemented by early July. Policy being prepared. Training to be booked for new financial year.	
20/03/2017	81/17	Accelerated Local Government Capital Program: Campbell Town CBD Streetscape Funding Application	That Council a) make application under the State Government ALGCP program for up front loan funding of an additional \$1,000,000 to progress the upgrade of the Campbell Town CBD streetscape; b) enter into discussion/seek confirmation from State Growth in relation to financial support for the proposed works; c) a further report be brought to Council before any further action is taken.	General Manager	Application made and approved.	
10/04/2017	115/17	Australian Mayoral Aviation Council (AMAC): 2017 Annual Conference - Motion	That Council request the general meeting of AMAC to formally support a motion to COAG seeking the support of all levels of government and particularly Federal intervention, by way of instruction to the Department of Infrastructure and Regional Development, to direct all lessees of Commonwealth land leased to corporations providing airport services to pay their fair share of ex-gratia rates as determined by the lease with the Commonwealth, in accordance with the valuation assessment of the State Valuer-Generals.	General Manager	Complete.	
20/03/2017	73/17	Confirmation Of Minutes - Longford Local District Committee	That Council note and investigate the recommendation in relation to following Council minute 45/17 of 20 February 2017: That Council ... ii) Engage with JBS Swift and the Parks and Wildlife Service to collaborate with the undertaking of a plan of the Mill Dam which takes into consideration that the area is flood prone and local knowledge ... - That the resolution to Council be amended to change one word, to replace "plan" with "review".	General Manager	Matter in progress.	
8/12/2014	329/14	Economic Development	That Council facilitate meetings with the local businesses in each of the towns to explore business opportunities and other matters of interest.	General Manager	To be progressed as an element of the development of the Economic Development Strategy.	
15/05/2017	148/17	Funding For Local Government Of Tasmania (LGAT) Campaign: Ownership Of Tasmania's Water And Sewer Infrastructure	That Council contribute \$10,000 toward the LGAT campaign to oppose the takeover of TasWater by the State Government.	General Manager	Email forwarded to CEO of LGAT.	
20/03/2017	79/17	Longford Strategic Plan	That Council 2. discuss at a workshop, possible upgrades to its current strategic vision document on Longford to include the main recommendations as stated herein and made in the Longford Strategic Plan report.	General Manager	Listed for future Council workshop.	
18/04/2016	106/16	Proposed Natural Gas Main Extension To Translink Industrial Precinct	That a fee offer be sought for the preparation of a business case to support the natural gas main extension to TRANSLINK Industrial Precinct and reported to Council.	General Manager	Matter in progress.	
10/04/2017	121/17	Review Of The Local Government Act	That Council A) seek further clarification on the following proposals: 1 The introduction of powers to make Ministerial Orders to expand and clarify matters in relation to the function of the Mayor, functions of councillors, appointment and performance monitoring of the General Managers, functions of the General Manager, and liaison between Mayors and General Managers. There are no draft orders at this stage and it should be noted that they must be developed in consultation with	General Manager	Letter sent to Local Government Minister. Council motion forwarded to LGAT.	

AGENDA – ORDINARY MEETING

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Date	Min. Ref.	Details	Action Required	Officer	Current Status	Expected Date of Completion
			the sector. 2 The role of the Mayor has been expanded. 8 The Minister would have the power to suspend individual councillors prior to or during a Board of Inquiry Process. Individual councillors (as opposed to the whole council only) may be dismissed following a Board of Inquiry process. 11 Minor boundary adjustments can be made without a LG review process. B) seek an expansion of timeframes in relation to the consideration of and submission of comment on such matters			
20/02/2017	37/17	Tasmanian Electoral Boundaries Changes	That Council i) formally respond to the Initial Redistribution Proposal; and ii) invite The Hon. Greg Hall MLC and The Hon. Tania Rattray MLC to the next Council workshop to make a presentation.	General Manager	Letter sent.	
10/04/2017	114/17	Taswater: Future Ownership And Stimulating The Economy	That council urge LGAT to provide opportunity to the State Opposition (Labor party), as has been provided to the State Government, to provide information on their stance in relation to the proposed ownership of TasWater	General Manager	Email forwarded to CEO of LGAT.	
20/03/2017	78/17	Australian Local Government Association (ALGA): 2017 National General Assembly Of Local Government Call For Motions	authorise the attendance of Mayor Downie and Cr Goss (or Cr Polley as alternate) at the 2017 National General Assembly of Local Government to be held in Canberra from 18 to 21 June 2017	Executive Assistant	Complete.	
20/03/2017	73/17	Confirmation Of Minutes - Ross Local District Committee	That Council note and investigate the recommendation - The Ross Local District Committee request the Northern Midlands Council accept the Heritage Street and Direction Signs for Ross as proposed	Executive & Communications Officer	Design being finalised.	
15/05/2017	162/17	Policy: Related Party Disclosure	That Council adopt the Related Party Disclosures Policy as circulated in the agenda attachments.	Executive & Communications Officer	Complete.	
15/05/2017	144/17	Confirmation Of Minutes - Recommendations - Ross Local District Committee	That Council note and investigate the following recommendation/s of the Ross Local District Committee: The Ross Local District Committee request the Northern Midlands Council to consider fortnightly collection of green waste bins in 2017/2018 budget. And That Council's investigations include introduction of the service to the whole community and that Ross be considered as a possible trial site.	Corporate Services Manager / Engineering Officer		
21/11/2016	326/16	Guardrail At Illawarra Road / Bishopsbourne Road Intersection	Council address their concerns to State Growth by way of letter, requesting the extension of guardrail at Bishopsbourne Road intersection be considered of significant importance to Northern Midlands Council.	Engineering Officer	Report to 26 June Council meeting.	
20/03/2017	73/17	Confirmation Of Minutes - Ross Local District Committee	That Council note and investigate the recommendation - installation of a weir at Badajos Street to assist with draining river	Works Manager	Request withdrawn by Committee 7/6/2017	
15/05/2017	150/17	Campbell Town Urban Design And Traffic Management Strategy	That Council accept in principle the Campbell Town Urban Design and Traffic Management Strategy and release the Strategy for public comment once the required editing changes have been made.	Project Officer	Community forum being planned for June 2017.	
19/09/2016	244/16	Confirmation Of Minutes - Northern Midlands Economic Development Committee	That Council note and investigate the following recommendation/s of the Northern Midlands Economic Development Committee: 1. That a Tas Motor Sports representative be invited to present at a forthcoming Council Workshop and our committee members be invited to join the workshop for this presentation. 2. That Council prepare an information sheet that provides rural businesses wanting to provide accommodation for itinerant workers with an understanding of the planning requirements/ regulations involved. ...	Project Officer	1. Representative to be invited to future Council Workshop. 2. Noted that this issue may be addressed by a LGAT/ DPIPWE taskforce - to be monitored.	
15/05/2017	149/17	Council's Social Recovery Plan	That Council adopt the Northern Midlands Social Recovery Plan and undertake a community education campaign to get the message about the	Project Officer	Community education campaign being planned.	

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Date	Min. Ref.	Details	Action Required	Officer	Current Status	Expected Date of Completion
			Plan and its operation out widely across the Northern Midlands.			
15/05/2017	152/17	Development Of The Translink Precinct Product Profile	That Council endorse the process for the development of the Translink Precinct Product Profile proposed by the Northern Midlands Economic Development Committee.	Project Officer	Noted.	
15/05/2017	160/17	Honeysuckle Banks Masterplan	That Council: i) accept in principle the Honeysuckle Banks Plan; ii) consider funding the minor works components of the plan in future Council budgets, and request Council Officers to seek to secure external grants to assist with the implementation of the full plan.	Project Officer	Complete.	
21/11/2016	312/16	Longford Recreation Ground 2030 Masterplan	That the matter be discussed at a future Council Workshop.	Project Officer	Reviewed at 6/2/17 Council workshop, further work awaited from consultant.	
20/03/2017	83/17	Longford Village Green Infrastructure Upgrade	That Council: i) authorise the immediate purchase of the Swirl and Carousel play units for stage two of the Longford playground development at a total cost of \$69,445; ii) apply to the State Government Community Infrastructure Fund for \$106,530.50 towards the cost of the Longford Village Green Upgrade Project.	Project Officer	Play units ordered, application lodged 29/3/17. Outcome awaited.	
15/05/2017	153/17	Longford Village Greens Playground Redevelopment: Stage Three	That Council, with regards to Stage Three of the Longford Village Green playground: i) Approves the replacement of the liberty swing with one of the alternative swing sets (with Model B being the preferred option if Australian Standards can be met); and ii) Approves an application being made to the Tasmanian Community Fund for cash assistance with the implementation of Stage Three of the playground development. iii) Assist Mrs Bell to seek additional funding, possibly through the disability sector, toward the cost of the disability swing.	Project Officer	Swing options being investigated.	
15/05/2017	151/17	Northern Midlands 'Ending Men's Violence Against Women' Campaign	That Council approve the Northern Midlands Ending Men's Violence against Women campaign.	Project Officer	Complete.	
20/02/2017	51/17	Proposed Longford Village Green Infrastructure Upgrade	That Council endorse an application to the State Government Community Infrastructure Fund for \$106,530.50 for the Longford Village Green Upgrade Project, and allocate \$106,530.50 in the 2017/2018 Council Budget to the Village Green Upgrade Project.	Project Officer	Play units ordered, application lodged 29/3/17. Outcome awaited.	
15/05/2017	144/17	Confirmation Of Minutes - Recommendations - Perth Local District Committee	That Council note and investigate the following recommendation/s of the Perth Local District Committee: That Council remove the fence and gate at the entrance to the Community Centre as it is a health and safety issue.	Corporate Services Manager	Latch on the front gate has been lowered by 300mm (still compliant with the standard AS 1926.01 2012). This should now make the latch more accessible to people with disabilities or the elderly.	
15/05/2017	144/17	Confirmation Of Minutes - Recommendations - Ross Local District Committee	That Council note and investigate the following recommendation/s of the Ross Local District Committee: The Ross Local District Committee request the Northern Midlands Council to consider fortnightly collection of green waste bins in 2017/2018 budget. And That Council's investigations include introduction of the service to the whole community and that Ross be considered as a possible trial site.	Corporate Services Manager / Engineering Officer	Future report to Council.	
20/02/2017	45/17	Mill Dam Reserve, Longford	That Council ii) Engage with JBS Swift and the Parks and Wildlife Service to collaborate with the undertaking of a plan of the Mill Dam which takes into consideration that the area is flood prone and local knowledge	NRM Officer	Actions on hold pending review of flood prone areas.	

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Date	Min. Ref.	Details	Action Required	Officer	Current Status	Expected Date of Completion
20/02/2017	45/17	Mill Dam Reserve, Longford	That Council iii) Engage a consultant to review Council's strategy; to assist with the consolidation of Council's position on all Council Public River Reserve lands on-going management and function into the future.	NRM Officer		
10/04/2017	126/17	Draft Placement Of Shipping Containers Bylaw	That the matter be deferred in order to seek clarification on the following: - Clarification in relation to when a property is sold, whether the purchaser would be required to apply for a permit on any existing container on the property; - Clarification of the meaning of wholly contained within a building	Senior Planner	Advice received. To be discussed at a future workshop.	
20/02/2017	58/17	Land Use And Development Brief	That council endorse the brief and call for tenders in accordance with Council's Code of Tendering and Procurement.	Senior Planner	4 Tenders received and reviewed by committee. Tenderers to be invited to present to Council staff.	30/06/2017
10/04/2017	120/17	Perth Structure Plan	That Council endorse the Perth Structure Plan and draft amendments to the planning scheme be prepared.	Senior Planner	Meetings held with TasWater and landowners.	
20/03/2017	93/17	Truck Parking – Council Land	That suitable sites for truck parking be determined by Council officers and the matter be discussed at a Council Workshop.	Senior Planner	For discussion at future workshop.	
15/05/2017	144/17	Confirmation of Minutes - Recommendations - Campbell Town District Forum	That Council note and investigate the following recommendation/s of the Campbell Town District Forum: The Campbell Town District Forum request Council expedite the selection and installation of steps at the Campbell Town swimming pool by the start of the 2017 swimming season.	People & Culture Business Partner	Steps have been ordered.	

LONG TERM ACTIONS

Date	Min. Ref.	Details	Action Required	Officer	Current Status	Expected Date of Completion
21/09/2015	249/15	Tom Roberts: Proposed Interpretation and Grave Upkeep	That Council: i) endorse the proposal for Tom Robert's interpretation at Longford and/or Christ Church Illawarra, and ii) enter into negotiations with Christ Church with regard to the upkeep of Tom Robert's grave.	Regulatory & Community Services Manager	Seeking approval of design from descendants. Submitted for inclusion in 2017/18 budget.	
18/05/2015	125/15	Glenorchy City Council Re: Council Reform	That Council defer any action on this request from Glenorchy City Council awaiting the outcome of current benchmarking project with neighbouring councils.	General Manager	Benchmarking project to be completed. Project expected to be finalised by June 2017.	
16/03/2015	63/15	Longford Horse Association	Approves expenditure of a maximum of \$2,000 from the Economic Development Committee budget to fund a consultant to review the proposed Longford Horse Trail to identify opportunities and restraints; and report back to Council.	General Manager	To be addressed as part of the Longford CBD Urban Design Plan.	
20/04/2015	105/15	Northern Midlands Towns Entrance Statements	That Council authorises officers to investigate the cost to design and implement entrance statements for: a) Avoca; b) Campbell Town; c) Cressy; d) Evandale; e) Longford; f) Perth; g) Ross; and list within the draft 2015/2016 budget for consideration	General Manager	Cressy and Ross - complete. Avoca design work nearing completion.	
23/01/2017	09/17	Street Trees Programme	That Council ... ii) undertake a survey and provide report on the existing services and available space to plant trees in accordance with the tree planting strategy (as listed in this report) for the main streets of Northern Midlands townships; and iii) engage a landscape architect or suitably qualified person to develop a Stage 1 Main Street Tree Program for the municipality.	Works Manager	In progress.	

Matters that are grey shaded have been finalised and will be deleted from these schedules

11 KEY ISSUES BEING CONSIDERED: MANAGERS' REPORTS

1. GOVERNANCE

a. Governance – Meetings/Conferences

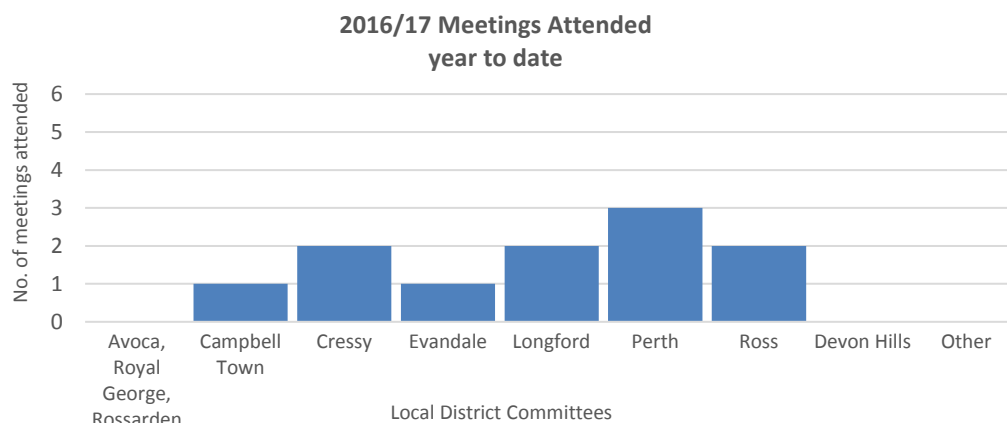
- Council meetings:

AGENDA – ORDINARY MEETING

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- Ordinary meeting 15 May
- Council Workshop:
 - 1 May
 - 8 May
- Executive Management Team:
 - 10 May
 - 24 May
- Staff Meeting
 - 2 May
 - 16 May
 - 30 May
- Community meetings:



- Other Meetings:
 - Met with Jenny McQuilkin, Misconduct Prevention (Research & Education) Officer, Integrity Commission
 - Attended Citizenship Ceremony
 - Attended meeting with Senator Jonathon Duniam
 - Met with Christie Denman
 - Attended meeting re Longford Recreation Ground - Amenities Redevelopment
 - Attended Economic Development Committee meeting
 - Met with Philp Lighton re Campbell Town Recreation Ground Complex Redevelopment
 - Met Jason Taylor and Eamonn Tierman, TasWater re parklets and Perth servicing
 - Met with Ben Marquis, Department of State Growth
 - Attended TasWater General Meeting
 - Attended LGAT Special General Meeting
 - Attended meeting with Maree Tetlow, CEO, Northern Tasmania Development Corporation
 - Attended Northern Region Shared Services meeting
 - Attended Stakeholders Meeting - Longford Recreation Ground Redevelopment & Amenities Upgrade
 - Met with ratepayer
 - Meetings with proponent re possible future development application
 - Attended meeting re Longford Recreation Ground Building Redevelopment Project
 - Met with president of Campbell Town Tennis Club re Campbell Town War Memorial Oval Precinct Redevelopment
 - Attended Stimulus Meeting

b. General Business:

- Health & Safety and Risk Management Review
- NBN Rollout
- Sub Regional Alliance
- Legal issues, leases and agreement reviews
- Interim Planning Scheme matters
- Road Construction
- Engineering Services

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26 JUNE 2017



- Drainage issues & TRANSlink stormwater
- Road and Traffic matters
- Resource Sharing
- Animal Control matters
- Buildings
- Tourism
- NRM North
- Recruitment, staff separations and management of general human resource matters
- Childcare matters
- Management Agreements and Committee Administration
- Office improvements
- Media releases and news items
- Grant application administration and support letters
- Local District Committee project support
- Event management
- Emergency Management
- Strategic Plan
- Local Government Reform
- Newsletters
- General correspondence.

c. NRM

- Continuation of delivery of NRM Facilitator Network Partnership with NRM North.
- On-going facilitation of Mill Dam Action Group and partnership relationships.
- Working with Southern Midlands Council regarding flooding concerns at Blackman River
- Customer Requests response, including but not limited to: Local District Committee's, Grant application support requests, weed complaint support requests.
- Community Engagement with supervised exhibition at Longford
- On-going participation support with local Landcare groups as requested and where required – Perth/ Evandale, Nile, Rossarden.
- On-going collaboration with Department of Primary Industries Parks Water and Environment, with particular focus on Bio-security regarding reported weed infestations.
- Participation with Development application assessment process (via referrals) as part of the Planning and Development team.
- Participation with Perth WSUD project delivery
- Continuation of relationship with TAS TAFE Horticulture Certificate II & III.
- Council representative to Tamar Estuary and Esk River (TEER) Scientific Technical Committee (STC).
- Continuation of property management planning support with Northern Midlands landholders and on-ground works applications, execution and reporting.

2. REGULATORY & COMMUNITY SERVICES

a. Animal Control/Compliance

- Respond and investigate complaints in respect to dog management, including issuing notices and fines, declaration of dangerous dogs, and attendance of Court hearings in respect to disputed dog matters
- Conduct routine dog patrols within the municipality
- Review and renew kennel licences within the municipality
- Conduct dog microchipping service
- Progressing municipal wide dog registration audit
- Respond and investigate complaints in respect to fire abatement, including inspections, issuing reminders and notices, engaging contractors to complete works, where required
- Undertake scheduled inspections and inspections arising from complaints regarding overhanging trees, issuing reminders and notices and engaging contractors to complete works, where required
- Conduct inspections of Council's free overnight camping facilities
- Undertaking review of Council's Overnight Camping Policy

AGENDA – ORDINARY MEETING

26 JUNE 2017



b. Community Services

- Tourism
 - Heritage Highway Tourism Region Association
 - Assisting with website upgrade, marketing activities, itineraries, newsletter and social media campaigns
 - Updating event directory
 - Providing support and information for all Northern Midlands Visitor Centres and provision of information to Regional Tourism organisations and tourism operators
 - Reprinting of town brochures when required
- Northern Midlands Business Association
 - Coordinating Northern Midlands Visitor & Information Centre
- Media and communications
 - Preparation of monthly double page spread Council pages in Northern Midlands Courier
 - Preparation of weekly Council advert in Your Region, Examiner
 - Preparation of articles for the LGAT newsletter and Local Government Focus Magazine
 - Preparation of media releases, speeches and communications for website, newsletters and Facebook page
- Events
 - Liaising with various organisations and community groups regarding holding events within the Northern Midlands
 - Advertising events through Council's web and social media publications
 - Commenced organisation of the 2017 Emirates Melbourne Cup Tour
- War Memorials
 - Refurbishment of BL 15lb Mark I No. 788 Field Gun, Ross seeking confirmation of commencement date
 - Progressing development of information brochures to commemorate Sergeant Lewis McGee VC
- Council Volunteer committees
 - Attendance at Local District Committee meetings and provide secretarial support
 - Liaising with Council's Management Committees
 - Maintaining Council's Volunteer Register
 - Requesting bi-monthly risk checklists be completed by facility committees of management
 - Liaising with booking officers regarding booking of Council facilities
- Citizenship ceremonies
- Emergency Management
- Health & wellbeing
 - Participating in the quarterly Northern Midlands Health Service Providers Forums
 - Member of the Northern Region Sport and Recreation Committee
 - Launch of Council's End Men's Violence Against Women Campaign
- Special projects & funding
 - Submitted applications to Building Better Regions Funding Stream for Ross Village Green development and TRANSLink Stormwater upgrade
 - Submitted funding application for Longford Village Green Playground and BBQ facility upgrade
 - Working with consultants to progress various master plans and community developments
 - Submitted funding application for Woolmers Lane Bridge renewal

c. Environmental Health

- Monitoring air, noise and water quality as required
- Advising in respect to development applications, as required
- Investigating reported breaches of environmental health matters
- Issuing food licences and conducting inspections
- Responding to general enquiries from the public on health matters
- Issuing Place of Assembly licences for events, as required
- Engaged local medical practice to undertake school immunisations in 2017
- Investigating environmental incidents, as required
- Investigating notifiable diseases, as required

AGENDA – ORDINARY MEETING

26 JUNE 2017



d. Regulatory

- Review and update of Council's Policy Manual
- Delegations register review
- Legislative Audit review
- Compliance monitoring

3. CORPORATE SERVICES

a. Customer Service

- Member of the National Local Government Customer Service Network.
- Service Tasmania contract for customer services in Campbell Town.
- Policy reviews and feedback review.

b. Finance

- Rates and dog licence issue & collection, valuation maintenance and adjustments, supplementary valuations, street numbering, electronic receipting & direct debit systems, interest and penalty.
- Pension rebates claims and maintenance, classification for two rebate maximums, verification of data.
- Sundry Debtors, and aging account review.
- Creditor payments and enquiries. ABN administration. Electronic Ordering and committals.
- Payroll, ETP calculations, payroll tax, child support, maternity leave, PAYG & annual summaries, superannuation, salary sacrifice, Workplace Legislation changes, EB provisions, salary reviews, staff training, leave accrual adjustments, leave loading calculations, Councillor allowances and expenses, Workers Compensation claims and payments, Award adjustments, sundry HR and policy issues.
- Appoint new Debt Collection Service. Review Debt Collection services, and issue 142 Debt summons/warrants.
- Budget adjustments, End of Year Financials, KPI return, Asset Management, Fleet Hire, Long Term Financial Planning, Audit and Annual Report.
- Grants Commission information, sundry grant reporting and auditing. Committee financial management support and auditing. Related Party Disclosure procedure introduced.
- Stimulus loan funding applications, administration and repayment procedures.
- Property ownership, licences and leases, property committee, aged care unit tenancy, unclaimed monies register, Public Land Register, and sports centre management support.
- Records Management, archives, scanning and disposal process, new resident's information, council information policies and procedures. Two staff attended ECM Conference in Melbourne and made presentation on implementation of new version to other councils.
- Banking & Investments, Direct Debit, Ezidebit, BPay Billing etc. and setup alterations.
- Rate System issues, 2016/17 Rating and Budget issues, General Finance, ABS Data Collection, and Grant Funding issues, Tax issues including GST, PAYG, FBT, Fuel & Land Tax, and Northern Finance committee.
- Cemetery management, onsite map display and website databases.
- Roads to Recovery work schedules, mapping, Annual Report and quarterly reports.
- Childcare financial reporting, audit, budgets & fee schedule reconciliations. Service support and account issues. Additional Perth School After School Care service reference group setup. Review lowering of school age implications on service. Review replacement of BBF funding in 2018/19.
- General accounting, customer service, feedback survey, correspondence and reports.
- Audit & Audit committee procedures, processes and support.
- Waste Transfer Station Management issues, Kerbside waste collection contract issues and special clean-up service.
- General Office support and attendance of meetings, reports, emails & phone enquiries.
- Tooms Lake & Lake Leake ownership transfers, caretaker support, licence fee review issues, and contract issues.
- Street lighting contract & aurora pole reporting and maintenance.
- Community events and Special Projects support/funding.
- Light Fleet Management.
- LG Benchmarking Project.

c. Risk Management

- Risk Management register review.

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- safety management and reporting
- drug & alcohol testing administration
- contractor and volunteer management/induction/audits
- SDS Register and database
- Plant risk assessments
- Swimming pool risk management
- Recreation ground risk audit
- Emergency Management meetings, EM Plan reviews, Emergency Risk Register, Strategic Fire Plan meetings, Emergency desktop exercise planning and general administration issues.

c. Insurance

- Insurance renewals and policy maintenance.
- Risk Register review and audits.

d. Information Technology

- Server and desktop maintenance.
- New computer setup and minor upgrades of other IT equipment.
- Open Office Software upgrades and enhancement requests.
- GIS maintenance and training.
- Disaster Recovery & IT backup maintenance.
- New and old Council Websites, and Town / Local District Committee website maintenance and upgrades.
- Infonet system maintenance.
- ApproveTas maintenance and replacement.
- Cemetery database maintenance.
- Office telephone system maintenance & Mobile phone plan review.
- Sundry database creation and maintenance.
- Mobile device applications implementation, and remote access logins.
- Building security systems maintenance.
- Microsoft software maintenance.
- Maintain photocopiers and printers.
- Advanced IT security implementation and training.
- WiFi network and hotspots.
- Fleet tracking.
- ECM maintenance & training.
- Office renovation arrangements and setup.
- Delegations software implementation.

4. DEVELOPMENT SERVICES

a. Policy

- Ongoing review of policies.
- Ongoing review of work programs and standard operating procedures.
- Regular planning and building assessment unit meetings.
- Participation in the Economic Development Committee.
- Pursue development of tyre recycling facility.
- Participation in Launceston Gateway Project – Demand Analysis.
- Pursue preparation of Land Use and Development Strategy.
- Perth Structure Plan.
- By-Law preparation.

b. Building.

- Follow up of illegal building works continues
- Plumbing and building inspections and assessments continue, however these have started to slow down
- Update of workflows and procedures to ensure compliance with new legislation
- Administration Officer – Development Services has been filled by an internal move. Michelle Campbell from Corporate Services has taken on this position
- Staff resignation – Henk Koster (Building & Compliance Officer) who finished working with Council on 8 June 2017

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- Recruitment has commenced to replace the Building & Compliance Officer position

c. Planning

- Participation in the Launceston Gateway Precinct Master Plan project working group.
- Participation in Regional Planning Scheme issues.
- Attendance at State Planning Provisions hearings.
- Consideration of Planning Directives.
- Consideration of proposed planning legislative amendments.
- Ongoing review of procedures.
- Management of Perth Structure Plan project.
- NMC Land Use Strategy.
- Response to enquiries and development opportunities.
- Amendments to interim scheme.
- Assessment of development proposals.
- Liaison with appellants and RMPAT regarding Planning Appeals.

d. Compliance

- Permit conditions – Structured review of compliance with planning permit conditions – ongoing.
- Building audit – ongoing.
- Service of Building and Planning Notices.
- Prosecution for illegal buildings and works ongoing as required.
- Signage.

5. WORKS & INFRASTRUCTURE

a. Asset Management

- New asset information collection and verifications– ongoing.
- Programmed inspections of flood levee and associated infrastructure – ongoing.

b. Traffic Management

- Liaising with Department of State Growth to resolve traffic issues within municipality.
- Traffic counts on roads throughout the municipality – ongoing.

c. Development Work

- 4 Lot Pegasus subdivision Ross at practical completion.
- Stage 2 of Holliejett subdivision (3 lots) in Edward Street, Perth has reached practical completion.
- 5 lot Chugg subdivision in Malcombe Street, Longford has reached final completion.
- 4 Lot Unathi subdivision has reached practical completion.

d. Waste Management

- Input into Regional Waste Management discussions – ongoing.
- Regular safety audits of all sites – ongoing.

e. Tenders and Contracts

- Tenders for Bridge 1300, Rossarden Road and Bridge 3725 McShanes Road have been awarded, work on site to start in August, weather permitting.

f. Flood levee

- Programmed monthly/ bi-monthly inspections of flood levee carried out by Works and Infrastructure staff.
- Comprehensive 5 yearly inspection by qualified Dam Engineer in currently progress, as required by State Government permit.

g. Engineering

- Input into Northern Regional Infrastructure group – ongoing.
- Hydraulic modelling of stormwater system in Western Junction Industrial Area – ongoing.
- Development of stormwater plans for all towns as required by the *Urban Drainage Act 2013* – ongoing.

h. Capital works

- Malcombe Street.

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12 RESOURCE SHARING SUMMARY FROM 01 JULY 2016

Attachments: Section 1 – Page 48

Prepared by: *Martin Maddox, Accountant/Executive Officer*

Resource sharing summary for the period 1 July 2016 to 31 May 2017 was circulated in the Attachments.

13 VANDALISM

Prepared by: *Jonathan Galbraith; Engineering Officer*

Incident	Location	Estimated Cost of Damages		
		May 2017	Jun 2016 – May 2017	May 2016
Break in at Hay St Depot, tools and computer hard drive stolen	Longford	\$ 2,000		
Damage to toilet cisterns	Campbell Town	\$ 100		
TOTAL COST VANDALISM		\$ 2,100	\$ 15,640	\$ 1,300

14 YOUTH PROGRAM UPDATE: MAY 2017

Prepared by: *Amanda Bond, Regulatory & Community Services Manager*

Council contracts Longford and Launceston PCYCs to provide youth programs in Evandale, Perth and Longford. Four sessions have been held at Longford (Friday evenings) over May, with a total of 34 participants. This number is slightly lower than usual.

Attendance at Perth has been consistent across the four sessions in May with the focus of the sessions being on team based activities and committing more time to being a little more resilient. In Evandale there continues to be strong local support with strong numbers at each session.

- Perth – 4th = 7, 11th = 11, 18th = 10 and 25th = 8 – TOTAL = 36
- Evandale – 5th = 18, 12th (not held due to poor weather and no caretaker) and 19th = 27 – TOTAL = 45

Council also contracts National Joblink (NJL) to provide youth mentoring programs at Cressy and Campbell Town District High Schools, during school terms (five hours per fortnight per school). The programs provided to each school are tailored to the needs of the school.

In Term 2 at Campbell Town District High School NJL have been focusing on the following areas:

- Pathway planning with senior students including resume writing and interview skills
- Winter sports activities;
- Learner licence testing.

In Term 2 at Cressy District High School NJL have been focusing on the following areas:

- Working in the Grade 7 & 8 classrooms including one on one sessions with students.

It is noted there have been some disruptions to usual routine due to Nap Plan and other school commitments this term.

15 STRATEGIC PLANS UPDATE

Prepared by: *Lorraine Green, Project Officer*

STRATEGIC PLANS SPREADSHEET CURRENT AS OF 4 APRIL 2017

Strategic Plans By Location & Consultant	Start Date (contract signed)	Completion Date (report accepted by Council)	Current Status
Blessington			
Feasibility Study: Investment in Ben Lomond Skifield Northern Tasmania (TRC Tourism)	Jun-15	Nov-15	a) Ongoing collaboration with Parks and Wildlife Services and other key stakeholders to progress implementation of report recommendations b) Potential private investor showing interest

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Strategic Plans By Location & Consultant	Start Date	Completion Date	Current Status
Campbell Town			
War Memorial Oval Precinct			
a) Development Plan (Jeff McClintock)	Apr-14	Dec-14	Council requested assessment of the viability of the Multi-Function Centre
b) Financial & Economic Analysis Report (Strategy 42 South)	Jun-15	Dec-15	a) Appendix to the report requested: resultant 'Indicative Financial Analysis of Multi-Function Centre' discussed at Feb 2016 Council Workshop b) National Stronger Regions Fund application lodged Mar 2016 seeking \$750,000 towards Multi-Function Centre c) Election commitment by Liberal Govt to fund Multi-Function Centre \$750,000. Advice received Sept 16 that election commitment would be funded through the Community Development Programme. Advised 9 Jan 2017 that Federal Minister has signed the release of the funds. Draft funding agreement reviewed and returned 18 Jan 2017. d) Oct 16: Council engaged Philip Lighton Architects to undertake the detailed design work for the precinct: draft concepts received Dec 2016. Reviewed by Stakeholder Group and presented at February Council workshop. On agenda for Feb 2017 Council Meeting. e) Oct 2016: request to Guy Barnett MP for advice re opportunities to access state govt funding f) Oct 2016: application lodged with Sport and Recreation Tas for \$80,000 towards oval improvements: outcome unsuccessful g) 17 Jan 2017: Council advised state govt has approved \$1,000,000 for the Multi-Function centre through the Northern Economic Stimulus Package h) Nov 2016: Council contracted JMG to design and document the new oval lighting. 17 Jan 2017: Northern Economic Stimulus package funding secured to upgrade oval lighting i) Dec 2016: Request to Philp Lighton Architects for a layout plan & concept sketches for improvements around the cenotaph & a display area in entrance to the Multi-Function Centre. Plans received Jan 2017 and state budget submission made for \$158,000 to fund the cenotaph precinct upgrade j) Feb 2017 Council resolved to proceed with the regional size facility. Draft plans received March 2017 and has been signed off by GM k) Development Application P17-126 received on 8 May 2017.
CBD Urban Design and Traffic Management Strategy	May-16		GHD presented to Council 28 Nov 2016 Workshop on outcome of community consultation: discussed changes required to draft strategy: draft master plan due 6 April 2017 Feb 2017: State Government budget submission made for matching funding for the implementation of the Main Street component of the urban design strategy Strategy adopted for consultation purposes at May 2017 meeting.
Cressy			
Swimming Pool Master Plan (Loop Architecture)	Dec 15?		Draft Master Plan received May 2016: structural assessment approved Aug 2016
Recreational Ground Master Plan (Lange Design)			Quotes for development of the Master Plan received from Lange Design and JMG. On Council Feb 2017 Meeting agenda - closed council 17 Jan 2017: confirmation that the state govt has approved \$220,000 for the ground upgrade through the Northern Economic Stimulus Package Feb 2017: Lange Design and Loop Architecture contracted to develop the master plan. Anticipated completion date mid July 2017

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Strategic Plans By Location & Consultant	Start Date	Completion Date	Current Status
Evandale			
Honeysuckle Banks			
a) Master Plan (Jeff McClintock)	Oct-15		Draft master plan released for community consultation Jan 16: discussed at council workshop & need for the plan to be reviewed in light of frequent flooding of the reserve.
b) Review of Master Plan (Lange Design)	Oct-16		Draft plan received: presented at Feb 2017 Council Workshop: Lange Design requested to revise the plan. Revised plan received 9 March 2017. At May 2017 Council meeting, Council i) accepted in principle the Honeysuckle Banks Plan; ii) consider funding the minor works components of the plan in future Council budgets, and iii) request Council Officers to seek to secure external grants to assist with the implementation of the full plan.
Morven Park Master Plan (Lange Design)	Nov-16		work underway 17 Jan 2017: Northern Economic Stimulus Package funding secured for the oval lighting upgrade March 2017 assisted with application for solar panels on clubrooms Anticipated completion date for the master plan: mid July 2017
Longford			
Community Sports Centre Master Plan	Feb-15	Jun-15	a) June 2016: application requesting \$504,722 GST excl. lodged with State Government Regional Revival Program including a business plan. Advised Sept 2016 application was unsuccessful b) 17 Jan 2017: Council advised State Govt has approved \$1,000,000 for the centre upgrade through the Northern Economic Stimulus Package
Visitor Appeal Study (Bill Fox and Associates)	Jan-15	Jun-15	Recommendations implemented include the establishment of a local business & tourism group, development of a destination playground, upgrading of lighting & displays at Visitor Information Centre at JJs, and development of a Place Activation Plan
Place Activation Plan (Village Well) (Accompanying Traffic Issues report by MRCagney)	Sep-15	Jan-16	Recommendations implemented include establishment of an Activation Team to lead the change, and employment of a Project Champion 1 day/week Feb-Sept 2016 to assist the Activation Team with development of Longford brand logo, Longford tourist tear-off map and street beautification
CBD Urban Design Strategy (Lange Design and Loop Architecture)	May-16		Site Investigation Report completed October 2016. Community Information Gathering Workshop held 7 December 2016. Draft Urban Design Strategy being prepared. Parklet design & plans being progressed Draft Urban Design Strategy adopted May, for further consultation.
Recreation Ground Master Plan (Lange Design)	Dec-15	Nov-16	External funding sources being pursued. 17 Jan 2017: Council advised State Govt has approved \$550,000 for the Ground Amenities Upgrade through the Northern Economic Stimulus Package. Tenders close 15 March 2017 Nov 16: Council contracted JMG to design and document new oval lighting. 17 Jan 2017 Northern Economic Stimulus Package funding secured to fund the oval lighting upgrade Draft Master Plan submitted Nov 2016; discussed at Council's 6 Feb 2017 Workshop Draft master Plan to be submitted to July Council meeting.
Village Green			Jan 2017: costings & plans being developed for Village Green Upgrade including new BBQ shelter, picnic furniture & stage 2 of play space. March 2017 Council submitted an application to the state govt Community Infrastructure Fund for 50% of the cost of stage 2 of the playground and to be allocated (\$106,530.50) in the 2107/18 budget

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Strategic Plans By Location & Consultant	Start Date	Completion Date	Current Status
			Report on stage three of the playground development going to May 2017 Council Meeting
Woolmers Bridge			Jan 2017: Lange Design contracted to develop landscape concept plan and landscape construction documents Application being prepared for the Bridge Renewal Program. Deadline 15 May 2017 12 tonne load limit placed on structure on 6 June.
Perth			
Recreation Ground Master Plan (Lange Design)	Jul-15	Oct-16	External funding sources being pursued 17 Jan 2017: Northern Economic Stimulus Package funding secured for the oval lighting upgrade
Community Centre Development Plan, (Loop Architecture) addressing collective & shared functions with adjacent Primary School & Recreation Ground	Oct-15		Briefing notes from key stakeholder sessions received 25 Feb 2016 Draft concept plans submitted to Council Draft concepts to be directed to workshop in July/August 2017.
Town Structure Plan (GHD)			Community feedback on draft plan closed 18 November 2016. Two design strategy options submitted. Perth Structure Plan adopted by Council on 10 April 2017.
Sheepwash Creek Open Space Plan (Lange Design, GHD Woodhead)			Contract with NRM North signed December 2016 to access funds through National Landcare Program Investment in Tamar River Recovery Plan Dec 2016: West Perth Flood Mitigation Working Group established Draft concept plans received from GHD Woodhead Lange Design requested to prepare Water Sensitive Urban Design (WSUD) for the open space on eastern side of subdivision
Ross			
Swimming Pool Master Plan (Loop Architecture)	Dec 15		Draft Master Plan received May 2016: structural assessment approved August 2016 Final report to be presented to workshop in July/August 2017
Village Green Master Plan	Jun-16	Dec-16	Council accepted Master Plan in principle at 12 December 2016 Council Meeting. 13 Jan 2017: cost estimate for design and documentation, tender process and project management received from JMG 17 Jan 2017: Council advised State Govt has approved \$300,000 for the implementation of the Master Plan through the Northern Economic Stimulus package Feb 2017: Application lodged with the Building Better Regions Fund for \$237,660 to enable the master plan to be implemented in its entirety. Outcome anticipated July 2017 Feb 2017: Lange Design and Loop Architecture contracted to manage the implementation of the master plan Concept design presented to Council workshop on 8 May.
Western Junction			
Launceston Gateway Precinct Master Plan Freight Demand Analysis Report (SGS) Master Plan	Oct-15	May-16	Council approved the preparation of a brief for the precinct master plan at the Sept 2016 Council Meeting
Translink Stormwater Upgrade Project			Applications lodged with National Stronger Regions Fund 2015 & 2016: unsuccessful Application submitted Feb 2017 to the Building Better Regions Fund for \$2,741,402 (total project cost is \$5,482,805: council's contribution is \$1,525,623 and the Woolstons \$1,215,780)

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16 STRATEGIC PROJECTS OUTCOMES AND DELIVERY 2017-2027

Prepared by: Departmental Managers

Progress Report:

Not Started (obstacles)
 On Hold
 On Track
 Completed

	Underway	2017 - 2020	2020 - 2027	Ongoing	Status	Comments
GOVERNANCE						
Local Government Reform	✓	Review	Review	✓	On Track	Northern Tasmanian Councils meet on 31 January 2017 re the Resource Sharing Study and in particular, Phase 1 Status update. NMC has provided the data requested. Meeting held 17 May 2017.
Elected Members Development and Annual Plans		✓	Review	✓	Not Started (obstacles)	Policy and Annual Plan to be prepared.
People and Culture Plan	✓	✓	Update	✓	On Track	Framework utilised for recruitment is best practice ensuring the best suited applicant is appointed to each vacancy. Admin Officer – Development Services (Michelle Campbell) appointed. Currently recruiting for Casual Early Childhood Educators, so that a pool of resources are available to cover periods of leave as required. Employment relations are professional, fair and consistent, when performance discussions need to take place. Policy and Procedure development, review and implementation continuing. The Workplace Behaviour Policy suite has been updated. New policies – Employee Assistance Policy, Training & Development Policy, Employee Entertainment & Staff Expenditure Policy, Motor Vehicle Policy and Working in Remote & Isolated Areas Policy and Procedure have all recently been completed, communicated and implemented. Performance appraisals for 2017 have been distributed to management, aiming for completion of these by 3 July 2017. Skills funding application for staff training was approved, which enables staff to attend training worth almost \$22,000 for a cost to Council of \$4,000 NMC indoor staff uniform, complete with logo will go live from 1 Nov 2017.
Best Business Practice, Governance and Compliance	✓	Update	Update	✓	On Track	Legislative Audit in progress. Delegations review in progress. Policy Manual update in progress. All tasks ongoing.
Media and Marketing		Update	Update	✓	On Track	Communications officer engaged. Communications Strategy and Framework to be developed. Expanding Council's communications through social media and other publications.
CORPORATE SERVICES						
Asset Management Plan Annual Review	✓	✓	Review	2017 - 2027	On Track	Building Asset Management Plan updated for building componentisation, adopted by Council at May 2017 meeting.
Annual Budget and Quarterly Review	✓	✓	Review	2017 - 2027	On Track	Draft Long Term Financial Plan updated for Accelerated Stimulus loan funding, and mid-year budget review adopted by Council at May 2017 meeting.
Information Technology Upgrade Program	✓	✓	Review	2017 - 2027	On Track	Website redevelopment at final design stage, quotes sought for financial software upgrades, and for hosting ECM in cloud.

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	Underway	2017 - 2020	2020 - 2027	Ongoing	Status	Comments
Emergency Management	✓	✓	Review	2017 - 2027		Next municipal emergency meeting scheduled in June 2017, updated Emergency Recovery Plan adopted May 2017 by Council.
Workplace Health and Safety Action Plan Annual Review	✓	✓	Review	2017 - 2027		Revised WHS action annual plan under development with officer.
Customer Service Standards	✓	Review	Review	Review		Customer Service Charter reviewed in June 2016. Customer Service Feedback device available at counter and on website. LGAT state-wide community satisfaction survey scheduled December 2017. Departmental review including Customer Service Standards completed for Planning & Development.
DEVELOPMENT SERVICES						
Land Use and Development Strategy		✓	Review	2017 - 2018		4 tenders received and reviewed by committee. Tenderers to be invited to present to Council staff.
Tasmanian Planning Scheme Integration	✓	✓	Review	2017 - 2020		Sent to TPC in April 2017, awaiting feedback.
REGULATORY & COMMUNITY SERVICES						
Strategic Projects Team						
Economic Development Master Plan - Prepare, Prioritise, Implement	✓	✓	Review	✓		In progress
Strategic Infrastructure Projects						
Launceston Gateway Precinct Master Planning	✓			2017 - 2020		Listed as a component of the Municipal Wide Land Use Strategy
Northern Midlands Rural Processing Centre	✓	✓	✓	2017 - 2020		Combined with Launceston Gateway Precinct component of the Municipal Wide Land Use Strategy.
Perth Town Structure Plan	✓			2017 - 2018		Council has endorsed the plan and draft amendments to planning scheme to be prepared
Perth Community & Recreation Centre & Primary School Integrated Master Plan	✓			2017 - 2018		Awaiting report for presentation to Council.
Sense of Place Planning - all villages and towns	✓	✓	✓	✓		Master planning for townships underway.
Longford CBD Urban Design Strategy	✓	✓				Released for public consultation.
Longford Place Activation Plan	✓	✓				Complete.
Campbell Town CBD Urban Design and Traffic Management Strategy	✓	✓	✓	✓		Released for public consultation
Campbell Town War Memorial Oval redevelopment	✓			2017 - 2020		Design finalised, development application to be submitted, tenders to be sought
Ross Town Centre Park Development Master Plan	✓			2017 - 2020		Design finalised, development application submitted.
Ross Swimming Pool Master Plan	✓			2017 - 2020		Hope to report to July Council meeting
Cressy Recreation Ground Master Plan		✓		2017 - 2020		Initial consultation complete, priorities identified, awaiting concept
Cressy Swimming Pool Master Plan		✓		2017 - 2020		Hope to report to July Council meeting
Evandale Morven Park Master Plan		✓		2017 - 2020		Initial consultation complete, priorities identified, awaiting concept

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	Underway	2017 - 2020	2020 - 2027	Ongoing	Status	Comments
Honeysuckle Banks Master Plan		✓		2017-2020		Plan accepted in principle, minor works to be funded through Council budget, major works to be funded externally
Feasibility Study: Investment in Ben Lomond Ski Field Northern Tasmania	✓	✓		✓		Study being driven by external stakeholders, Council support provided when requested.
Economic Development						
Economic Development Master Plan Strategy Delivery		✓	✓	✓		To be implemented once developed
Economic Development (incl. Tourism) Strategy Delivery		✓	✓	✓		To be implemented once developed
Tourism Strategy Implementation		✓	✓	✓		To be implemented once developed
Community Development						
Youth and Ageing Strategy		✓	Review	✓		Not yet commenced.
Discrimination Strategy		✓	Review	✓		Not yet commenced.
Family Violence Strategy		✓	Review	✓		Not yet commenced. Council launched End Men's Violence Against Women campaign
Supporting Health and Education Programs	✓	✓	Review	✓		Participating in the Northern Health Providers Networks meetings. Review in progress of implementation of Further Education Bursary program.
Supporting Employment Programs	✓	✓	Review	✓		Participation in the Northern Midlands Business Partnership Group meeting coordinated by Beacon Foundation. Participate in LGAT special interest groups on a quarterly basis. Support Work for the Dole program. Participate in work experience and University placements.
Supporting Sport and Recreation Programs	✓	✓	Review	✓		Participation in quarterly northern Sport & Recreation meetings. Planning and implementation of upgrade to Council owned sporting facilities underway. Support provided to participants in sporting activities on a state and national level.
Social Recovery Plan	✓			✓		Review complete
Disability Action Plan	✓			✓		Review complete
Cohesive Communities and Communities at Risk		✓	Review	✓		Not yet commenced.
Regulatory						
Legislative Audit	✓			✓		Review of all legislation in progress, response due end of February. Anticipated review and report to June or July meeting
Delegations Reviews	✓			✓		Ongoing review progress
Council Policy Manual Review	✓			✓		13 policies due for review, relevant managers and officers notified, schedule for review in place
WORKS & INFRASTRUCTURE						
TRANSlink Precinct Renewal - Stormwater	✓	✓		2017 - 2020		Process of land acquisition underway. Seeking grant assistance to fund planned works.
Campbell Town War Memorial Oval	✓			2017 - 2020		Development Application P17-126 submitted.
Longford NM Sport and Fitness Centre		✓	✓	2017 - 2020		Draft design plans awaiting approval. Stimulus funding obtained to complete works.
Evandale Honeysuckle Banks				2017 - 2020		Masterplan complete. Only minor works to be undertaken.
Nile Road Upgrade		✓	✓			Included in Roads 5 year Capital Works program.

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	Underway	2017 - 2020	2020 - 2027	Ongoing	Status	Comments
Stormwater Management Plans	✓	✓	Review	2017 - 2027		Initial data collection survey complete. Model build for all Towns in progress.
Waste Management 2017 - 2020		✓	Review	2017 - 2027		Member of the Northern Waste Management Committee. WTS disposal and supervision contracts tendered for long term provision of services.
NRM Program Collaboration	✓	✓	Review	✓		
Longford Recreation Ground Master Plan	✓	✓				Artas appointed to design.
Sheepwash Creek	✓	✓				Works progressing, sediment basin concreting partially complete.

17 ANIMAL CONTROL UPDATE

Prepared by: Tammi Axton, Animal Control Officer

Kennel Licences – There have been 2 new applications for Kennel licences

Registration Audit of the Municipality – A registration audit has commenced. A relief officer has been employed to help with this. The audit is currently being done when an officer is available.

Infringements – 8 infringements have been issued in May.

Procedures – ACO has been writing new procedures to ensure they are correct.

Attacks – There have been 2 minor attacks where infringements have been issued

18 PARKS & LEISURE AUSTRALIA CONFERENCE 2017

Prepared by: Amanda Bond, Regulatory & Community Services Manager

Council's Regulatory & Community Services Manager attended the Victoria/Tasmania annual Parks & Leisure Conference in Creswick, Victoria on 23 and 24 May 2017.

The conference comprises of a series of presentations and workshops on a range of different themes and current projects occurring in municipalities across the two states.

The Regulatory & Community Services Manager presented a workshop session jointly with the Recreation Coordinator of Meander Valley Council. The theme of the workshop was "Building sport participation through fires, floods and obesity epidemics."

During the workshop the officers presented on current projects in Meander Valley, Northern Midlands and West Tamar, and concluded with a group exercise on tackling an obesity epidemic.

The Northern Midlands Council projects presented were:

- Longford Village Green Playground;
- Campbell Town War Memorial Oval upgrade;
- Longford Velodrome; and
- Northern Midlands Health & Fitness Centre upgrade.

The presentation was very well received and delegates were predominantly interested in the Longford Village Green Playground, in particular, the data available to Council around its use and the number of calories burned since its installation. It was suggested Council submit the Longford Village Green Playground to be considered for an award at the 2018 Victoria/Tasmania Parks & Leisure Conference.

19 SKILLS FUNDING APPLICATION APPROVED

Prepared by: Samantha Dhillon, People & Culture Business Partner

Purpose of Report

To advise Council of a skills fund application that will assist our employees, by way of training, that has recently been approved.

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26 JUNE 2017



Introduction/Background

The People & Culture Business Partner submitted an application in March 2017, through recognised and endorsed training provider, NDA Tasmania, seeking funding for employee training.

The Existing Workers Stream (skills fund program) is designed to address the needs of employers, industry associations, regional groups and small businesses, with an aim to supporting existing workers attain skills to further their careers and support workforce stability.

Council has been fortunate in securing this funding, which means our employees can attend some much-needed training in the areas of IT (Word, Excel, Outlook) and business skills (Time Management, Conflict Resolution, Effective Supervision). One employee will also be undertaking a Certificate IV in Project Management.

The skills funding that has been approved amounts to almost \$22,000 worth of training, that Council will be responsible for a contribution payment of just over \$4,000.

This training will commence and progress over the next six to eight months, as it all needs to be completed within twelve months of the application being approved.

Strategic Plan 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead – Workforce Standards
 - Core Strategies - People & Culture Framework generates professionalism
 - The People & Culture Framework is best practice

Financial Implications

The approval of the skills funding, is a huge saving for Council. Specifically, in the amount of approximately \$16,000 in Council's favour.

Officer's Comments/Conclusion

The approval of this skills fund application, is a good news story for Council and its employees. Thus meaning, the majority of indoor employees and some members of the outdoor workforce can attend training, which will enhance their understanding of Microsoft Office products, enabling them to more efficiently use these programs which results in increased productivity for Council. It is also a big saving to the budget allocated to employee training.

20 2017 EMIRATES MELBOURNE CUP TOUR

Prepared by: Georgina Brown, Executive & Communications Officer

On Monday, 30 May 2017, the Victorian Racing Club announced the Northern Midlands Council was successful in its application for the Emirates Melbourne Cup to visit Longford on its annual tour of Australia and New Zealand.

The iconic 18-carat gold cup is scheduled to visit Longford on Wednesday, 27 September 2017.

The visit provides a wonderful opportunity to celebrate Longford's rich horse racing history and local connections to the 'race that stops a nation™'.

Council Officers are working with stakeholders and community groups to coordinate a program for the tour's visit.

The day includes visits to a local district high school and community care facilities, a Community Fun Afternoon and charity fundraiser.

Once the full program is finalised, Council officers will promote the event through the Country Courier, the Examiner Your Region section, Council's Facebook page, Local District Committees and local businesses.

DECISION

Cr

That the Information items be received.

AGENDA – ORDINARY MEETING

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DEV 1 MONTHLY REPORT: DEVELOPMENT SERVICES

Responsible Officer: Des Jennings – General Manager

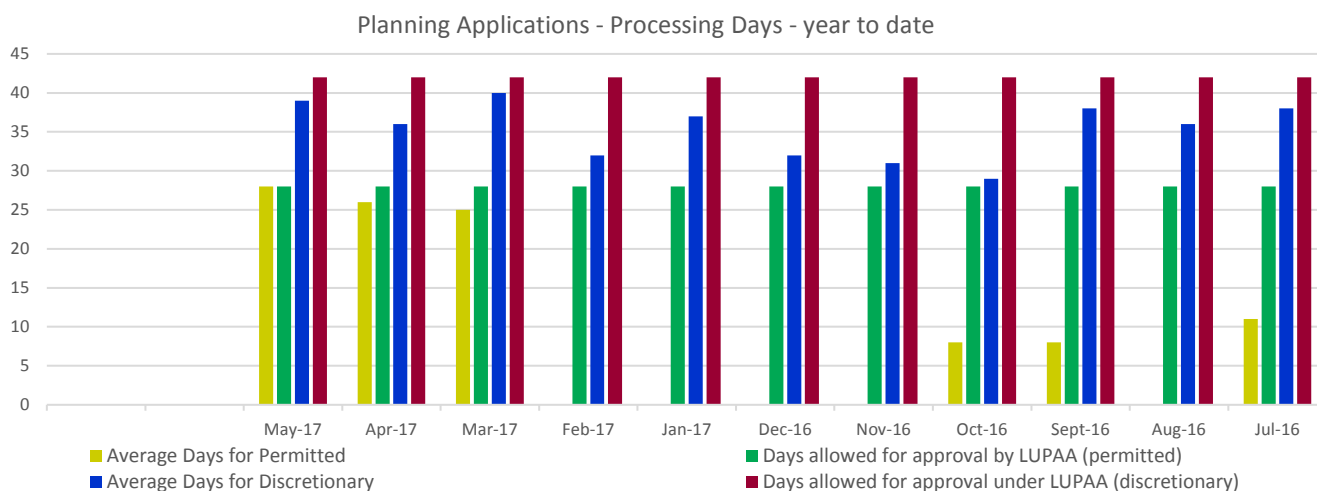
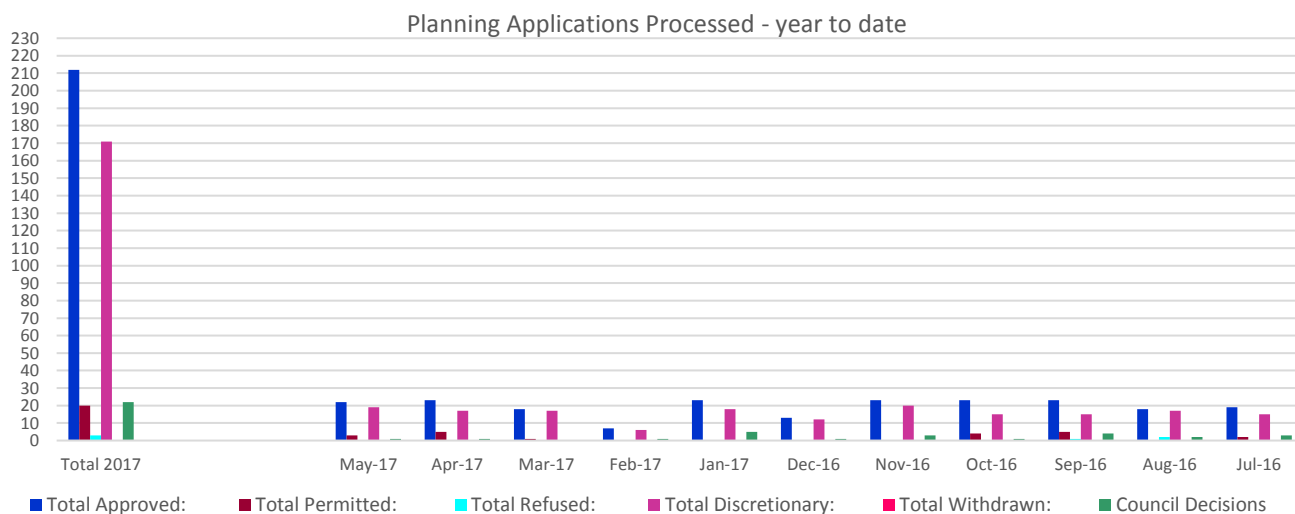
1 PURPOSE OF REPORT

The purpose of this report is to present the Development Services activities as at the month end.

2 DEVELOPMENT SERVICES REPORTING

2.1 Planning Decisions

	Total 2016	May-17	Apr-17	Mar 17	Feb 17	Jan-17	Dec-16	Nov-16	Oct-16	Sept-16	Aug-16	Jul-16
Total Approved:	212	22	23	18	7	23	13	23	23	23	18	19
Total Permitted:	20	3	5	1	0	0	0	0	4	5	0	2
Average Days for Permitted		28	26	25		0	0	0	8	8	-	11
Days allowed for approval by LUPAA		28	28	28	28	28	28	28	28	28	28	28
Total Exempt under IPS:	12	0	0	0	0	0	1	2	3	3	1	2
Total Refused:	3	0	0	0	0	0	0	0	0	1	2	0
Total Discretionary:	171	19	17	17	6	18	12	20	15	15	17	15
Average Days for Discretionary:		39	36	40	32	37	32	31	29	38	36	38
Days allowed for approval under LUPAA:		42	42	42	42	42	42	42	42	42	42	42
Total Withdrawn:	0	0	0	0	0	0	0	0	0	0	0	0
Council Decisions:	22	1	1	0	1	5	1	3	1	4	2	3



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May 2017

Project	Details	Address	Applicant	No of LUPAA days	Perm / Disc / Exempt
DELEGATED DECISIONS					
P17-021	Dwelling (vary setbacks in rural zone)	21 Nevin Street, ROSSARDEN	S Nevin	41	D
P17-032	Dwelling additions/alterations, re-roof, lime wash & vegetation removal (partially retrospective) - local heritage-listed place	44 Lewis Street, LONGFORD	Aidan John Fleming	37	D
P17-052	Alterations, additions & change of use of heritage listed dwelling to Visitor Accommodation & function venue (irrigation district)	Vaocluse' 643 Glen Esk Road, CONARA	David Denman & Associates	42	D
P17-053	Demolition of lean-to & replacement/repairs/maintenance of roof, guttering, weatherboard cladding & gateway (heritage listed place in heritage precinct)	61 Wellington Street, LONGFORD	P & P Carswell Superannuation Fund	34	D
P17-069	Alterations and additions to heritage-listed building in heritage precinct (within 50m of railway)	27 High Street, EVANDALE	A Powell & A Armstrong	42	D
P17-074	Shed (vary rear & side (E) setbacks)	76 Seccombe Street, PERTH	L Selby	28	D
P17-080	Replacement roof for Avoca Museum (heritage-listed place)	16 Blenheim Street, AVOCA	Northern Midlands Council	41	D
P17-081	Dwelling alterations (roof over courtyard) - heritage-listed place, heritage precinct	21 Macquarie Street, EVANDALE	RJ Palmer	42	D
P17-083	Boundary adjustment (4810m2 house lot & 1.150ha balance lot)	19 Youl Road, PERTH	Woolcott Surveys	42	D
P17-085	Garage (vary side setback) & remove tree to allow new access	3 Cambock Lane, EVANDALE	R & A O'Hara	42	D
P17-086	Dwelling & retaining wall (vary setback to rural zone)	879 Bryants Lane, DEDDINGTON	W Van Der Pols	42	D
P17-089	Dwelling additions/alterations, garage (vary setback in rural zone) & demolition of existing garage (heritage precinct, flood-prone area)	2 Lyttleton Street, LONGFORD	BDStudio - Building Design Studio	42	D
P17-090	Dwelling additions/alterations (irrigation district & attenuation area)	284 Wilmores Lane, LONGFORD	Lateral Architecture	33	D
P17-093	Installation of Longford Destination Play Space & children's playground (stage 2) (heritage precinct & heritage listed place)	Victoria Square, 53 Wellington Street, LONGFORD	Northern Midlands Council	42	D
P17-094	Dwelling, shed & new access to Catherine St (vary setbacks to rural zone; partially within attenuation distance)	Brickendon Street (lot 2), LONGFORD	Rebecca Green & Associates	42	D
P17-095	Change of use to visitor accommodation & signage (heritage listed place)	75 Storys Creek Road & unmade road reserve, AVOCA	K M Mundy Pty Ltd	41	D
P17-098	Verandah on shipping container	1696 Cressy Road, CRESSY	DPIPWE	28	P
P17-106	Tree removal/maintenance (native vegetation) & 1.8m front fence	36 Devon Hills Road, DEVON HILLS	N Turner	36	D
P17-108	Shed (18.75m x 12.4m) - heritage precinct	12 King Street (inc. right of way over 10 King Street), CAMPBELL TOWN	D & K Dioguardi	42	D
P17-109	Subdivision (3-lots)	63 Mulgrave Street, PERTH	6ty0	34	P
P17-124	Change of Use - Home Based Business	41-43 Arthur Street, PERTH	M Fox	22	P
COUNCIL DECISIONS					
P17-054	Relocate existing storage area (including all building materials, shipping container building and shipping container) from northern side of property to southern side of property, and construct new shed (vary southern & eastern setback)	18 Logan Road, EVANDALE	Peter Hickson Woof	42	D
COUNCIL DECISIONS - REFUSAL					
-	-				

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RMPAT DECISIONS

48/17S	P17-013 – Appeal against TasWater Conditions, 21 Lot subdivision	Mulgrave Street Perth	Shervan	Withdrawn	
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TPC DECISIONS

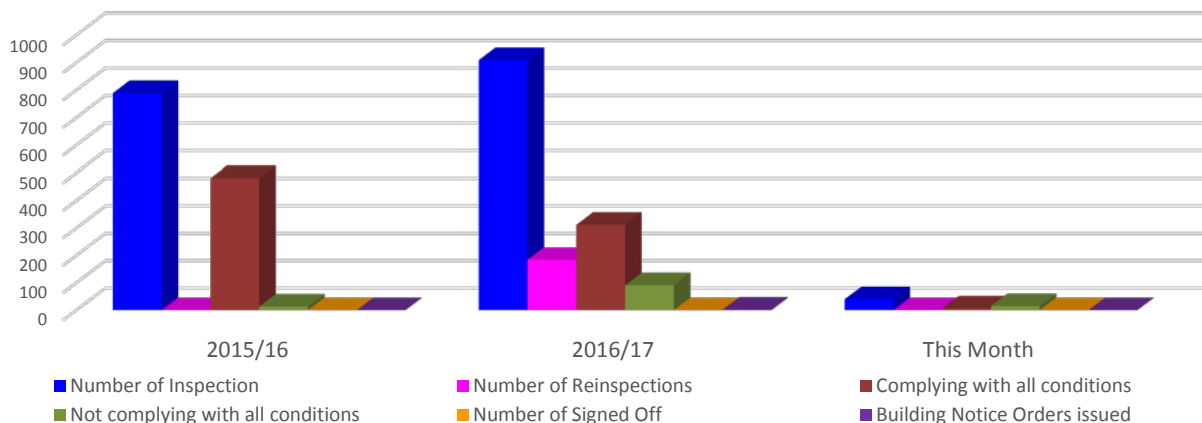
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2.2 Planning Compliance – Permit Review

Permit Reviews Undertaken

	2015/2016	This Month	2016/2017
Number of Inspections	789	40	909
Property owner not home or only recently started (Recheck in three months)	295	5	307
Complying with all conditions / signed off	481	6	312
Not complying with all conditions	13	15	91
Reinspections			184
Building Notice Orders issued			2

Permit Review Inspections 2016/2017



2.3 Matters Awaiting Decision by TPC & RMPAT

TPC	Tasmanian Planning Commission
IPS	Northern Midlands Interim Planning Scheme 2013 – effective date 1.6.13. Draft report from Commission Panel assessing the interim scheme is available on iPlan website. Range of matters considered by the Panel to be potential urgent amendments considered by Council in December 2016. TPC advised of Council's support of the potential urgent amendments in December 2016. Exposure report on iPlan.
TPS	Tasmanian Planning Scheme – State Planning Provisions (SPP). The SPPs come into effect on 2 March 2017 as part of the Tasmanian Planning Scheme. They will have no practical effect until Local Provisions Schedule (LPS) is in effect in a municipal area.
01/16	Site-specific Planning Scheme Amendment 01/16 & 24-hour service station. TPC reconvened hearing held 25.01.17. TPC's draft report available on iPlan website.
RMPAT	Resource Management & Planning Appeals Tribunal
22/17P	P16-077 - Appeal against conditions - Tyre Storage and Shredding. Hearing date set for 22-24 August 2017.
48/17S	P17-013 – appeal against TasWater conditions – 21 Lot subdivision Mulgrave Street. Applicant withdrew appeal and submitted a revised servicing plan.
50/17S	P17-055 – Appeal against requirement for further information regarding access – 2 lot subdivision Midland Highway. Consent agreement - new access to be moved 80m from junction - sent to RMPAT.
66/17P	P17-069 – Appeal against Tasmanian Heritage Council conditions. Mediation set for 19 June. Hearing set for 3 August 2017.
Decisions received	
TPC	
-	-
RMPAT	
-	-

AGENDA – ORDINARY MEETING

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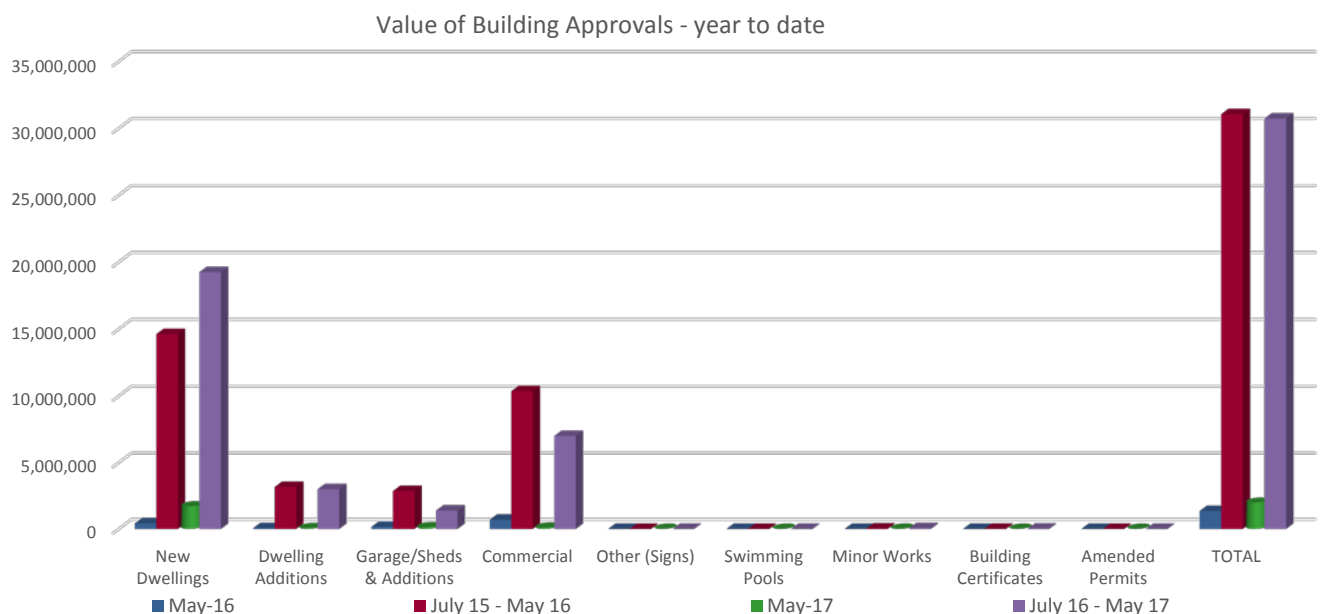
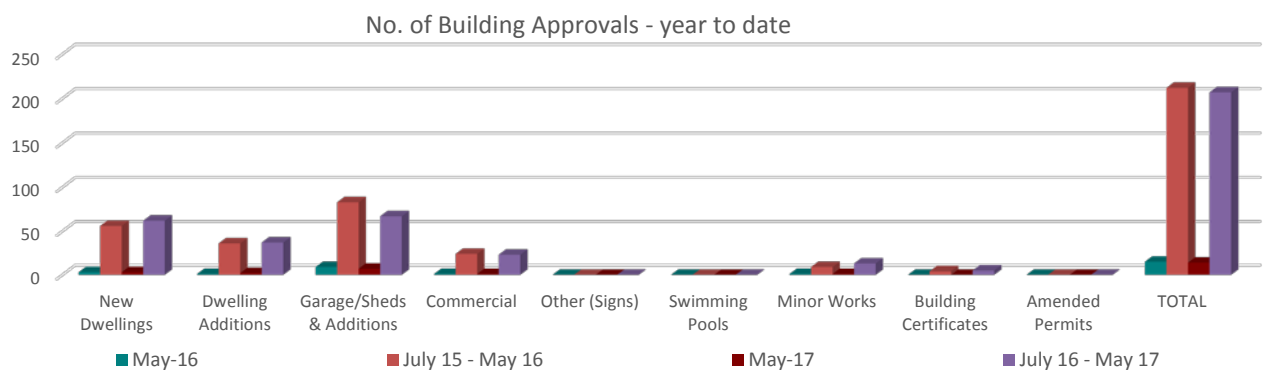
2.4 Building Approvals

The following table provides a comparison of the number and total value of building works for 2015/16 and 2016/17.

	YEAR - 2015 - 2016				YEAR - 2016 - 2017			
	May-16		July 15 - May 16		May-17		July 16 - May 17	
	No.	Total Value	No.	Total Value	No.	Total Value	No.	Total Value
		\$		\$		\$		\$
New Dwellings	3	425,864	56	14,622,990	3	1,702,000	62	19,254,268
Dwelling Additions	1	57,895	36	3,167,678	2	51,000	37	3,004,741
Garage/Sheds & Additions	9	162,000	83	2,864,503	7	124,000	67	1,386,335
Commercial	1	700,000	24	10,364,255	1	90,000	23	7,011,653
Other (Signs)								
Swimming Pools								
Minor Works	1	4,800	9	28,019	1	9,163	13	59,782
Building Certificates			4	10,060			5	15,060
Amended Permits								
TOTAL	15	1,350,559	212	31,057,505	14	1,976,163	207	30,731,839
Inspections								
Building	27		288		15		88	
Plumbing	3	425,864	56	14,622,990	3	1,702,000	62	19,254,268

The above figures do not include Building Approvals processed under Resource Sharing Agreements.

The building and plumbing inspection figures for 2015-2016 are captured from Oct 2015- May16, as prior to this a different reporting method was utilised and the data was not available.



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3 STRATEGIC PLAN 2007/2017

The Strategic Plan 2017-2027 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
Core Strategies:
 - ♦ Strategic, sustainable, infrastructure is progressive
A Land Use and Development Strategy to direct growth
 - Economic Development – Supporting Growth and Change
Core Strategies:
 - ♦ Towns are enviable places to visit, live and work
- People – Culture and Society – A Vibrant Future that Respects the Past
 - Sense of Place – Sustain, Protect, Progress
Core Strategies:
 - ♦ Planning benchmarks achieve desirable development
 - ♦ Council nurtures and respects historical culture
 - ♦ Developments enhance existing cultural amenity
- Place – Nurture our Heritage Environment
 - Environment – Cherish and Sustain our Landscapes
Core Strategies:
 - ♦ Meet environmental challenges
 - History – Preserve and Protect our Built Heritage for Tomorrow
 - ♦ Our heritage villages and towns are high value assets
- Core Departmental Responsibilities
 - Planning and Development

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

Overall Council currently has a good reputation throughout the development community and that people are aware of the need for building approvals. Inconsistent decision making would place this reputation at risk.

Council strives to ensure that the planning scheme meets expectations of community. Ongoing changes driven by the State despite public exhibition may not always further this aim.

6 COMMUNITY CONSULTATION

Discretionary applications are placed on public notification in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*.

7 OFFICER'S COMMENTS/CONCLUSION

Planning approval timelines for processing of discretionary applications has increased to 39 days (36 days last month) (42 days allowed by LUPAA).

Permit reviews are on track with last year, with 909 being inspected to date, compared to 789 in the previous

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year.

There have been 207 building approvals for the period July 2016 to May 2017 at a value of \$30,731,839 compared to 212 approvals at a value of \$31,057,505 for the period July 2015 to May 2016.

RECOMMENDATION

That the report be noted.

DECISION

Cr

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GOV 6 NEWLY DEVELOPED HUMAN RESOURCE POLICIES

Attachments: Section 1 – Page 49

File: 15/013; 2/03/01/01
Responsible Officer: Des Jennings, General Manager
Report prepared by: Samantha Dhillon, People & Culture Business Partner

1 PURPOSE OF REPORT

The purpose of this report is to provide Council with the newly developed Human Resources Policies which have been incorporated into the Human Resource Policy Manual.

2 INTRODUCTION/BACKGROUND

The newly written Motor Vehicle Policy replaces Policy 15 (Private Use of Motor Vehicle) and Policy 10 (Light Vehicle Replacement Policy). The LGAT Motor Vehicle Policy template was used as the basis for this Policy, with specifics to Northern Midlands Council incorporated from the superseded Policy to avoid any grey areas in the future.

The Employee Entertainment and Hospitality Expenditure Policy is a newly created Policy to ensure some guidelines are in place for Council employees relating to this subject matter.

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Workforce Standards
Core Strategies:
 - ♦ People & Culture Framework generates professionalism

4 POLICY IMPLICATIONS

It is important that Council continues to build on the Human Resources Manual to ensure all subject matters are covered, providing a basis and guide for Management and employees to refer to, as and when needed. It is also imperative that all Human Resource Policies are reviewed regularly so that they remain current and reflective of any applicable legislation.

5 STATUTORY REQUIREMENTS

The following legislation is applicable to the newly developed Human Resources Policies:

- *Age Discrimination Act 2004 (Cth)*
- *Anti-Discrimination Act 1998 (TAS)*
- *Australian Human Rights Commission Act 1986 (Cth)*
- *Disability Discrimination Act 1992 (Cth)*
- *Fair Work Act 2009 (Cth)*
- *Local Government Act 1993 (TAS)*
- *Racial Discrimination Act 1975 (Cth)*
- *Road Rules 2009*
- *Road Safety (Alcohol and Drugs) Act 1970*
- *Sex Discrimination Act 1984 (Cth)*
- *Work Health & Safety Act 2012 (TAS)*

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- *Workers Rehabilitation & Compensation Act 1988 (TAS)*

6 FINANCIAL IMPLICATIONS

N/A

7 RISK ISSUES

Failure to have a current and comprehensive suite of Human Resources Policies and Procedures may leave Council open and liable in circumstances where there are allegations in the workplace. This could lead to expensive errors, employee injuries or perhaps expensive lawsuits and litigation.

8 CONSULTATION WITH STATE GOVERNMENT

N/A

9 COMMUNITY CONSULTATION

N/A

10 OPTIONS FOR COUNCIL TO CONSIDER

N/A

11 OFFICER'S COMMENTS/CONCLUSION

Having a clear and concise suite of Human Resource Policies and Procedures is vital in any organisation as it is these documents that regulate internal procedures and provide a framework and guidance for Managers and employees to refer to if there is an issue in the workplace.

These new policies have been provided to Council for information only and the Officer requests that they be received.

12 ATTACHMENTS

12.1 Motor Vehicle Policy

12.2 Employee Entertainment and Hospitality Expenditure Policy

RECOMMENDATION 1

That Council receive this information.

DECISION

Cr

Cr

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GOV 7 PRIORITY PROJECTS

Attachments: Section 1 – Page 64

Responsible Officer: Des Jennings, General Manager

Report prepared by: Des Jennings, General Manager

1 PURPOSE OF REPORT

The purpose of this report is to seek Council's agreement to endorse the Northern Midlands Priority Projects.

2 INTRODUCTION/BACKGROUND

Council continues to prepare numerous strategies and master plans for a number of priority projects throughout the municipality.

A briefing document has been prepared and is attached, including statement on each project along with presentation sketches/photographs.

The priority projects include:

- 1) Longford Urban Design Strategy
- 2) Longford Recreation Ground 2030 Master Plan
- 3) Wilmores Lane Rail Level Crossing
- 4) Woolmers Bridge Renewal Project
- 5) Perth Structure Plan
- 6) Council Perth Recreation Ground Master Plan 2030
- 7) Perth Community Centre
- 8) TRANSlink Precinct Renewal Project – Stormwater
- 9) Launceston Gateway Precinct Master Plan – Rail Spur Project
- 10) Launceston Gateway Precinct Master Plan – Reticulated Gas Project
- 11) Evandale Road Upgrade Project
- 12) Honeysuckle Banks Master Plan – Evandale
- 13) Ben Lomond Ski Field Investment Project
- 14) Nile Road Upgrade Project
- 15) Cressy Swimming Pool Master Plan Project
- 16) Campbell Town Main Street Urban Design & Traffic Management Strategy
- 17) Campbell Town Cenotaph Upgrade
- 18) Tennis Courts – Campbell Town War Memorial Oval
- 19) Ross Swimming Pool Master Plan Project

The projects listed are conceptual only with estimate of costs, inclusive of loadings that take account of the conceptual nature of the projects.

Council continue to progress additional projects which to date are not at a stage that would allow their inclusion:

- 1) Cressy Recreation Ground
- 2) Morven Park

Once enough information is at hand the projects will be included.

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3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead –
 - Money Matters
Core Strategies:
 - ♦ Budgets are responsible yet innovative
 - ♦ Improve community assets responsibly and sustainably
- Progress –
 - Strategic Project Delivery – Build Capacity for a Healthy Wealthy Future
Core Strategies:
 - ♦ Strategic, sustainable, infrastructure is progressive
 - Economic Development – Supporting Growth & Changes
 - ♦ Towns are enviable places to visit, live & work
 - ♦ Maximise external funding opportunity
- People –
 - Sense of Place – Sustain, Protect, Progress
Core Strategies:
 - ♦ Developments enhance existing cultural amenity
 - ♦ Public assets meet future lifestyle challenges
 - Lifestyle – Strong, Vibrant, Safe and Connected Communities
Core Strategies:
 - ♦ Living well – Valued lifestyles in vibrant, eclectic towns
- Place –
 - Environment – Cherish & Sustain our Landscapes
Core Strategies:
 - ♦ Cherish & sustain our landscapes
 - History – Preserve & Protect our Built Heritage for Tomorrow
Core Strategies:
 - ♦ Our heritage villages and towns are high value assets

4 POLICY IMPLICATIONS

N/a.

5 STATUTORY REQUIREMENTS

N/a.

6 FINANCIAL IMPLICATIONS

Projects within the briefing document have been costed to the level that the conceptual documentation allows.

The minimum support that Council would seek for each project would be in the order of fifty percent of the total project cost.

The projects may be funded by:

- Commonwealth
- State
- Council.

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7 RISK ISSUES

A number of risks have been identified and include:

- If Council had no identified priority projects it would not be possible to seek financial support from the State or Commonwealth.
- Council would not be prepared with the necessary documentation to support external funding application opportunities as they arise.
- Without the strategies and master plans Council risks not meeting a number of the Strategic Outcomes of its Strategic Plan:
 - Strategic, sustainable, infrastructure is progressive
 - Collaborative partnerships attract key industries
 - Attract healthy, wealth-producing business & industry
 - Towns are enviable places to visit, live & work
 - Maximise external funding opportunity
 - Developments enhance existing cultural amenity
 - Public assets meet future lifestyle challenges
 - People value quality lifestyles in vibrant, eclectic towns
 - Promote our attractive and liveable places
 - Communities are engaged in future planning
 - Cherish & sustain our landscapes
 - Meet environmental challenges

8 CONSULTATION WITH STATE GOVERNMENT

A number of the projects have required direct consultation with the State Government.

Council would continue to liaise with the relevant State Government Agency on the individual projects as necessary.

Promotion of the strategic projects to State and Commonwealth Government will be necessary to secure high levels of external funding for projects.

9 COMMUNITY CONSULTATION

Significant community consultation has occurred throughout the development of the various priority projects.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council has the options to support or not support these priority projects as presented and delete projects at its discretion.

11 OFFICER'S COMMENTS/CONCLUSION

A key focus for Council has been the identification of a number of Priority Projects that will contribute to an improved quality of life and wellbeing in the municipality.

As the strategic value of projects varies, Council may wish to prioritise the projects to determine where reserves may be best invested or allow the political process to determine the outcome by promoting all projects, unless a particular stream of funding becomes available where the project meets the particular criteria of that funding stream.

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The identified Priority Projects are all recommended for endorsement as they all have social, environmental and economic benefits.

12 ATTACHMENTS

12.1 Priority Projects document – draft

RECOMMENDATION 1

That Council discuss the matter.

RECOMMENDATION 2

That Council endorse the Priority Projects.

DECISION

Cr

Cr

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GOV 8 LONGFORD SKATE PARK

Attachments: Section 1 – Page 111

Responsible Officer: Des Jennings, General Manager
Report prepared by: Des Jennings, General Manager

1 PURPOSE OF REPORT

The purpose of the report is to seek Council's support to investigate the removal of the skate park from the Longford Velodrome site to a preferred compatible site.

2 INTRODUCTION/BACKGROUND

The Longford Skate Park was constructed in 2003 in the middle of St Georges Square. The aged unused Velodrome encircled the skate park.

Representatives of a number of Northern Tasmania Cycling Clubs met with Council staff in early 2013 to present the case for the refurbishing of the Velodrome. These cycling enthusiasts stated that the refurbished, historical Longford Velodrome would attract large numbers of cyclists from across the state for training and recreational cycling, as well as becoming a popular base for regular competitions – especially for junior cyclists. Most importantly, the restored Velodrome would provide a safe, off-road location for cyclists of all ages and abilities, to learn to ride and to train.

Council further investigated this proposal and ascertained that the restoration of the Velodrome would be a strong driver of economic growth in Longford, with the many cyclists and their families, together with the spectators attracted to competitions, significantly boosting patronage of Longford businesses during their time in the town. Council restored the Velodrome at a cost close to \$100,000.

The Velodrome is well utilised and Council is now installing lighting around the Velodrome.

The siting of the skate park in the centre of St Georges Square is not compatible with the restored Velodrome and detracts from the amenity of the Velodrome.

As the existing skate park is located in the centre of the Velodrome the siting is considered to be inadequate, with access issues to increase as both sites grow in popularity.

The lighting of the Velodrome will become a significant drawcard, not only for cyclists, but also skateboarders.

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead –
 - Leaders with Impact
Core Strategies:
 - ♦ Communicate – Connect with the community
 - ♦ Manage – Management is efficient and responsive
 - Money Matters
Core Strategies:
 - ♦ Budgets are responsible yet innovative
 - ♦ Improve community assets responsibly and sustainably
- Progress –

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- Economic Development – Supporting Growth & Changes
 - ♦ Towns are enviable places to visit, live & work
 - ♦ Maximise external funding opportunity
- Tourism Marketing & Communication
 - ♦ Tourism thrives under a recognised regional brand
 - ♦ Tourism partnerships build sense of place identity
- People –
 - Sense of Place – Sustain, Protect, Progress
Core Strategies:
 - ♦ Public assets meet future lifestyle challenges
 - Lifestyle – Strong, Vibrant, Safe and Connected Communities
Core Strategies:
 - ♦ Participate – Communities engage in future planning
 - ♦ Connect – Improve sense of community ownership
 - ♦ Caring, Healthy, Safe Communities – Awareness, education & service

4 OPTIONS FOR COUNCIL TO CONSIDER

N/a.

5 STATUTORY REQUIREMENTS

The following legislation may be applicable to the proposed development:

- *Disability Discrimination Act 1992 (C&L)*
- *Local Government Act 1993*
- *Work Health & Safety Act 2012*

6 FINANCIAL IMPLICATIONS

To be determined.

7 RISK ISSUES

The risk is that an opportunity would be lost, through the Draft Longford Urban Design Strategy consultation phase, not to raise the suggestion to remove and construct a new regional skate park that is site specific, as it will be an active and dynamic site with noise generated during high use.

8 CONSULTATION WITH STATE GOVERNMENT

N/a.

9 COMMUNITY CONSULTATION

Council would engage with the community through the consultation on the Draft Longford Urban Design Strategy. It is also important to ensure the youth in the community are engaged and committed to the project.

Means of collaboration with youth within our community would be through online channels (social media) or by approaching local schools and working with their student advisory bodies.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council's options are to agree to explore the proposal or take no further action.

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11 OFFICER'S COMMENTS/CONCLUSION

The role of a skate park facility is to provide active participation opportunities to the local community. A core strategy of Council's Strategic Plan is "Caring, Healthy, Safe Communities".

This report seeks Council's support to assess the appropriateness of removing the skate park from the Velodrome site and constructing a new facility at the dog off-leash area, and relocation of that facility to Stokes' Park.

Benefits of having a skate park within the community, include:

- Social interaction, a place to "hang-out" and be connected
- Mental and physical health
- A positive activity for children and youth.

The possible suggested site, is highly visible, not close to residential properties, has good access, car parking available and due to its location could have appropriate lighting installed to increase activity opportunities.

How do we progress the project:

Consultation:

- Community Survey – an online community survey to be developed to enable residents to provide feedback to Council

Facility Inspections:

- Conduct full facility condition audit
- Benchmarking of neighbouring facilities, to understand current best practice in facility design and inform Council of new innovations in the provision of skate park facilities

Strategy Review and Analysis:

- Review of participation trends and local demographics

It is recommended that council progress the assessment to determine if a new skate park, strategically placed and a best practice facility of a regional standard would be an added attraction to Longford and the municipality.

12 ATTACHMENTS

- 12.1 Photograph of current facility
- 12.2 Photograph of dog off-leash area
- 12.3 Photograph/plan of regional facility

RECOMMENDATION 1

That Council discuss this matter.

RECOMMENDATION 2

That Council authorise the identification of a preferred site for a new skate park facility in Longford.

DECISION

Cr

Cr

AGENDA – ORDINARY MEETING

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GOV 9 LAUNCESTON AIRPORT ROUNDABOUT: ENHANCEMENT CONCEPT

Attachments: Section 1 – Page 115

Responsible Officer: Des Jennings, General Manager

Report prepared by: Des Jennings, General Manager

1 PURPOSE OF REPORT

The purpose of the report is to seek Council's endorsement of the Landscaping Concept for the roundabout at the entrance to the Launceston Airport.

2 INTRODUCTION/BACKGROUND

A campaign was initiated back in November 2015 to highlight the need for the landscaping of the roundabout at the Launceston Airport entry and exit point.

Councillors may recall a number of articles calling for the landscaping of the Launceston Airport roundabout.

Initial discussions occurred with Launceston Airport and State Growth to identify the opportunities for the landscaping of the roundabout. State Growth has traffic management guidelines to be adhered to and ongoing maintenance has also been considered.

At this time, State Growth would consider meeting the cost of landscaping the roundabout, with ongoing maintenance being the responsibility of another party.

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead –
 - Money Matters
- Core Strategies:
 - ♦ Improve community assets responsibly and sustainably
- Progress –
 - Economic Development – Supporting Growth & Changes
 - ♦ Minimise industrial environment impact on amenity
 - ♦ Maximise external funding opportunity
 - Tourism Marketing & Communication
 - ♦ Tourism partnerships build sense of place identity

4 POLICY IMPLICATIONS

The roundabout is part of the StateRoads infrastructure for which it is responsible and at this time Council has not made a determination to maintain any landscaped area within StateRoads controlled roundabouts.

5 STATUTORY REQUIREMENTS

Evandale Road is the responsibility of StateRoads and they require Council to provide them with a traffic management plan for approval when works are carried out in their road reserve.

In accordance with the requirements of *Australian Standard AS 1742.3, Traffic Control at Worksites* a 3m wide buffer zone is required between workers and traffic; speed limits and roadworks signs must be placed

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at all entrances to the roundabout.

6 FINANCIAL IMPLICATIONS

The estimated cost to landscape the Launceston Airport roundabout is \$8,000.

Annual maintenance costs are estimated to be

1)	Weeding would be 1 hour a fortnight for 2 staff plus vehicle, annually	\$ 2,080
2)	Trimming of the Dietses would be 4 hours for 2 staff (every 3 years)	\$ 320
3)	Watering:	
a)	<i>Without installing a water line:</i>	
	1 hour per fortnight for 2 staff plus vehicle (a spotter would be necessary), annually	\$ 2,080
b)	<i>Installation of water line:</i>	
	The cost to road bore at the site would be approximately	\$ 1,200
	TasWater connection	\$ 2,000
	TasWater annual connection fee, plus usage	\$ 330
	Battery irrigation controller and associated pipes	\$ 500

7 RISK ISSUES

The roundabout is located in an 80km zone, vehicles do slow for the roundabout but there is evidence that large trucks mount the concrete area of the roundabout.

The level of risk associated with the project relates to the ongoing financial cost to Council for the maintenance of the roundabout, inclusive of costs associated with necessary traffic management to maintain safety of Council employees whilst working in the area.

In accordance with the requirements of *Australian Standard AS 1742.3, Traffic Control at Worksites* a 3m wide buffer zone is required between workers and traffic; speed limits and roadworks signs must be placed at all entrances to the roundabout.

Due to the small size of the roundabout, the buffer and the requirements of the traffic management standard there would not be sufficient room to park a vehicle on or near the roundabout whilst undertaking works.

If Council was to install a water line to the site, this would lessen the risks inherent with the maintenance of the roundabout.

8 CONSULTATION WITH STATE GOVERNMENT

The Department of StateRoads have been consulted throughout the design phase of this project to ensure requirements regarding the state-owned roads are met.

9 COMMUNITY CONSULTATION

The Launceston Airport has been consulted with regard to the concept preparation along with discussion with relevant Council staff to ensure ease of maintenance of the area.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council has the option to accept responsibility for the maintenance of the landscaped roundabout or take no further action on the matter.

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11 OFFICER'S COMMENTS/CONCLUSION

The Launceston Airport is an important economic contributor to the Northern Midlands and also the State of Tasmania, over 1.3 million passengers travel through the roundabout.

The Launceston Airport has seen significant upgrades over the last few years, providing for a high-quality experience for the traveller, the access at the roundabout does not provide a positive image.

A concept for the landscapes has been agreed, it is understood that StateRoads will fund the actual landscaping.

The Launceston Airport and Council need to agree to maintain the landscaped area of the roundabout, prior to the actual landscaping taking place.

12 ATTACHMENTS

Preliminary Design Concept

RECOMMENDATION 1

That Council discuss the matter.

RECOMMENDATION 2

That Council accept / not accept responsibility for the maintenance of the landscaped area of the roundabout at the entrance to the Launceston Airport on the proviso that the Department of StateRoads funds the cost of planting of the area and signage.

DECISION

Cr

Cr

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26 JUNE 2017



GOV 10 SUPPORT TO CHANGE THE DATE OF RECOGNITION OF AUSTRALIA DAY

Attachments: Section 1 – Page 116

Responsible Officer: Des Jennings, General Manager

Report prepared by: Amanda Bond, Regulatory & Community Services Manager

1 PURPOSE OF REPORT

The purpose of this report is to seek Council's position regarding a request from the City of Hobart Council to support a motion to the Local Government Association of Tasmania General Meeting on 26 July 2017.

2 INTRODUCTION/BACKGROUND

Council has received a letter dated 12 May 2017 from Alderman Sue Hickey, Lord Mayor of Hobart seeking Council's support of the following motion to be presented to the Local Government Association of Tasmanian General meeting on 26 July 2017:

That LGAT be requested to lobby Tasmania's 29 councils to consider efforts they could take to lobby the federal government to change the date of recognition of Australia Day.

Council has also received a letter dated 9 June 2017 from Senator the Hon. Eric Abetz advocating to keep Australia Day on the 26th of January.

A copy of both letters are attached to this report.

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead –
 - Leaders with Impact
- Core Strategies:
 - ♦ Communicate – Connect with the community

4 POLICY IMPLICATIONS

Not applicable.

5 STATUTORY REQUIREMENTS

There are no statutory requirements to support or oppose the motion.

6 FINANCIAL IMPLICATIONS

There are no identified financial implications for Council to support or oppose this motion.

7 RISK ISSUES

There is a risk that by supporting this position, without completing community consultation Council may be supporting a position that is not reflected by the Northern Midlands community, and vice versa.

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8 CONSULTATION WITH STATE GOVERNMENT

Not applicable.

9 COMMUNITY CONSULTATION

Council has not undertaken any community consultation regarding this issue.

10 OPTIONS FOR COUNCIL TO CONSIDER

To support or not support the motion.

11 OFFICER'S COMMENTS/CONCLUSION

26th of January marks the anniversary of white settlement in Australia. For this reason, it is considered by many as “invasion day” or “survival day”. Each year there is a stronger and stronger push to have the recognition of Australia Day moved from 26 January, to a more historically sensitive date.

12 ATTACHMENTS

12.1 Letter from Alderman Sue Hickey, Lord Mayor, City of Hobart.

12.2 Letter from Senator the Hon Eric Abetz, Liberal Senator for Tasmania.

RECOMMENDATION 1

That Council discuss this matter.

RECOMMENDATION 2

That Council does/does not support the proposed motion of the City of Hobart Council to the Local Government Association of Tasmania General Meeting.

DECISION

Cr

Cr

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GOV 11 LONGFORD LINC

Attachments: Section 1 – Page 119

Responsible Officer: Des Jennings, General Manager

Report prepared by: Amanda Bond, Regulatory & Community Services Manager

1 PURPOSE OF REPORT

The purpose of this report is to seek Council's position regarding a request from the Longford Local District Committee to write to the Minister for Education & Training, the Hon. Jeremy Rockliff MP, regarding the new opening hours of the Longford LINC.

2 INTRODUCTION/BACKGROUND

LINC Tasmania has recently reviewed a number of its services, including initiating a revitalisation of its rural services, including reviewing the services it offers and how those services best meet the needs of the community.

Attached to this report is the briefing paper which was provided to Council by LINC detailing proposed changes to the Longford LINC and why.

There was community consultation regarding the changes including but not limited to, notices displayed at the LINC for the information of customers, discussion with the local school, discussion with the Longford Local District Committee and discussion with the Mayor.

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead –
 - Leaders with Impact
 - Core Strategies:
 - ♦ Communicate – Connect with the community
- Progress –
 - Strategic Project Delivery – Build Capacity for a Healthy Wealthy Future
 - Core Strategies:
 - ♦ Proactive engagement drives new enterprise
 - Economic Development – Supporting Growth & Changes
 - ♦ Towns are enviable places to visit, live & work
- People –
 - Sense of Place – Sustain, Protect, Progress
 - Core Strategies:
 - ♦ Public assets meet future lifestyle challenges
 - Lifestyle – Strong, Vibrant, Safe and Connected Communities
 - Core Strategies:
 - ♦ Living well – Valued lifestyles in vibrant, eclectic towns
 - ♦ Communicate – Communities speak & leaders listen
 - ♦ Participate – Communities engage in future planning
 - ♦ Connect – Improve sense of community ownership
 - ♦ Caring, Healthy, Safe Communities – Awareness, education & service

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4 POLICY IMPLICATIONS

It is noted that LINC Tasmania is a business independent of Council.

5 STATUTORY REQUIREMENTS

N/A

6 FINANCIAL IMPLICATIONS

There are no financial implications relevant to Council regarding this request.

7 RISK ISSUES

There are no identified risk issues regarding this request.

8 CONSULTATION WITH STATE GOVERNMENT

This request is to advise the Minister for Education of the concerns of the Longford Local District Committee.

9 COMMUNITY CONSULTATION

LINC have undertaken community consultation prior to making the changes. Since the reopening of the LINC in Longford, following the refurbishment and change in opening hours, feedback has been positive.

10 OPTIONS FOR COUNCIL TO CONSIDER

To write to the Minister for Education or not.

11 OFFICER'S COMMENTS/CONCLUSION

The Longford LINC service has had a reduction in opening hours from 36 to 28 per week. It is understood that the changes will realise improved community driven programs such as children's programs, community learning programs and literacy support.

It is recommended that Council officers monitor the changes and report back to Council any drop in numbers accessing the LINC service.

12 ATTACHMENTS

12.1 Letter from Longford Local District Committee

12.2 Briefing document from LINC

RECOMMENDATION 1

That Council discuss this matter.

RECOMMENDATION 2

That Council officers follow up with the LINC Northern Manager at the end of June to determine any negative feedback or drop in numbers using the LINC service following the implementation of the revised opening hours, and report back to Council.

DECISION

Cr

Cr

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GOV 12 LONGFORD RAILWAY BRIDGE – ILLAWARRA ROAD

Responsible Officer: Des Jennings, General Manager

Report prepared by: Des Jennings, General Manager

1 PURPOSE OF REPORT

This matter has been listed on the Council Workshop Agenda and has been raised by Councillor Goss as an item worthy of discussion.

It is understood that the Railway Bridge will be 150 years old in 2021, a milestone worthy of celebrating.

2 INTRODUCTION/BACKGROUND

The iron bridge was fabricated in England and shipped to Australia.

It was opened in 1871, on the railway line from Launceston to Deloraine. Constructed of a through lattice truss, continuous over two spans of 200 feet (61m). These were the longest spans in an Australian bridge until 1880, when it was surpassed by the Fitzroy suspension bridge at Rockhampton.

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Progress –
 - Economic Development – Supporting Growth & Changes
 - ♦ Towns are enviable places to visit, live & work
 - Tourism Marketing & Communication
 - ♦ Tourism partnerships build sense of place identity
- People –
 - Sense of Place – Sustain, Protect, Progress
Core Strategies:
 - ♦ Council nurtures and respects historical culture
 - ♦ Developments enhance existing cultural amenity
 - History – Preserve & Protect our Built Heritage for Tomorrow
Core Strategies:
 - ♦ Our heritage villages and towns are high value assets

4 POLICY IMPLICATIONS

N/a.

5 STATUTORY REQUIREMENTS

N/a.

6 FINANCIAL IMPLICATIONS

A suggestion has been made that consideration be given to effect lighting of the Longford Bridge as it is a significant feature at the northern access to Longford.

A fee offer has been sought for a concept design and costing.

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7 RISK ISSUES

Identified risks are:

- The site may become more attractive to vandals that have previously been responsible for graffiti on the bridge.
- Those individuals that walk the railway line may be attracted to the lit area, as well as those that jump from the structure into the river.
- TasRail may have concerns that the light may impact the vision of the train operators.

8 CONSULTATION WITH STATE GOVERNMENT

Contact has been made with TasRail representatives, who are prepared to discuss the proposal.

9 COMMUNITY CONSULTATION

If Council is supportive of investigating the proposal, it may be identified for discussion in the second round of the Longford Urban Design Strategy consultation.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can either endorse or not endorse the proposal.

11 OFFICER'S COMMENTS/CONCLUSION

The Longford Railway Bridge is an iconic structure, spanning the South Esk River, in Longford. The Western Railway Line travels over the bridge, enabling freight movement to/from the major container ports of Burnie and Devonport and the rest of the state. The bridge is listed in the Australian Heritage database with number 12819, listed since 21 March 1978.

The proposal to provide effect lighting to the Longford Railway Bridge would light up a significant structure and become an attraction at the entry to Longford.

Council's support is sought to endorse the investigation of the proposal with a further report to Council.

12 ATTACHMENTS

Nil.

RECOMMENDATION 1

That the matter be discussed.

RECOMMENDATION 2

That Council endorse the investigation of the proposal to provide effect lighting to the Longford Railway Bridge and that a further report be presented to Council.

DECISION

Cr

Cr

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GOV 13 ACCELERATED LOCAL GOVERNMENT CAPITAL PROGRAM (ALGCP)

Attachments: Section 1 – Page 121

Responsible Officer: Des Jennings, General Manager

Report prepared by: Des Jennings, General Manager

1 PURPOSE OF REPORT

To seek Council's consideration and support to make application for funding through the Accelerated Local Government Capital Program (ALGCP) by way of a loan to meet the cost of:

- i) the establishment of solar power application for the Council Offices, Depot and the Longford Recreation Ground and Sport and Fitness Centre; and
- ii) redevelopment of the Longford Recreation Ground Function and Amenities Buildings (additional allocation).

2 INTRODUCTION/BACKGROUND

The State Government advised as follows:

"I am pleased to advise you that as part of the 2017-18 Budget, the Government will roll out the Tasmanian Economic Stimulus Scheme Accelerated Local Government Capital Program across the State.

"As you are aware, last year the Government trialled a loans scheme for councils, in the North and North West of Tasmania which generated enormous interest from those councils.

"I am writing to provide information in relation to the arrangements for implementing the Accelerated Local government Capital Program State-wide.

"Under the ALGCP, the Government will enter into a partnership with the participating councils to bring forward up to \$60 million of infrastructure investments, which will be financed by new borrowings at no cost to the participating councils. The funding is to be made available through the Program, on a first-come first-served basis.

"For approved projects, the Program will provide assistance to councils and joint authorities State-wide through:

- *The provision of loan interest rebates in the form of a grant for the eligible period of each loan, with a five year maximum rebate term; and*
- *Access to borrowing to finance projects under the Program through the Tasmanian Public Finance Corporation.*

"The ALGCP will be administered by the Department of Treasury and Finance.

"The Program is now open and will close on 31 August 2017, and applications will be managed on a rolling basis up until that time. It is preferable that councils make a single application for all relevant projects, rather than multiple applications.

"Projects that are eligible for funding will be those that the council has already determined it will undertake over the next five years. The provision of assistance under the Program will be determined by me, having regard to the commencement date of construction, the quantum of applications received and the contribution the projects will make to employment growth and economic activity.

"The Government is of the view that, as councils are accountable to their communities and are well placed to make decisions as to what is in their best social and economic interests, it will be up to each

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council to determine the nature of proposals coming forward for funding under the Program. There will be no business case review of the projects that are submitted to Treasury.

“Tascorp will still be required to undertake its normal credit assessment for each participating council.

“... It is important that procurement arrangements used by councils to implement these accelerated capital projects deliver value for money outcomes. I would also expect that councils will provide every opportunity for Tasmanian-based businesses to bid for the work to be undertaken.

“I am confident from the previous success in the North and North West of the State that this Program will not only stimulate higher levels of economic activity across the State, it will also enable councils to enhance the social and longer-term economic outcomes for their communities.

“I encourage you and your Council to work in a timely way on finalising a package of initiatives that will see your Council accelerate its planned capital program over the immediate term.”

In summary,

- Council is offered finance at no cost to bring forward capital works projects.
- Council is encouraged to accelerate its existing planned five year capital expenditure program, including matching commitments arising from the Federal election.
- Funding will be provided from a State Government funding pool of \$60 million starting immediately, and access is on a first-come-first-served basis until 31 August 2017.
- The State Government will fund the interest incurred by Council in the period between when it draws down funding/borrowings and the time at which it had otherwise planned to fund the projects.
- The State is financing expenditure for capital works brought forward, not funding the expenditure - the benefit to Council would be getting the asset earlier at no additional cost (and obviously any additional stimulus to the local economy).

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead –
 - Leaders with Impact
Core Strategies:
 - ♦ Manage – Management is efficient and responsive
 - Money Matters
Core Strategies:
 - ♦ Improve community assets responsibly and sustainably
- Progress –
 - Strategic Project Delivery – Build Capacity for a Healthy Wealthy Future
Core Strategies:
 - ♦ Strategic, sustainable, infrastructure is progressive
 - Economic Development – Supporting Growth & Changes
 - ♦ Minimise industrial environment impact on amenity
 - ♦ Maximise external funding opportunity

4 POLICY IMPLICATIONS

N/a.

5 STATUTORY REQUIREMENTS

N/a.

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6 FINANCIAL IMPLICATIONS

Financial sustainability for Council, where services are mainly provided from infrastructure, is being able to manage likely developments and unexpected shocks in future periods without having to introduce substantial and economically significant or socially destabilising income or expenditure adjustments.

When developing a list of projects for any stimulus program Council should only consider bringing forward projects for new or significantly upgraded assets – and caution should be taken when bringing asset renewal projects forward as this would incur an operating cost (loss on disposal of assets being the annual depreciation of the asset between the date of actual renewal and the date of required renewal under the asset management plan).

Council endorsed the application for funding at its meeting on 17 October 2016 (min. ref. 332/16).

Council was successful in its application to the State Government ALGCP program FOR \$5,520,000, the following projects have been identified to be brought forward:

• Campbell Town Multipurpose Complex	\$ 1,000,000
• Cressy Amenities	\$ 220,000
• Longford Football Club	\$ 550,000
• Ground lighting (incl. Longford Recreation Ground)	\$ 1,000,000
• Ross Square Master Plan	\$ 300,000
• Office Car Park & Disabled Access	\$ 200,000
• Additional footpaths	\$ 250,000
• Longford Community Centre	\$ 1,000,000
• Campbell Town Urban Design	\$ 1,000,000

The additional loan funds sought in a further application under the State Government Accelerated Local Government Capital Program (ALGCP) are identified for:

• Solar power application for Council Offices, Council Depot Longford Recreation Ground, Longford Sports Centre	\$ not know at this time
• Additional allocation for the redevelopment of the Longford Recreation Ground Function and Amenities Buildings	
- Stage 1	\$ 550,000
- Stage 2	\$ 375,000

7 RISK ISSUES

The risk of accelerating the capital works program include:

- Funding commitments to pay back the borrowings over a 5 year term
- Elevated contractor costs due to surplus of works
- Capacity of workforce to deliver on a shorter time frame
- Loss on disposal of assets that have not yet reached the end of their economic life.

8 STATE GOVERNMENT CONSULTATION

The State Government has advised Council of the Northern Economic Stimulus Program and encouraged participation with the \$60 million funding pool.

9 COMMUNITY CONSULTATION

N/a.

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10 OFFICER'S COMMENTS/CONCLUSION

The additional funding for the Longford Recreation Ground would allow the completion of the development, inclusive of:

- Two new amenities to AFL regional standard
- A ground facing function room (150 people)
- Entrance and memorabilia room
- New umpires amenities
- Storage areas for user groups
- Kitchen pantry/storage
- First floor open deck area.

A further consideration is the future energy proofing of a number of Council facilities, to ensure continued power supply and reduce operating costs.

A fee proposal is being sought, but is not expected until the July Council meeting.

The sites include:

- Council Chambers, Longford
- Council Depot, Longford
- Fitness Centre, Longford
- Community Centre, Perth

Council's direction is sought on this matter as no application is possible without Council's approval by resolution.

11 ATTACHMENTS

Longford Recreation Ground Design Concept.

RECOMMENDATION 1

That the matter be discussed.

RECOMMENDATION 2

- 1) That Council make application under the State Government Accelerated Local Government Capital Program (ALGCP) for up front loan funding of an additional \$550,000 to complete Stage 1; and \$375,000 to complete Stage 2 of the Redevelopment of the Longford Recreation Ground Building Project.
- 2) That a further report be presented to the July Council meeting detailing costs associated with the installation of solar systems in Council facilities.

DECISION

Cr

Cr

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GOV 14 PERTH LINK ROAD: ILLAWARRA ROAD ACCESS

Attachments: Section 1 – Page 123

Responsible Officer: Des Jennings, General Manager

Report prepared by: Des Jennings, General Manager

1 PURPOSE OF REPORT

The purpose of this report is to consider the advice provided by StateRoads and determine a position on the necessity to request a direct access from Illawarra Road into Perth.

2 INTRODUCTION/BACKGROUND

Council has been advised that the State Government will be progressing the completion of the Perth Link Road as a single project, which will follow directly post the completion of Stage 1, north of Perth.

StateRoads have consulted on the continuation of the Link Road, particularly its alignment and access points in/out of Perth.

A number of community members expressed concerns to Council, i.e. the lack of direct access to Perth from Illawarra Road.

Subsequently Council resolved:

Cr Goninon/Cr Lambert

That Council write to the State Government and the Leader of the Opposition to request that consideration be given to the continuation of Illawarra Road direct into Perth (i.e. that the existing road be maintained) at the western entrance and that the Mayor prepare a media release in relation thereto.

Carried unanimously

StateRoads held an additional information session on 17 May 2017. A copy of the Consultation Summary dated 31 May 2017 is attached for information.

A Council Workshop was held on 13 June 2017 at which Shane Gregory, General Manager of StateRoads, along with Ted Ross, Project Director Midland Highway, StateRoads, presented on the outcome of the information session and responded to questions from Councillors.

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead –
 - Leaders with Impact
- Core Strategies:
 - ♦ Lead – Councillors represent honestly with integrity

4 POLICY IMPLICATIONS

N/a.

5 STATUTORY REQUIREMENTS

N/a.

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6 FINANCIAL IMPLICATIONS

The financial implications are yet to be determined and will relate to the lengths of road that exist or built that will be categorised as local roads and will be formally passed into Council's control.

7 RISK ISSUES

The identified risks may include:

- Community reaction to the decision to support or not support the inclusion of an Illawarra road access in and out at Perth.

The Community summary document provided by the Department of State Growth identified 68% of respondents not wanting local access at the Illawarra Road interchange, and 32% in favour of local access at the Illawarra Road interchange into West Perth.

8 CONSULTATION WITH STATE GOVERNMENT

The Department of StateRoads has presented to Council on the Perth Link Road project on a number of occasions.

Council was represented by the Mayor and Councillors at the second presentation in Perth along with the General Manager.

Councillors Lambert and Adams attended the first presentation.

9 COMMUNITY CONSULTATION

Council sought the additional public presentation in Perth on 17 May 2017 by StateRoads.

The presentation was well attended with approximately 130 community members attending.

The Development Application will allow for further public comment and will be determined by the local Council Planning Authority.

10 OPTIONS FOR COUNCIL TO CONSIDER

That Council support or not support a request to StateRoads for the inclusion of an Illawarra Road access into West Perth.

11 OFFICER'S COMMENTS/CONCLUSION

Council at a workshop on 15 June 2017 received a presentation from StateRoads with particular reference to the Consultation Summary document which is attached.

Council's consideration may include:

- StateRoads, with the current design is unable to provide in and out access at the Illawarra Road junction, only an access in is possible and this may be borderline with regard to meeting appropriate road design guidelines.
- Numerous community members within West Perth have expressed concern about providing the access and the continuation of increased traffic volumes. Notwithstanding, others within Perth, and outside Perth, have expressed support for the access.

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- The removal of the access will allow for a long-term traffic management problem to be remedied, that of the Railway crossing with Youl Road, Drummond Street and Illawarra Road.
- StateRoads have expressed that the access of the new Link Road at the northern access to Perth from the direction of Illawarra Road will be removed if the Illawarra Road access was progressed.
- A number of opportunities to increase the amenity of western Perth will present with no access from Illawarra Road, resulting in:
 - Reduced traffic movements
 - Improved stormwater management
 - Improvement to the railway junction with a number of intersecting roads
- Access to local businesses is also of enormous importance, this is achieved by way of the Northern and Southern roundabouts, a consideration for Council is whether no access from Illawarra Road will impact business.

12 ATTACHMENTS

12.1 Perth Link roads – Consultation Summary dated 31 May 2017

12.2 20 June 2017 information provided by Department of StateRoads

RECOMMENDATION 1

That the matter be discussed.

RECOMMENDATION 2

That Council support or not support a request to StateRoads to include an additional access into West Perth from Illawarra Road.

DECISION

Cr

Cr

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GOV 15 INVITATION TO NOMINATE REPRESENTATIVE ON THE TAMAR ESTUARY MANAGEMENT TASKFORCE (TEMT)

Responsible Officer: Des Jennings, General Manager

Report prepared by: Amanda Bond, Regulatory & Community Services Manager, and
Monique Case, NRM Officer

1 PURPOSE OF REPORT

The purpose of this report is to seek Council's position regarding an invitation to nominate a Council representative to serve on the Tamar Estuary Management Taskforce (TEMT).

2 INTRODUCTION/BACKGROUND

As a major commitment of the Launceston City Deal Plan. The Tasmanian Government is establishing the TEMT and will coordinate the development of the *River Health Action Plan*.

Treasurer and Minister for Planning & Local Government, Hon. Peter Gutwein has written to Council inviting Council to nominate a representative to service on the TEMT. In his letter, the Minister provides background to TEMT and identifies its key priorities. An excerpt of the letter is copied below:

The establishment of the TEMT was a significant outcome of the recently signed Launceston City Deal and is funded by both the Commonwealth and Tasmanian Government.

The Taskforce will include experts and local stakeholders, and will report to the Launceston City Deal Executive Board

The TEMT is to develop a River Health Action Plan to be completed by the end of 2017. It is expected that the TEMT will report by the end of this calendar year its view of how best to mitigate the effect of the Launceston combined sewerage and storm water system with other key tasks being delivered during the 2017-18 financial year.

The River Health Action Plan will:

- Recommend priority government investments and policy actions
- Include preferred options for mitigating the effect on the Tamar Estuary of the combined sewerage and stormwater system
- Enable long-term oversight of the health of the Tamar Estuary and its catchments
- Identify measurable targets
- Build on the work of the Tamar Estuary and Esk Rivers (TEER) Partnership led by NRM North, including the 2015 Water Quality Improvement Plan.
(*Launceston City Deal pg 10.*)

The TEMT will provide a coordinated and evidence based approach to address the health of the Tamar River.

The TEMT will include experts and local stakeholders. It will report to the Launceston City Deal Executive Board.

The TEMT will oversee development of a River Health Action Plan that builds on the 2015 Tamar Estuary and Esk Rivers (TEER) *Water Quality Improvement Plan* to:

- Identify the most cost-effective management actions
- Prioritise government investments and policy actions
- Include preferred options for mitigating the effect on the Tamar Estuary of the combined sewerage and stormwater system
- Enable long-term oversight of the health of the Tamar Estuary and its catchments
- Identify accountability for meeting measurable targets over the life of the City Deal and the longer term

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- Deliver annual reports to the Launceston City Deal Executive Board on progress toward the targets.

The River Health Action Plan will be completed by the end of 2017 and be delivered from 2018 (City Deal p 33.).

The Commonwealth Government will invest \$1.5 million from the National Landcare Program. The Tasmanian Government will invest \$500,000 to support the development and implementation of actions under the River Health Action Plan to be overseen by TEMT.

The City of Launceston is committed to meeting its statutory responsibility for the management of stormwater and will invest in agreed priority projects to address Tamar River health outcomes.

Funding and financing options will be explored by the Tasmanian Government for upgrading Launceston's combined sewerage and stormwater system including the Clean Energy Finance Corporation. The Commonwealth Government will assist the Tasmanian Government and City of Launceston to explore financing options (City Deal Plan p 36).

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead –
 - Leaders with Impact
Core Strategies:
 - ♦ Lead – Councillors represent honestly with integrity
 - Money Matters
Core Strategies:
 - ♦ Improve community assets responsibly and sustainably
- Progress –
 - Strategic Project Delivery – Build Capacity for a Healthy Wealthy Future
Core Strategies:
 - ♦ Strategic, sustainable, infrastructure is progressive
 - o Economic Development – Supporting Growth and Change
Strategic Outcomes:
 - ♦ Minimise industrial environment impact on amenity
 - o Tourist Marketing and Communication
Strategic Outcomes:
 - ♦ Tourism thrives under a recognised regional brand
 - ♦ Tourism partnerships build sense of place identity
- Place –
 - Environment – Cherish & Sustain our Landscapes
Core Strategies:
 - ♦ Cherish & sustain our landscapes
 - ♦ Meet environmental challenges
 - ♦ Eco-tourism strongly showcases our natural beauties

4 POLICY IMPLICATIONS

State Policy on Water Quality Management 1997 (SPWQM)

State Stormwater Strategy 2012

State Coastal Policy 1996

5 STATUTORY REQUIREMENTS

N/A

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6 FINANCIAL IMPLICATIONS

There are no identified costs involved in participating in TEMT.

7 RISK ISSUES

There is a risk if Council does not elect a representative to the TEMT, it will lose the opportunity to have the voice of the Northern Midlands community included when addressing this significant issue.

8 CONSULTATION WITH STATE GOVERNMENT

The State Government is involved with this project.

9 COMMUNITY CONSULTATION

N/A

10 OPTIONS FOR COUNCIL TO CONSIDER

Whether or not to appoint a representative to serve on the Tamar Estuary Management Taskforce.

11 OFFICER'S COMMENTS/CONCLUSION

Council has received presentations from NRM North and the Tamar Estuary and Esk Rivers Program (TEER) regarding the state of the Tamar Estuary. Three major rivers in the Northern Midlands flow through to the Estuary. Council is a financial contributor to the TEER program and Des Jennings holds a position on the TEER partnership committee. The TEER program is likely to be a significant contributor to the implementation and delivery of components of the city deal – in particular the implementation of the *Water Quality Implementation Plan 2015* developed by the TEER.

The health and function of the Tamar Estuary and its tributaries are a matter of State, Regional and local significance. It is important to note that TEMT is not a duplication of TEER.

TEMT is being established to oversee the implementation and direct investment of the City Deal Project. Representation on the TEMT by may assist in influencing investment to catchment management concerns including storm water and diffuse pollutant sources from agricultural landscapes to further the implementation of the TEER Water Quality improvement plan in addition to access to other funding initiatives included in the City Deal project.

12 ATTACHMENTS

Nil

RECOMMENDATION 1

That Council discuss this matter.

RECOMMENDATION 2

That Council nominate as representative to serve on the Tamar Estuary Management Taskforce and the Treasurer and Minister for Planning & Local Government be notified accordingly.

DECISION

Cr

Cr

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R&CS 1 REVIEW OF THE NORTHERN MIDLANDS FURTHER EDUCATION BURSARY PROGRAM

Responsible Officer: Amanda Bond, Manager Regulatory and Community Services

Report prepared by: Lorraine Green, Project Officer

1 PURPOSE OF REPORT

To provide Council with a report on the outcome of the recent review of the Northern Midlands Bursary Program and to seek Council's endorsement of the proposed changes to the bursary program.

2 INTRODUCTION/BACKGROUND

In 2014 Council introduced the Northern Midlands Further Education Bursary Program to provide ten bursaries (\$1,000 across two years) on an annual basis to Year Ten Northern Midlands' students. Eligible applicants must have a Northern Midlands home address, be enrolled in Year Ten and be intending to pursue further education or training post Year Ten. The applicants are assessed on academic performance and attendance in Year Ten, passion for pursuing a further education/training pathway and economic need. Council approved the trial of the bursary program across 2014-2016.

Council reviewed the outcome of the Further Education Bursary program trial at the 18 July 2016 Council Meeting, and resolved as follows:

DECISION

Cr Lambert/Cr Polley

That Council continues the Further Education Bursary Program beyond the 2014-2016 trial period, awarding ten bursaries each year at an annual cost of \$10,000 (being \$500 per year per recipient over 2 years)

Carried unanimously.

A representative of Cape Hope Foundation, Mr Nicholas D'Antoine, contacted Council in early August 2016 to report the Foundation was considering offering bursaries to Northern Midlands students, and floated the possibility of collaborating with Council to expand Council's Further Education Bursary Program by the Foundation providing the funds for three additional bursaries. Council considered this request at the September 2016 Council Meeting, and resolved as follows:

DECISION

Cr Knowles/Cr Gordon

That Council endorse the expansion of the Further Education Bursary Program as proposed by Cape Hope Foundation, and appoint Cr Knowles, Cr Calvert and Cr Lambert to the 2016 Further Education Bursary Committee.

Carried unanimously.

Twelve bursaries were awarded in 2016: nine funded by Council and three funded by Cape Hope Foundation. Each bursary recipient received \$500 in 2017 and will receive \$500 in 2018, on provision of proof of continuation of their studies across the two years.

The Further Education Committee met in March 2017 to discuss several issues that had been raised about the bursaries including:

- whether the selection process should continue to be managed by Council and the Foundation or delegated to the schools, and;
- if selection was delegated to the schools, which schools should receive how many bursaries;
- should the value of the bursaries be increased and the number offered decreased to maintain the program within the allocated budget;

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- should some bursaries be awarded specifically to students undertaking apprenticeships post year ten.

These issues were informally raised with schools and the feedback received informed this report on proposed changes to the bursary program.

Proposed changes

1) Selection of bursary recipients:

Schools have Bursary Committees that select the students to be awarded the array of bursaries provided to the schools. Council and the Foundation working outside this committee system can create some issues as the committee needs to wait to hear which students our Bursary Committee has selected before the school committee can allocate the other bursaries. This process can also result in a student receiving a lesser value bursary than the school committee would have allocated the student.

It is proposed that the Council and the Foundation delegate the awarding of the bursaries to the schools.

2) Bursary value

The costs associated with education and training post year ten are increasing as students need to purchase digital equipment as well as traditional text books and tools of trade. It is proposed that the Council/Foundation bursaries be increased to \$2,000 across two years; with Council funding five bursaries each year, and Cape Hope Foundation funding four bursaries annually (total cost to Council stays at \$10,000 and the cost to the Foundation increases to \$8,000).

3) Recipient schools

To date all schools that Northern Midlands students attend, including the e-school, have been invited to submit applications for the Council/Foundation bursaries. The proposed delegation of the selection process to schools requires a decision to be made as to which schools receive bursaries to allocate through the schools' bursary committee process.

Given there are nine bursaries, it is proposed to initially trial the revised process as follows:

- Three bursaries each to Cressy and Campbell Town District High Schools (schools with the largest population of Northern Midlands students);
- Two bursaries to Kings Meadows High School (the 'feeder' school for Cressy and Campbell Town District High Schools);
- One bursary to Prospect High School (the lesser choice 'feeder' school).

Should the trial prove successful, consideration could be given to expanding the bursary program into other schools.

4) Bursaries specifically for students undertaking apprenticeships

The feedback received from the schools was that in some years no students indicate an intention to undertake an apprenticeship, or if they do so, it may be after the end of the school year. It is proposed that schools be encouraged to award bursaries to students planning to undertake an apprenticeship is such a student can be identified.

5) Bursary recipients reporting to Council

Under the current system, the bursary recipients are required to provide proof of enrolment at the beginning of each year in order to activate payment of their bursary. At the end of the two year period the recipients are invited to make a brief presentation at a Council workshop.

It is proposed that recipients now be asked to submit a brief report at the end of their first year, and

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be invited to present at a Council workshop in September/October of their second year.

If Council endorses these proposed changes, the Bursary Committee members will visit the schools to present on the changes at a full staff meeting prior to the end of the current school term.

3 STRATEGIC PLAN 2017/2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead –
 - Leaders with Impact
Core Strategies:
 - ♦ Communicate – Connect with the community
 - ♦ Lead – Councillors represent honestly with integrity
 - ♦ Manage – Management is efficient and responsive
 - Money Matters
Core Strategies:
 - ♦ Budgets are responsible yet innovative
 - Best Business Practice & Compliance
Core Strategies:
 - ♦ Council complies with all Government legislation
 - ♦ Excellent standards of customer service
- People –
 - Lifestyle – Strong, Vibrant, Safe and Connected Communities
Core Strategies:
 - ♦ Living well – Valued lifestyles in vibrant, eclectic towns
 - ♦ Communicate – Communities speak & leaders listen
 - ♦ Participate – Communities engage in future planning
 - ♦ Caring, Healthy, Safe Communities – Awareness, education & service

4 FINANCIAL IMPLICATIONS

The Northern Midlands Further Education Bursary Program has an allocation of \$10,000 annually.

5 RISK ISSUES

The schools receiving the Council/Foundation bursaries will be required to provide evidence of the process utilised for selecting recipients being open and honest.

6 CONSULTATION WITH STATE GOVERNMENT

Council consulted with School Principals, College staff and Education Department Pathway Planners during the initial development of the Northern Midlands Further Education Bursary Program. Schools were informally consulted during the bursary program review.

7 COMMUNITY CONSULTATION

Broader community consultation has not been undertaken.

8 OPTIONS FOR COUNCIL TO CONSIDER

Council can either endorse or not endorse the proposed changes to the bursary program.

9 OFFICER'S COMMENTS/CONCLUSION

The Northern Midlands Further Education Bursary Program demonstrates Council's commitment to assisting

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prepare Northern Midlands school students to successfully navigate their post school pathway by nurturing within them the desire, motivation and opportunity to succeed.

10 ATTACHMENTS

N/A

RECOMMENDATION 1

That the matter be discussed.

RECOMMENDATION 2

That Council endorse the proposed changes to the Northern Midlands Further Education Bursary Program.

DECISION

Cr

Cr

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R&CS 2 CMCA MEMBER ONLY RV PARK PROPOSAL – CAMPBELL TOWN

Attachments: Section 1 – Page 134

Responsible Officer: Amanda Bond, Regulatory & Community Services Manager

Report prepared by: Amanda Bond, Regulatory & Community Services Manager

1 PURPOSE OF REPORT

The purpose of this report is to seek Council's position on progressing the proposal by the Campervan and Motorhome Club of Australia (CMCA) to establish a CMCA members only RV Park in Campbell Town.

2 INTRODUCTION/BACKGROUND

A report was presented to the Council meeting in September 2016 tabling correspondence received from the CMCA, seeking expressions of interest from Councils for the establishment of a CMCA run caravan park in their municipality.

The CMCA are seeking Council to:

- advise and support in identifying a site; and
- provide assistance in undertaking any required development application or obtaining local or state government approvals.

A CMCA RV Park would be a member only facility, specifically targeted to self-contained RVs. The project is aimed to increase the number of CMCA RV facilities in the country to a minimum of 100 by 2019, and boost CMCA membership. There are presently two CMCA Member Only RV Parks in Australia, one in Queensland and one in Railton, Tasmania. Approval is presently being sought for a site in George Town, Tasmania.

The following advice has been received from the CMCA regarding Member Only parks:

- As the CMCA run parks are for CMCA members only, they are not considered competition to existing businesses.
- Should the CMCA lease land from Council for the park it would be proposed to be at a peppercorn rate, and for a period of 10 years (dependant on the suitability of the site).
- Volunteer management of the facilities occurs by CMCA members who are trained in management and look after the facility for 1-3 months at a time.

CMCA State Coordinator Mr Don Mackrill and Mr Michael Charlesworth (Northern Region Coordinator) met with Council officers on 31 October 2016, prior to the Council workshop.

During that meeting it was advised the CMCA do not wish to establish sites in towns where existing caravan parks exist. The CMCA's preference is to establish in RV Friendly towns.

The essential criteria for an RV friendly town is:

- Provision of appropriate parking within the town centre, with access to a general shopping area for groceries and fresh produce.
- Provision of short term, low cost overnight parking (24/48 hours) for self-contained RVs, as close as possible to the CBD.
- Access to potable water.
- Access to a free dump point at an appropriate location.

Campbell Town is an RV friendly town.

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Council considered the matter again at its meeting of 21 November 2016 and decided:

Cr Polley/Cr Goninon

1. That Council supports, in principle, the proposal for a CMCA RV Park in Blackburn Park, Campbell Town, subject to:
 - a) completion of community consultation for the proposal;
 - b) completion of consultation with the Ross Motel & Caravan Park and the Longford Caravan Park for their input;
 - c) the preparation of a business case in support of the proposal.
2. That Council consider additional locations at a future workshop.

Carried

Voting for the Motion:

Mayor Downie, Cr Adams, Cr Calvert, Cr Gordon, Cr Goninon, Cr Knowles, Cr Lambert, Cr Polley

Voting against the Motion:

Cr Goss

Attached to this report is a proposal from the CMCA to establish a CMCA Member Only RV Park at King Street Oval, Campbell Town. Discussion has been had with the CMCA regarding alternative locations in the municipality, for example, Cressy, and it has been expressed that Campbell Town is the preferred site.

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead –
 - Leaders with Impact
Core Strategies:
 - ♦ Communicate – Connect with the community
 - Money Matters
Core Strategies:
 - ♦ Improve community assets responsibly and sustainably
- Progress –
 - Strategic Project Delivery – Build Capacity for a Healthy Wealthy Future
Core Strategies:
 - ♦ Attract healthy, wealth-producing business & industry
 - Economic Development – Supporting Growth & Changes
 - ♦ New & expanded small business is valued
 - ♦ Support new businesses to grow capacity & service
 - ♦ Towns are enviable places to visit, live & work
 - ♦ Minimise industrial environment impact on amenity
 - Tourism Marketing & Communication
 - ♦ Tourism thrives under a recognised regional brand
 - ♦ Tourism partnerships build sense of place identity
- People –
 - Lifestyle – Strong, Vibrant, Safe and Connected Communities
Core Strategies:
 - ♦ Living well – Valued lifestyles in vibrant, eclectic towns
 - ♦ Communicate – Communities speak & leaders listen
 - ♦ Participate – Communities engage in future planning
 - ♦ Connect – Improve sense of community ownership
 - ♦ Caring, Healthy, Safe Communities – Awareness, education & service
- Place –
 - Environment – Cherish & Sustain our Landscapes

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Core Strategies:

- Cherish & sustain our landscapes
- Meet environmental challenges
- Eco-tourism strongly showcases our natural beauties

4 POLICY IMPLICATIONS

Council presently has in place an 'Overnight Camping – Self Contained Vehicles' Policy. The Policy is presently under review. Substantial community consultation has been undertaken and the next stage of the review is to discuss the policy at a Council workshop.

5 STATUTORY REQUIREMENTS

King Street Oval is classified as Public Land as per section 177A of the *Local Government Act 1993*. In order for Council to lease public land it must abide by the provisions of section 178 of the *Local Government Act 1993*.

In summary, Council must:

- Pass a resolution to lease the land by absolute majority.

The General Manager must then:

- Publish an intention to lease on at least two separate occasions in a daily newspaper circulating in the municipality;
- Display a copy of the notice on the boundary of the land;
- Notify the public of how an objection to the lease can be made.

If objections are received Council must consider the objection/s and advise the decision maker/s within 7 days of the outcome of the decision and the rights of appeal.

It is noted that Council may lease public land for a period not exceeding 5 years without complying with the provisions of section 178 of the *Local Government Act 1993* (section 179 *Local Government Act 1993*).

King Street Oval is presently zoned Recreation. A discretionary planning application would need to be submitted for use of the Oval as a CMCA Member Only RV Facility on a fulltime basis.

6 FINANCIAL IMPLICATIONS

The attached proposal states the CMCA will meet the costs of developing the site. However, it is expected Council enter into a non-commercial lease agreement with the CMCA for the site.

There will be financial implications for Council to comply with the requirements of section 177A of the *Local Government Act 1993* (lease of public land), should it choose that course.

7 RISK ISSUES

There are presently two private businesses operating caravan parks in the Northern Midlands. Council owns the land on which both caravan parks are situate and they are leased at a commercial rate. There is a risk that leasing land to the CMCA at a non-commercial rate is a breach of competitive neutrality principles and may create unfair competition to the two existing businesses, competing in a small region.

There is presently a free dump point facility at the King Street Oval. The King Street Oval appeals to the CMCA on the basis it already has dump point facilities. Should the CMCA take control of that area there is a risk there is an expectation by the CMCA to obtain exclusive use of that dump point and therefore exclude other non-members from using the facility.

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There is a risk to the CMCA that the installation of a CMCA Member Only RV Park in a town where there already exists free overnight camping for self-contained vehicles will threaten the viability of the park.

8 CONSULTATION WITH STATE GOVERNMENT

N/A

9 COMMUNITY CONSULTATION

Council is presently undertaking a review of its own free overnight stay areas for self-contained vehicles. During that process Council wrote to the following stakeholders seeking their feedback:

- Local District Committees and affected Facility Management Committees;
- Neighbouring property owners to free sites;
- CMCA;
- Caravanning Industry Australia Tasmania;
- Northern Midlands Caravan Park operators.

One of the questions asked during that process was whether or not the stakeholder supported the proposal to develop a CMCA Member Only park in the municipality.

The feedback from the stakeholders is summarised below:

- | | |
|--|----|
| • Number of Stakeholder Responses received | 19 |
| • Number of Stakeholders in support of CMCA site | 3 |
| • Number of Stakeholders not in support of CMCA site | 8 |
| • Number of Stakeholders who did not specify support for a CMCA site | 8 |

10 OPTIONS FOR COUNCIL TO CONSIDER

Council is to consider whether to support the proposal to enable it to progress to the next stage, or not.

11 OFFICER'S COMMENTS/CONCLUSION

Council's resolution of November 2016 requested the following actions be taken:

a) Community consultation for the project be completed.

To the knowledge of the writer the CMCA have not completed specific community consultation regarding the proposal.

Council, as mentioned earlier in the report sought feedback from the community as part of its review of Council maintained free overnight rest areas for self contained vehicles. The summary of feedback responses is provided in section 9 of this report. The summary indicates there are more stakeholders who do not support the proposal than do support it.

b) Complete consultation with the Ross & Longford Caravan Park owners.

Both the Ross and Longford Caravan Park owners have indicated they do not support the development of a CMCA Member Only RV Park in the Northern Midlands.

c) The preparation of a business case in support of the proposal.

The business case for the proposal is attached.

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It is noted the CMCA have recently launched a CMCA Member Only RV Park in Railton. It is understood that park has now closed for the winter months, due to reopen in Spring.

12 ATTACHMENTS

12.1 Business Case

RECOMMENDATION 1

That Council discuss this matter.

RECOMMENDATION 2

That Council does not support the establishment of a CMCA Member Only RV Park at King Street Oval, Campbell Town.

Or

That Council does support the establishment of a CMCA Member Only RV Park at King Street Oval, Campbell Town; and

Council resolves to lease the public land situate at 24 King Street, Campbell Town to the CMCA for a period of five years, subject to the requirements of section 178 of the *Local Government Act 1993* being met.

DECISION

Cr

Cr

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R&CS 3 SPIRIT OF TASMANIA – TOUR OF TASMANIA: REQUEST FOR FINANCIAL ASSISTANCE

Attachments: Section 1 – Page 141

Responsible Officer: Amanda Bond, Regulatory & Community Services Manager

Report prepared by: Amanda Bond, Regulatory & Community Services Manager

1 PURPOSE OF REPORT

To seek Council's position regarding a request from GTR Events for Council to contribute \$5,000 cash plus in-kind traffic management support to the 2017 Spirit of Tasmania Tourism of Tasmania.

2 INTRODUCTION/BACKGROUND

The Spirit of Tasmania Tour of Tasmania will again be held in 2017 from 10 – 15 November. After the success of the Poatina Hill Climb stage last year, event organisers, GTR Events have approached Council to again be a host Council.

Cycling Australia made the same request of Council in 2015. Council considered a report in relation to this matter at the 22 June 2015 Council Meeting, at which time the following was the decision of Council:

DECISION

Cr Polley/Cr Gordon

That the General Manager enter into negotiations, up to an amount of \$2,000, in relation to in-kind support with Cycling Australia to host a stage of the 2015 Tour of Tasmania in the Northern Midlands.

Carried unanimously

The stage in the Northern Midlands did not eventuate in 2015 as the requirements of Cycling Australia were not met.

In 2016 Council was again approached to host a stage and the following decision was made at the 27 June 2016 Council meeting:

DECISION

Cr Goninon/Cr Calvert

That Council

- i) offer sponsorship funding, on a dollar for dollar basis up to an amount of \$2,500 to Cycling Australia to host a stage of the 2016 Tour of Tasmania in the Northern Midlands; and*
- ii) approach the Tourism Northern Tasmania (TNT) and seek their consideration of a contribution of \$2,500 in partnership with Cycling Australia to host a stage of the 2016 Tour of Tasmania in the Northern Midlands.*

Carried unanimously

Attached to this report is a copy of the Spirit of Tasmania 2016 Tour of Tasmania Event Report.

Stage 3 of the Spirit of Tasmania Tour of Tasmania in 2016 commenced at the Silverdome in Launceston and concluded at the summit of the Poatina Hill, in the Central Highlands. Council officers have been advised that should the Northern Midlands Council agree to host a stage in 2017, consideration would be given to having the event stage commence in Longford.

The event has a tour entourage of 65 people that the event accommodate and feed. It is proposed that if the event were to commence in Longford the entourage would stay in Longford the night prior to the race commencing. Race entrants are encouraged to stay within the municipality where the stage is being held.

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GTR Events require the following commitment from Council if it is to be a host Council:

- Traffic management implementation
- Ensure no major roadworks are being undertaken during the event
- Where reasonable, rectify and meet the costs and road surface safety concerns raised by GTR Events
- Distribute road closure notifications via Council's Facebook page
- Refer event enquiries to GTR Events
- Distribute promotional material
- Promote the event through Council's media channels
- Provide GTR Events with known local cycling clubs and schools
- Provide waste bins

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Progress –
 - Tourism Marketing & Communication
 - ♦ Tourism thrives under a recognised regional brand
 - ♦ Tourism partnerships build sense of place identity

4 POLICY IMPLICATIONS

Council has in place a Festivals, Events & Promotions Policy. The Policy provides the framework by which event organisers can apply to Council for both cash and in-kind support for an event in the Northern Midlands.

The maximum allocation to a recurring event pursuant to the policy is \$1,650.

Applications for events to be held in the second half of this calendar year closed on 7 April. GTR Events did not submit an application for funding.

GTR Events have now been advised of Council's funding program for future reference.

The amount of support requested is well outside the maximum allocation pursuant to the Festivals, Events & Promotions Policy.

5 STATUTORY REQUIREMENTS

N/A.

6 FINANCIAL IMPLICATIONS

GTR Events are requesting Council contribute \$5,000 in cash, plus in-kind support to provide the traffic management for the start/finish of the stage which runs through the Northern Midlands.

Council recently resolved to provide traffic management for small scale events. Given the detail of the start of the event has not been finalised it is difficult to confirm whether this is an event Council Works Officers could provide the traffic management for.

It is likely, if Council were to provide the traffic management for the commencement of the stage in Longford, it would be contracted out to a traffic management provider. As no detail has been provided as to where the event would commence from, and therefore, the traffic management/road closures required, an estimate of this cost is difficult to provide. However, engaging a contractor to perform the closure for a minimum period of 4 hours is estimated to be in the vicinity of \$1,000-\$1,400.

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7 RISK ISSUES

There is a risk if Council cannot provide the minimum contribution the Poatina Hill Climb Stage will not be held. Advice has been provided that due to the cost of the stage last year, there was significant consideration given to the viability of the stage in 2017.

8 CONSULTATION WITH STATE GOVERNMENT

N/A.

9 COMMUNITY CONSULTATION

N/A.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council is to consider the level of contribution, if at all, it is to make to the 2017 Spirit of Tasmania Tour of Tasmania.

11 OFFICER'S COMMENTS/CONCLUSION

Given the finish of the stage is outside of the Northern Midlands municipality, it is not recommended Council provide the in-kind support for traffic management for the finish.

If the stage were to commence in Longford, this may be an excellent opportunity to promote the Longford Velodrome, with the potential for the race to commence from that precinct.

It is noted Devonport City Council, West Tamar Council and Central Coast Councils have all committed at least the minimum \$5,000 funding toward stages of the event in their municipalities.

12 ATTACHMENTS

12.1 Spirit of Tasmania 2016 Tour of Tasmania Event Report.

RECOMMENDATION 1

That the matter be discussed.

RECOMMENDATION 2

That Council enter into a partnership with GTR Events to host a stage of the 2017 Spirit of Tasmania Tour of Tasmania in the Northern Midlands and contribute \$..... to the event, and encourage GTR Events invite the Central Highlands Council to contribute to the cost.

Or

That Council not enter into a partnership with GTR Events to host a stage of the 2017 Spirit of Tasmania Tour of Tasmania in the Northern Midlands.

DECISION

Cr

Cr

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R&CS 4 *PUBLIC INTEREST DISCLOSURES ACT 2002:* PROCEDURES

Attachments: Section 1 – Page 153

Responsible Officer: Amanda Bond, Regulatory & Community Services Manager

Report prepared by: Amanda Bond, Regulatory & Community Services Manager

1 PURPOSE OF REPORT

The purpose of this report is to seek Council's endorsement of the revised procedures for reporting disclosures of improper conduct or detrimental action by members, in accordance with the provisions of the *Public Interest Disclosures Act 2002*.

2 INTRODUCTION/BACKGROUND

The purpose of the *Public Interest Disclosures Act 2002* is to:

- to encourage and facilitate disclosures of improper conduct by public officers and public bodies;
- to protect persons making those disclosures, and others, from detrimental action;
- to provide for the matters disclosed to be properly investigated and dealt with; and
- to provide all parties involved in the disclosures with natural justice.

Pursuant to section 60 of the *Public Interest Disclosures Act 2002* Council is required to develop a set of procedures to establish a system for reporting disclosures. The procedures must be approved by the Ombudsman and must be reviewed every three years.

The Ombudsman has developed a set of model Public Interest Disclosure Procedures which were adopted by Council in 2014 (Min Ref. 228/14).

The Northern Midlands Council's Public Interest Disclosures Procedures are due for review. Recently, the Ombudsman has updated the Model Procedures.

The revised Northern Midlands Council Procedures attached to this report have been adopted directly from the revised Model Procedures developed by the Ombudsman, current as at June 2017.

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead –
 - Best Business Practice & Compliance
- Core Strategies:
- ♦ Council complies with all Government legislation

4 POLICY IMPLICATIONS

It is a legislative requirement that Council have in place these procedures.

5 STATUTORY REQUIREMENTS

Public Interest Disclosures Act 2002

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6 FINANCIAL IMPLICATIONS

There have been no financial implications identified for Council to develop these procedures.

7 RISK ISSUES

If Council does not have in place the procedures and submit them to the Ombudsman for review in the relevant timeframe, Council will be in breach of the *Public Interest Disclosures Act 2002*.

8 CONSULTATION WITH STATE GOVERNMENT

N/A

9 COMMUNITY CONSULTATION

N/A

10 OPTIONS FOR COUNCIL TO CONSIDER

To adopt the revised procedures or not.

11 OFFICER'S COMMENTS/CONCLUSION

The Ombudsman provides organisations with a model set of procedures. There have been some slight changes to the procedures that were adopted by Council in 2014 which are mentioned in the attached letter from the Ombudsman dated 8 June 2017.

12 ATTACHMENTS

12.1 Northern Midlands Council Public Interest Disclosures Procedures

12.2 Letter from Ombudsman Tasmania dated 8 June 2017

RECOMMENDATION 1

That Council note and endorse the Public Interest Disclosure Procedures as attached.

DECISION

Cr

Cr

AGENDA – ORDINARY MEETING

26 JUNE 2017



R&CS 5 CONARA PARK MASTER PLAN

Responsible Officer: Amanda Bond, Regulatory & Community Services Manager

Report prepared by: Amanda Bond, Regulatory & Community Services Manager

1 PURPOSE OF REPORT

The purpose of this report is to seek Council's position regarding obtaining a master plan for the public space at Conara.

2 INTRODUCTION/BACKGROUND

Conara is located slightly north of the intersection to Avoca and the East Coast of Tasmania. There is a large area of public space at the entrance to Conara including a playground, BBQ and car park.

The Department of State Growth owns and is responsible for maintaining the park site, except for the playground which Council maintains. In 2015 the Department of State Growth removed the public toilet facility at the Conara Park due to structural safety concerns. At that time, the Department offered to re-build a public toilet facility on the proviso Council would accept responsibility for the site and clean and maintain the facility. Council declined the offer.

The site is not a recognised free camping area. The site has previously been identified on some camping websites as a free rest area for self-contained vehicles, however, it is understood these references have now been removed. Despite this, the site is regularly used by self-contained and in some instances non self-contained campers. This use has caused issues with residents of Conara, in particular with the lighting of camp fires in summer, public defecation and privacy with some campers parking against backyards of private residents.

Discussion has been had with the Department of State Growth regarding the Conara Park and potential for improvement to the site.

In summary it has been informally proposed by the Department of State Growth that:

- A master plan for the site be prepared;
- The playground be relocated and car parking area be tidied, with the land then becoming the responsibility of the Northern Midlands Council;
- The Department of State Growth maintain or develop the remaining land owned by it at the site.

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Lead –
 - Leaders with Impact
Core Strategies:
 - ♦ Communicate – Connect with the community
 - ♦ Lead – Councillors represent honestly with integrity
 - Money Matters
Core Strategies:
 - ♦ Improve community assets responsibly and sustainably
- Progress –
 - Strategic Project Delivery – Build Capacity for a Healthy Wealthy Future

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Core Strategies:

- ♦ Strategic, sustainable, infrastructure is progressive
 - ♦ Attract healthy, wealth-producing business & industry
 - People –
 - Sense of Place – Sustain, Protect, Progress
- Core Strategies:
- ♦ Developments enhance existing cultural amenity
 - ♦ Public assets meet future lifestyle challenges
 - Lifestyle – Strong, Vibrant, Safe and Connected Communities
- Core Strategies:
- ♦ Living well – Valued lifestyles in vibrant, eclectic towns
 - ♦ Communicate – Communities speak & leaders listen
 - ♦ Participate – Communities engage in future planning
 - ♦ Connect – Improve sense of community ownership

4 POLICY IMPLICATIONS

N/A

5 STATUTORY REQUIREMENTS

N/A

6 FINANCIAL IMPLICATIONS

The cost of a master plan for the Conara Park has not yet been determined, however, it is proposed the Department of State Growth be approached to cover the cost of the plan.

If Council was given responsibility of maintenance of the playground and carpark area it would be responsible for the cost of the ongoing maintenance.

7 RISK ISSUES

There is a risk if the area does not have a master plan prepared it will result in potential lost opportunity for the development of the park amenity in Conara.

8 CONSULTATION WITH STATE GOVERNMENT

The Department of State Growth have been consulted regarding this proposal.

9 COMMUNITY CONSULTATION

The community of Conara would need to be consulted regarding the master plan.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council has the option to consider whether or not it would like to take responsibility for the upgraded Conara Park site once the master plan and works have been completed.

11 OFFICER'S COMMENTS/CONCLUSION

There are 36 houses in the township of Conara.

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12 ATTACHMENTS

Nil

RECOMMENDATION 1

That Council discuss this matter.

RECOMMENDATION 2

That Council seek quotes for the development of a master plan for the Conara Park site and formally approach the Department of State Growth to cover the cost of the plan and implementation.

DECISION

Cr

Cr

AGENDA – ORDINARY MEETING

26 JUNE 2017



WORKS 1 GUARD RAIL: INTERSECTION OF ILLAWARRA AND BISHOPSBOURNE ROADS

Responsible Officer: Leigh McCullagh, Works Manager
Report prepared by: Jonathan Galbraith, Engineering Officer

1 PURPOSE OF REPORT

To provide Council with information regarding the guard rail at intersection of Illawarra Road and Bishopsbourne Road.

2 INTRODUCTION/BACKGROUND

Several times in recent years concerns have been raised by members of the public regarding safety at the intersection of Bishopsbourne Road and Illawarra Road.

Concerns were first raised through the Northern Midlands Traffic Committee and as a result of this request old non-compliant guardrail was replaced with new w-beam rail. The rail was not extended around the corner into Bishopsbourne Road.

Further concerns were raised by members of the public in November 2016 and as result of these concerns Council contacted the Department of State Growth and asked them to review the safety of the intersection.

3 STRATEGIC PLAN 2017-2027

The Strategic Plan 2017-2027 provides the guidelines within which Council operates.

- Progress –
 - Strategic Project Delivery – Build Capacity for a Healthy Wealthy Future
- Core Strategies:
- ♦ Strategic, sustainable, infrastructure is progressive

4 FINANCIAL IMPLICATIONS

There are no financial implications for Council as the intersection is maintained by the Department of State Growth and they are responsible for all works that are carried out within the Illawarra Road road reserve.

5 RISK ISSUES

There are steep banks on both sides of Bishopsbourne Road and the intersection, which are not protected by guardrail. There is a risk that vehicles may run off the road at this intersection. Based on the information provided by the Department of State Growth they consider this to be a low risk because vehicles turning at this intersection will be moving at slow speeds.

6 CONSULTATION WITH STATE GOVERNMENT

In May 2017 Garry Hills from the Traffic Management Division of the Department of State Growth advised as follows:

“The Department has completed further review of the site and advise that provision of barrier around the junction corners is not supported due to;

- *There is no over representation of run-off road crashes occurring at the site.*
- *The barriers are not designed to cater for high angle impacts if a vehicle was to run-off Illawarra Road square into the radius of the barrier.*

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- *Returning barrier into the junction may adversely affect sight distance from the junction.*
- *The junction area is very wide and it is unlikely that a left turning vehicle would leave the road. Some additional delineation may assist in better defining the junction area, such as returning the edge lines into the junction and providing more guide posts around the radii.”*

7 OFFICER’S COMMENTS/CONCLUSION

In rural areas, the Department of State Growth is responsible for the entire road reserve from fenceline to fenceline therefore safety concerns raised in relation to the steep banks are the responsibility of the Department of State Growth. Council cannot carry out works in this area as they are not the road manager.

Works proposed by the Department of State Growth, such as linemarking and installation of additional guideposts, should be sufficient to improve safety at this intersection as turning vehicles will be moving at a slow speed.

8 ATTACHMENTS

N/A

RECOMMENDATION 1

That the matter be discussed.

RECOMMENDATION 2

That Council write to the Department of State Growth requesting that they undertake the proposed improvements to the linemarking and guideposts at the intersection of Bishopsbourne Road and Illawarra Road as soon as possible.

DECISION

Cr

Cr

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CORP 1 MONTHLY FINANCIAL STATEMENT

Attachments: Section 1 – Page 193

File: Subject 24/023
 Responsible Officer: Maree Bricknell, Corporate Services Manager
 Report Prepared by: Maree Bricknell, Corporate Services Manager

1 PURPOSE OF REPORT

The purpose of this report is to present the monthly financial reports as at 31 May 2017.

2 INTRODUCTION/BACKGROUND

The Corporate Services Manager circulated a copy of the Monthly Financial Summary for the period ended 31 May 2017.

3 ALTERATIONS TO 2016-17 BUDGET

Following a budget review of income and expenditure items the following alterations/variances are highlighted and explained: -

SUMMARY FINANCIAL REPORT

For Month Ending: 31-May-17 11

A. Operating Income and Expenditure						
	Budget	Year to Date Budget	Actual	(\$,000)	Target 100%	Comments
Rate Revenue	-\$9,872,545	-\$9,872,545	-\$9,639,556	-\$233	97.6%	Accrued revenue adjustment included
Recurrent Grant Revenue	-\$4,387,909	-\$4,022,250	-\$4,093,211	\$71	101.8%	
Fees and Charges Revenue	-\$1,506,300	-\$1,380,775	-\$1,414,514	\$34	102.4%	
Interest Revenue	-\$405,842	-\$372,022	-\$295,492	-\$77	79.4%	
Reimbursements Revenue	-\$81,867	-\$75,045	-\$265,590	\$191	353.9%	
Other Revenue	-\$1,659,834	-\$1,521,515	-\$791,016	-\$730	52.0%	
	-\$17,914,297	-\$17,244,151	-\$16,499,379	-\$745	95.7%	
Employee costs	\$5,176,338	\$4,744,977	\$4,813,402	-\$68	101.4%	
Material & Services Expenditure	\$4,501,543	\$4,126,414	\$4,800,306	-\$674	116.3%	
Depreciation Expenditure	\$5,327,234	\$4,883,298	\$4,883,264	\$0	100.0%	
Government Levies & Charges	\$662,419	\$607,217	\$535,981	\$71	88.3%	
Councillors Expenditure	\$190,097	\$174,256	\$155,310	\$19	89.1%	
Other Expenditure	\$1,271,412	\$1,198,666	\$764,188	\$434	63.8%	
Plant Expenditure Paid	\$482,895	\$442,654	\$387,473	\$55	87.5%	
	\$17,611,938	\$16,177,481	\$16,339,924	-\$162	101.0%	
	-\$302,359	-\$1,066,670	-\$159,455			
Gain on sale of Fixed Assets	\$0	\$0	\$0	\$0	0.0%	
Loss on Sale of Fixed Assets	\$300,000	\$275,000	\$67,452	\$208	24.5%	
Underlying (Surplus) / Deficit	-\$2,359	-\$791,670	-\$92,003			
	\$0		\$0			
Capital Grant Revenue	-\$2,291,976	-\$2,100,978	-\$1,862,110	-\$239	88.6%	
Subdivider Contributions	-\$430,000	-\$394,167	0	-\$394	0.0%	
Capital Revenue	-\$2,721,976	-\$2,495,145	-\$1,862,110			
	-		-			
Budget Alteration Requests						
- For Council authorisation by absolute majority						
		Operating	Capital			
Defer to 2017/18 Budget period						
- Special Project Evandale Community Centre		\$2,500			A/c 517502	Defer 2017/18

AGENDA – ORDINARY MEETING

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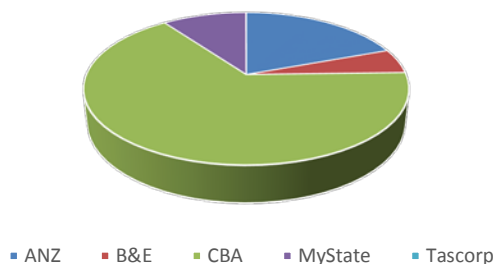


- Fleet 4	\$15,000	A/c 700004	Defer 2017/18
- Fleet 31	\$20,000	A/c 700031	Defer 2017/18
- Falls Park Entrance Upgrades	\$40,000	A/c 707977	C/fwd 2017/18
- Ross Public Toilet Replacement	\$180,000	A/c 707934	C/fwd 2017/18
- Lfd Memorial Hall Improvements	\$60,000	A/c 707959	Defer 2017/18
- Ross Hall Acoustic Improvements	\$4,733	A/c 707973	Defer 2017/19
- Stimulus Footpath Program	\$250,000	A/c 750000	Defer 2017/18
- Seccombe St West	\$80,000	A/c 751308	Defer 2017/18
- Stormwater Land Acquisition	\$442,000	A/c 788601	C/fwd 2017/18

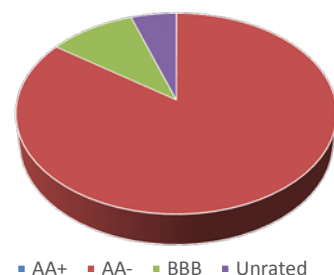
B. Balance Sheet Items

	Year to Date Actual		Monthly Change		Same time last year	Comments
Cash & Cash Equivalents Balance						
- Opening Cash balance	\$10,346,134		\$12,217,403			
- Cash Inflow	\$20,223,311		\$1,650,619			
- Cash Payments	-\$19,129,176		-\$2,427,753			
- Closing Cash balance	\$11,440,269		\$11,440,269			
	-		-			
Account Breakdown						
- Trading Accounts	\$846,771					
- Investments	\$10,593,498					
	\$11,440,269					
	-0.00					
Summary of Investments	Investment Date	Maturity Date	Interest Rate%	Purchase Price	Maturity Value	
Tasmanian Public Finance Corporation Call Account	1/05/2017	31/05/2017	1.50	\$5,182	\$5,188	
CBA Call Account	29/05/2017	31/05/2017	1.40	\$520,654	\$520,694	
ANZ	8/12/2016	8/06/2017	2.60	\$1,000,000	\$1,012,964	
CBA	13/02/2017	13/06/2017	2.43	\$1,000,000	\$1,007,989	
CBA	29/05/2017	28/06/2017	1.84	\$1,000,000	\$1,001,512	
CBA	2/03/2017	31/07/2017	2.45	\$1,000,000	\$1,010,136	
CBA	4/04/2017	2/08/2017	2.44	\$1,400,000	\$1,411,231	
CBA	13/04/2017	11/08/2017	2.40	\$1,500,000	\$1,511,836	
ANZ	14/05/2017	14/11/2017	2.40	\$1,348,828	\$1,365,147	
My State Financial	25/12/2016	25/12/2017	2.85	\$1,189,250	\$1,223,144	
Bass & Equitable	24/05/2017	24/05/2018	2.65	\$629,584	\$646,268	
Total Investments	0/01/1900	0/01/1900	0.00	\$10,593,498	\$10,716,108	

Investments by Institution



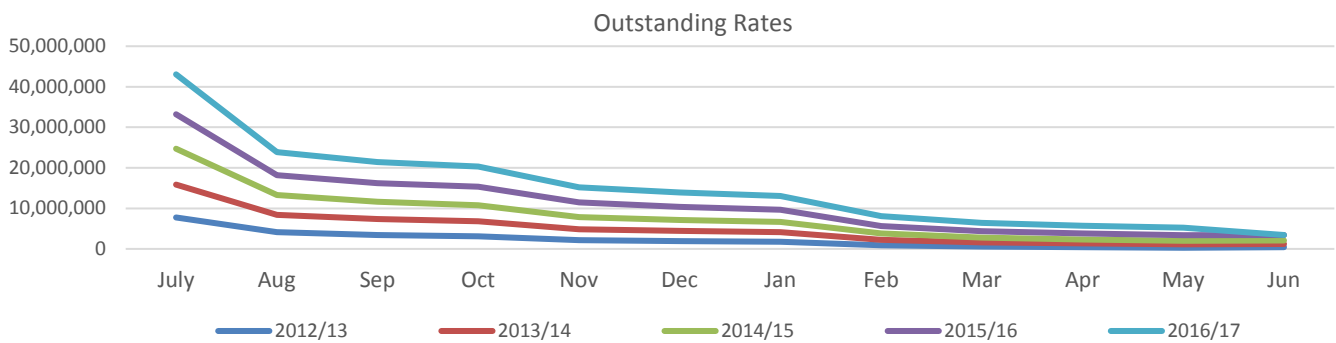
Total Investments by Rating (Standard & Poor's)



Rate Debtors	2016/17	% to Raised	Same Time Last Year	% to Raised
Balance b/fwd	\$1,365,785		\$1,017,753	
Rates Raised	\$9,779,905		\$9,416,724	
	\$11,145,690		\$10,434,477	
Rates collected	\$9,082,938	93.1%	\$8,821,527	93.9%
Pension Rebates	\$427,306	4.4%	\$410,211	4.4%
Discount & Remissions	\$38,963	0.4%	\$47,810	0.5%
	\$9,549,206		\$9,279,548	
Rates Outstanding	\$1,823,843	18.6%	\$1,383,330	14.7%
Advance Payments received	-\$227,359	2.3%	-\$228,400	2.4%

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Trade Debtors

Current balance	\$432,424			
- 30 Days		\$386,864		
- 60 Days		-\$1,912		
- 90 Days		\$5,272		
- More than 90 days		\$42,199		
Summary of Accounts more than 90 days:		-	0	
- Norfolk Plains Book sales			709	
- Hire/lease of facilities			336	
- Removal of fire hazards			4,985	
- Dog Registrations & Fines			33,685	
- Sales			2,000	
- Grants			0	
- Private Works			0	
- Building / Planning Fees			484	
			-	

Paid by outlet as sold

Sent to Fines Enforcement Arrangement to pay Pension Grants

C. Capital Program

	Budget	Actual (\$,000)	Target 92%	Comments
Renewal	\$5,766,961	\$4,444,703	77%	
New assets	\$2,959,275	\$2,016,034	68%	
Total	\$8,726,236	\$6,460,737	74%	
Major projects:				
- Lake River Bridge Replacement	\$1,430,000	\$1,660,429	116%	Complete
- Campbell Town Recreation Ground Complex	\$1,500,000	\$99,386	7%	Final Design stage
- Rossarden Bridge Replacement	\$300,000	\$0	0%	Deferred 2017/18
- Nile Road reconstruction	\$384,000	\$331,428	86%	Substantially complete
- Woolmers Lane reconstruction	\$510,000	\$446,620	88%	Complete
- Longford Playspace Equipment	\$253,000	\$253,522	100%	Complete
- Longford Boat Ramp jetty replacement	\$140,000	\$69,188	49%	Complete

* Full year to date capital expenditure for 2015/16 provided as an attachment.

D. Financial Health Indicators

	Target	Actual	Variance	Trend	
Financial Ratios					
- Rate Revenue / Total Revenue	55.1%	57.9%	-2.8%	↑	
- Own Source Revenue / Total Revenue	76%	75.2%	0.3%	↘	
Sustainability Ratio					
- Operating Surplus / Operating Revenue	0.0%	0.6%	-0.5%	↘	

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- Debt / Own Source Revenue 0.0% 0.0% 0.0% ↔



Efficiency Ratios

- Receivables / Own Source Revenue 16.7% 18.2% -1.5% ↘
 - Employee costs / Revenue 28.9% 29.2% -0.3% ↗
 - Renewal / Depreciation 108.3% 91.0% 17.2% ↗



Unit Costs

- Waste Collection per bin \$10.58 \$11.95 ↔
 - Employee costs per hour \$43.14 \$40.13 ↗
 - Rate Revenue per property \$1,414.00 \$1,400.73 ↔
 - IT per employee hour \$3.17 \$2.08 ↘



E. Employee & WHS scorecard

	YTD	This Month
Number of Employees	76.0	82
New Employees	29	1
Resignations	7	3
Total hours worked	119944.23	9385.8
Lost Time Injuries	3	0
Lost Time Days	7	0
Safety Incidents Reported	25	3
Hazards Reported	12	1
Risk Incidents Reported	10	1
Insurance claims - Public Liability	3	1
Insurance claims - Industrial	0	0
Insurance claims - Motor Vehicle	4	0
IT - Unplanned lost time	0	0
Open W/Comp claims	12	1



4 OFFICERS COMMENTS

Council has undertaken an annual review of the currency and accuracy of asset registers and valuation adjustments have been assessed and undertaken on the following basis:

Asset Category	Valuation Methodology	Last Revaluation	2014/15 Valuation Adjustments	Next Scheduled Revaluation
Land	Fair Value	2013/14	Indexed based on Land Tax adjustment factors	2018/19
Land Under Roads	Fair Value	2013/14	No adjustment	2018/19
Buildings	Fair Value	2015/16	Revalued by Murray Bugg Independent Valuer	2020/21
Roads Infrastructure	Fair Value	2014/15	Revalued by Moloney Asset Management condition assessment	2019/20
Bridges	Fair Value	2014/15	Indexation adjustment based on application of a Road & Bridge Construction Index Factor obtained from the ABS 1/7/2015	2017/18
Stormwater & Drainage	Fair Value	2016/17	Indexation adjustment based on application of a Road & Bridge Construction Index Factor obtained from the ABS 1/7/2017	2022/23
Flood Levee Infrastructure	Cost		No revaluation required	
Furniture Equip. & Computers	Cost		No revaluation required	
Fleet	Cost		No revaluation required	
Plant	Cost		No revaluation required	
Heritage Assets	Cost		No revaluation required	

Copies of the financial reports are also made available at the Council office.

5 ATTACHMENTS

- 5.1 Income & Expenditure Summary for period ending May 2017.
- 5.2 Capital Works Report to end May 2017.

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RECOMMENDATION

That Council

- i) receive and note the Monthly Financial Report for the period ending 31 May 2017.
- ii) authorise budget alterations as detailed in section 3A above. And
- iii) endorse the valuation schedule as detailed in section 4 above.

DECISION

Cr

AGENDA – ORDINARY MEETING

26 JUNE 2017



CORP 2 MUNICIPAL BUDGET

Attachments: Section 3 – Page 1

File: Subject 24/023
Prepared by: Maree Bricknell, Corporate Services Manager

1 PURPOSE OF REPORT

The purpose of this report is for Council to present the Municipal Budget for the financial period from 1 July 2017 to 30 June 2018 to the community.

2 INTRODUCTION/BACKGROUND

2.1 BUDGET

It is proposed to increase general rate revenue by 3.33 percent in the 2017/18. The general rate revenue increase is slightly higher than the projected Local Government annual projected cost indexation factor of 1.5 percent plus a 1.5 percent increase above inflation as detailed in Council's Long Term Financial Plan. This increase is largely in line with expected expenditure increases to allow Council to maintain existing service levels, fund a small number of new initiatives, continue to allocate funds to renew municipal infrastructure, and aim to achieve a small underlying operating surplus result.

Base financial assumptions used in the 2017/18 Budget calculations are in accordance with principles adopted by Council in March 2017 and the Long Term Financial Plan adopted in May 2017.

The assumptions included:

- 1.5 percent allowance for cost adjustments on operational expenditure
- contract payments increased as per agreement provisions
- interest on investments calculated at 2.5 percent
- Indexation of base and other annual grant funding
- fees & charges increased with inflation or to market levels
- service levels closely maintained at 2016/17 standard with emphasis on innovation and efficiency
- minimization of asset renewal shortfalls
- new operating revenues and expenses arising from new capital projects included.

This year a number of external influences were taken into consideration due to their significant impact to the service level of Council during the budget period, including:

- State election/budget opportunities for external funding
- Indexation of Government Financial Assistance Grants being reinstated
- Roads to Recovery grant funding levels
- TasWater forecasted distributions
- Bank Interest rates
- EBA wage increase levels
- Changes in operations for Building/Planning legislation
- Resource Sharing arrangements
- Development trends in area (incl Perth Road Bypass implications)
- Debtor's ability to pay.

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In 2017/18 budgeted operating revenue is \$20.4 million and budgeted operating expenditure is \$17.1 million which results in an operating surplus of \$3.3 million, or an underlying surplus of only \$150,483 after eliminating capital grants and developer contributions.

Included in the operating expenditure is \$5.3 million depreciation which represents approximated 31% of operating expenditure. Due to a large capital works program Council will reduce cash holdings during 2017/18 by approximately \$2.3 million (after receipt of a \$5.52m loan under the Accelerated Local Government Capital (*stimulus*) Program).

Operating Statement	Budget	
Underlying Surplus/(Deficit) Calculation	2017/18	%
Revenue		
Rates & Charges	10,197,520	49.9
Grants & Subsidies	6,883,918	33.7
Fees & Charges	1,630,430	8.0
Interest	449,430	2.2
Reimbursements	81,834	0.4
Other	1,203,309	5.9
	<u>20,446,441</u>	
Expenditure		
Employee Costs	5,168,186	30.2
Materials & Services	5,183,489	30.3
Government Levies & Charges	687,512	4.0
Depreciation	5,327,756	31.1
Other Expenditure	755,250	4.4
	<u>17,122,193</u>	
Operating Surplus (Deficit)	3,324,248	
Adjustments :		
Less Capital Grants	(2,740,765)	
Less Subdivisions & contributed assets	(433,000)	
Less Debtors Raised Not Paid		
Underlying Surplus/(Deficit)	150,483	

In addition to recurring base grants, Council expect special purpose grant funds during 2017/18 for Roads to Recovery \$1,340,765, Stronger Bridge Program funding \$1,400,000, Child Care services \$253,724, Heavy Vehicle registrations \$74,447, Pension Rate rebates \$413,592, and Australia Day event contribution of \$5,000.

Council's financial position has been strong due to the substantial level of cash reserves held and the maintained level of asset renewal funding over the last 10 year period. Council expects to hold approximately \$12.5 million cash as at 30 June 2017 which is forecast to decrease by \$2.3 at the end of the year with completion of all programmed capital works (Capital Works Program now totalling \$16.7m with carry forward projects added).

The majority of the cash reserve funds are committed to specific projects including road and bridge programs, plant replacement, building maintenance, contractual commitments and employee entitlements.

Under the State Government Accelerated Local Government Capital Program, Council will borrow \$5.52m over a five year term (interest free) to bring forward some major capital works projects during 2017/18.

A 2017/18 Fees and Charges Schedule has been reviewed, the main changes this year being:

- Increased cemetery, waste transfer station, and childcare fees by 10%,
- Tooms Lake and Lake Leake shack site leases increased by 3.33%,
- residential unit rentals by CPI adjustment,

AGENDA – ORDINARY MEETING

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- increased fees for land information certificates as prescribed,
- update of facility hire with committee recommendations,
- other corporate fees increased by 1.5%.

Council's estimated Employee wages have been increased by 2.3 percent but is subject to provisions of the Workplace Bargaining Agreement. In dollar terms, wages have decreased by \$101,000 below the cost of indexation compared to last year due to reduction in staff numbers over the last twelve month period.

Council has built into its budget during 2017/18 resource sharing services with:

- Meander Valley Council for the supply of Plumbing Inspector Services,
- Meander Valley Council for the provision of Street Sweeping Services,
- Launceston City Council for supply of Waste Disposal Services.

Council has set a large capital works budget of \$16.7 million including the following programs for 2017/18:

• Road Program of	\$	4,482,000
• Footpath Program of	\$	274,000
• Bridge Replacement of	\$	3,265,000
• Stormwater Program of	\$	945,000
• Community Building Improvements of	\$	4,670,000
• Recreation Improvements	\$	1,995,000
• Fleet Replacement Program (net cost of)	\$	635,000
• Plant & Equipment (incl. new recycle bins)	\$	323,000
• Information Technology & other equipment	\$	156,000

Management Committee Grants amount to \$61,183, Special Community Grants to \$40,000, Special Event Grants to \$62,500 and other Donations are allocated to community groups for \$33,710 in 2017/18.

Ratepayers are encouraged to obtain Council's 2017/18 Annual Plan which outlines specific projects, capital works and other tasks/targets to be achieved over the next twelve months.

2.2 RATES

Total rate revenue in 2017/18 is estimated at \$10,197,520 which represents 49.9 percent of Council's total revenue, including a General Rate increase of approximately \$330,000 from last year's budget.

All properties within the Northern Midlands area were revalued in 2013. Bi-annual Adjustment Factors were applied to that revaluation on 1 July 2015 and will be again applied from 1 July 2017.

Council will continue to use Differential Rating for different land use categories to raise the same amount of revenue as the previous year within each land use category (plus indexation and development). Minimum rates have been increased by 3.33 percent for occupied land and 6 percent for unoccupied land. Minimum rates now apply to approximately 12.5 percent of all rateable properties.

As at 1 July 2017 Assessed Annual Value is expected to amount to \$142,044,352 which represents a change of \$10,087,823 attributable to development and revaluation adjustments factors over the last twelve months.

Under the differential rating system the following general revaluation rates are raised in the individual land use categories, and demonstrating the movements in the share of the rates between the land use categories.

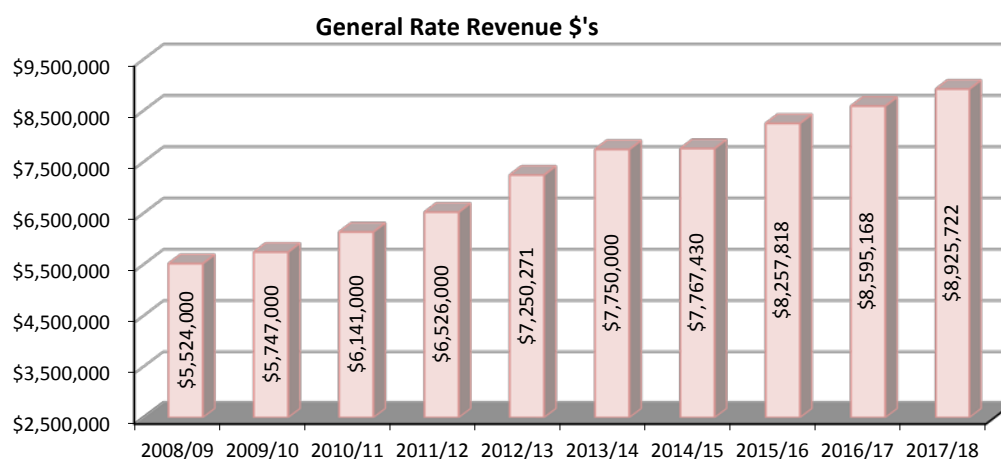
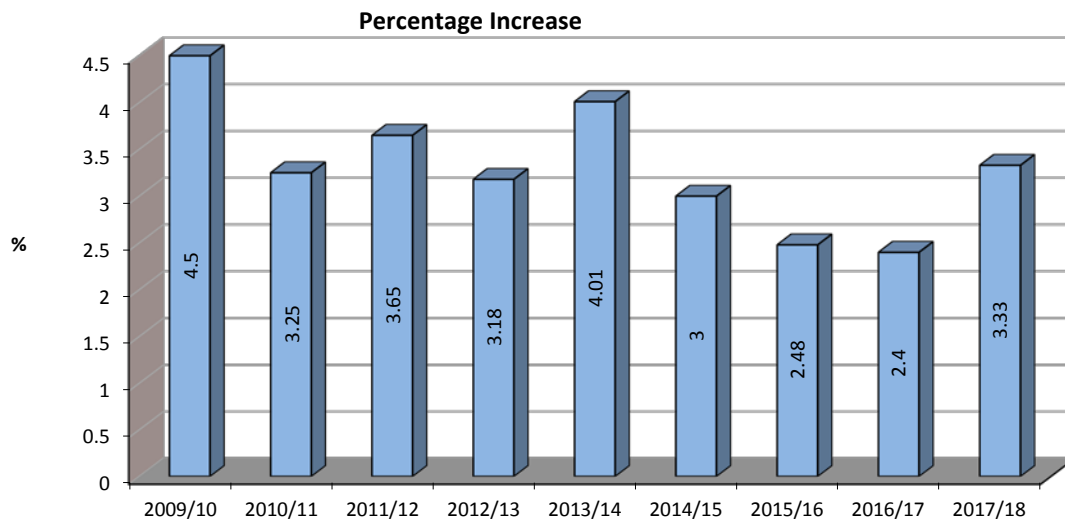
AGENDA – ORDINARY MEETING

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Land Use Code (LUC)	No. of Properties	Rates 2017-18	LUC %	Rates 2016-17	LUC %	Inc/Dec \$ %	Inc/Dec %
Commercial	251	964,598	10.8%	926,249	10.8%	4.1%	0.0%
Industrial	161	1,164,491	13.0%	1,124,021	13.1%	3.6%	0.0%
Rural	869	2,083,641	23.3%	1,994,463	23.2%	4.5%	0.1%
Low Density Residential	373	429,496	4.8%	411,066	4.8%	4.5%	0.0%
Public Purpose	109	150,334	1.7%	146,560	1.7%	2.6%	0.0%
Quarry	4	21,867	0.2%	21,592	0.3%	1.3%	0.0%
Residential	4,232	3,515,795	39.4%	3,394,336	39.5%	3.6%	-0.1%
Rural Residential	416	433,714	4.9%	418,749	4.9%	3.6%	0.0%
Sport	40	28,427	0.3%	27,358	0.3%	3.9%	0.0%
Vacant	509	133,359	1.5%	130,775	1.5%	2.0%	0.0%
	6,964	8,925,722	100%	8,595,168	100%	3.8%	0.0%

In order to meet wage growth, maintain service levels, retain a robust capital works program, and strive to a balanced operating result, the general rate revenue is recommended to increase by 3.33 percent in 2017/18 raising a total rate of \$8,925,000 during the year.



The following rates will apply for 2017/18:

- 10.15 cents in the \$AAV for land used for industrial purposes
- 10.15 cents in the \$AAV for non used (vacant) land zoned industrial
- 8.86 cents in the \$AAV for land used for public purpose
- 8.04 cents in the \$AAV for land used for commercial purposes
- 8.18 cents in the \$AAV for land used for quarries and mining
- 6.82 cents in the \$AAV for land used for residential purposes

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- 6.44 cents in the \$AAV for land zoned low density residential
- 6.44 cents in the \$AAV for land zoned primary production used for residential purposes
- 6.82 cents in the \$AAV for land used for sport and recreation
- 4.77 cents in the \$AAV for other non used (vacant) land
- 4.29 cents in the \$AAV for land used for primary production.

It is recommended that in 2017/18 the minimum rates be increased by 3.33 percent *or* \$15 to \$457 for land used for residential, commercial and industrial/quarry/ mining purposes, and increase by 6 percent *or* \$13 to \$247 for land used for rural, vacant, public purpose and sport and recreation purposes.

The State Fire Commission has increased the State Fire Levy to be collected by \$32,974 to \$553,452 which represents a 6.34 percent increase from last year. The minimum charge will increase by \$1 to \$39 in 2017/18, but to raise the remainder of funds the rate in \$AAV for the Volunteer Districts of Cressy, Campbell Town, Longford, Perth and Evandale will need to be adjusted from 0.378 cents to 0.388, and in all other areas will remain at 0.36 cents.

In 2017/18 the recommended cost of the

- 140 litre waste and 240 litre recycling collection service will increase \$1.00 to \$108, and
- 240 litre waste and 240 litre recycling collection service will increase \$2.00 to \$159.

An additional waste collection service will again be provided between Christmas and New Year to all properties receiving the kerbside collection service.

The waste management charge only applies to the Rossarden, Lake Leake and Kalangadoo areas and will increase from \$50 to \$52 in 2017/18. The Avoca Waste Transfer Station is now operated similar to other supervised sites and gate fees apply.

The On-site Disposal System charge will increase by \$9 to \$621.

A Lake River Water Levy of \$200 per kilometre of river frontage was levied last year but will not be levied in 2017/18.

The following table shows examples of overall rate bills compared to last year:

Category/Location	Average Property Value \$	Rates 2016-17 \$	Rates 2017-18 \$	Increase \$	Increase %
Longford	\$264,000	\$1,016	\$1,029	\$13	1.3%
Perth	\$308,000	\$1,043	\$1,104	\$61	5.9%
Evandale	\$269,500	\$1,035	\$1,092	\$57	5.5%
Campbell Town	\$148,500	\$754	\$760	\$6	0.8%
Cressy	\$209,000	\$835	\$880	\$44	5.3%
Devon Hills	\$385,000	\$1,098	\$1,160	\$62	5.6%
Ross	\$192,500	\$765	\$803	\$37	4.9%
Avoca	\$148,500	\$587	\$619	\$32	5.4%
Conara	\$104,500	\$587	\$604	\$17	2.9%
Epping	\$137,500	\$587	\$604	\$17	2.9%
Vacant Land	\$286,000	\$527	\$530	\$3	0.6%
Vacant Land	\$130,000	\$270	\$286	\$16	5.9%
Low Density Residential	\$451,000	\$1,326	\$1,340	\$14	1.1%
Residential in Rural Zone	\$687,500	\$1,877	\$1,986	\$109	5.8%
Rural					4.8%
Commercial					6.3%
Industrial					4.2%
GENERAL RATE INCREASE		3.33%			

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Council has retained a percentage early payment discount to encourage up-front rate payments for cash flow advantages of 1.0 percent.

A three (3) instalment payment system is again offered in 2017/18.

A daily interest of 0.0205 percent (7.5% p.a.) will be imposed on all overdue Rate Instalments, and a penalty of 5 percent will also be imposed on all outstanding amounts as at 1 April 2018.

During 2017/18 ratepayers have the option to pay Rates & Charges via Bpay, Bpay View, CBA, Australia Post, Service Tasmania at Campbell Town, Direct Debit and at Council Chambers at Longford. Ratepayers are encouraged to register for Rate bills to be forwarded by email, and Rate bill reminders sent by SMS.

3 STRATEGIC/OPERATIONAL PLAN

The Strategic Plan states that Council will provide practical, viable, sustainable financial management policies and procedures.

4 POLICY IMPLICATIONS

The Budget is drafted in accordance with base and financial parameters adopted by Council.

5 STATUTORY REQUIREMENTS

The 2017/18 Municipal Budget prepared in accordance with Section 82 of the Local Government Act 1993 was submitted for adoption by absolute majority prior to 31 August 2017.

Under Section 90 of the Local Government Act 1993 Council may make one general rate on all rateable land in its municipal area, based on value of land, and a minimum or fixed component may apply. Although Council can only make one general rate under Section 107 of the LGA it can vary the rate by use or non-use, locality, planning zone, or any other prescribed factor.

6 FINANCIAL IMPLICATIONS

As detailed above.

7 CONSULTATION WITH STATE GOVERNMENT

There is some requirement to consult with the State Grants Commission, the State Fire Service and the Department of Treasury and Finance in relation to revenue and expenditure that has impact on Council's budget.

8 COMMUNITY CONSULTATION

There is community input into the budget process of drafting the budget via councillors, local district committees, asset management committees and direct input from members of the public.

9 OPTIONS

Council has the option to change components of the budget as required, and also an opportunity each month to review its budget and add/delete items.

10 OFFICERS COMMENTS

Section 82 (7) of the LGA requires the General Manager to report any budget adjustment and an explanation

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of the adjustment at the first ordinary meeting of the council following the adjustment.

11 ATTACHMENTS

- 11.1 The 2017/18 Budget Summary, Budget Report including Capital Works Program, Rates Report, Rates & Charges Policy and Fees & Charges Schedule are included as a separate attachment.
- 11.2 The Annual Plan will be circulated prior to the meeting.

RECOMMENDATION 1

That the matter be discussed.

RECOMMENDATION 2

- A. That Council receive and discuss the 2017/2018 Annual Budget; 2017/2018 Annual Plan; Rates & Charges Policy, Budget Summary Report and the Fees and Charges Schedule.
- B. That Council approve and adopt the 2017/2018 Annual Plan pursuant to Section 71 of the Local Government Act 1993.
- C. That Council approve and adopt the 2017/2018 Rates & Charges Policy pursuant to Section 86B of the Local Government Act 1993.
- D. That Council:
 - i) approve and adopt the 2017/2018 revenue and expenditure estimates pursuant to Section 82 of the Local Government Act 1993.
 - ii) make rates and charges for the period 1 July 2017 to 30 June 2018 pursuant to the provisions of the Local Government Act 1993 in accordance with the following resolutions:
 - 1. **General Rate**
 - a) That pursuant to Section 90 of the Local Government Act 1993 Council makes the following general rate on all rateable land (excluding land which is exempt pursuant to the provision of Section 87) within the municipal area of Northern Midlands for the period commencing 1 July 2017 and ending on 30 June 2018, namely a rate of 10.15 cents in the dollar on the assessed annual value of the land.
 - b) Pursuant to Section 107, by reason of the use or predominant use of any land, the non-use of any land or land being within a planning zone, Council by absolute majority declares that the general rate shall be varied as follows:
 - i) Land used for primary production purposes a general rate of 4.29 cents in the dollar on the assessed annual value of the land;
 - ii) Land zoned as “residential low density and rural living zones” under the Northern Midlands Interim Planning Scheme 2013 a general rate of 6.44 cents in the dollar on the assessed annual value of the land;
 - iii) Land used for sport and recreation purposes a general rate of 6.82 cents in the dollar on the assessed annual value of the land;
 - iv) Land used for residential purposes (not being land within subparagraphs (ii) or (viii)) a general rate of 6.82 cents in the dollar on the assessed annual value of the land;
 - v) Land used for quarries or mining purposes a general rate of 8.18 cents in the dollar on the assessed annual value of the land;
 - vi) Land used for commercial purposes a general rate of 8.04 cents in the dollar on the assessed annual value of the land;
 - vii) Land used for public purposes a general rate of 8.86 cents in the dollar on the assessed annual value of the land;

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- viii) Land used for residential purposes (not being land within subparagraphs (ii) or (iv)) and zoned in the Rural Resource zone under the Northern Midlands Interim Planning Scheme 2013 a general rate of 6.44 cents in the dollar on the assessed annual value of the land;
 - ix) Land which is vacant a general rate of 4.77 cents in the dollar on the assessed annual value of the land;
 - x) Land which is vacant and which is zoned industrial under the Northern Midlands Interim Planning Scheme 2013 a general rate of 10.15 cents in the dollar on the assessed annual value of the land.
- c) That pursuant to Section 90(4) of the Local Government Act 1993 Council sets a minimum amount payable in respect of the general rate of \$457.
- d) Pursuant to section 107 Council declares by absolute majority the minimum amount is varied to \$247 by reference to land use as follows:
- i) Land used for public purposes;
 - ii) Land used for sport and recreation facilities;
 - iii) Land used for primary production;
 - iv) Land used for quarries or mining;
 - v) Vacant land which is not used for any purpose.

2. Service Rates and Services Charges

That pursuant to Sections 93A, 94 and 95 of the Local Government Act 1993, Council makes the following service rates and service charges on all rateable land within the municipal area of Northern Midlands (including land which is otherwise exempt from rates pursuant to Section 87 but excluding land owned by the Crown to which Council does not supply the following services) for the period on the 1 July 2017 and ending on the 30 day of June 2018 namely:

1. Service Charge Waste Management

- a) A service charge for waste management (garbage removal) in respect of all land to which Council makes available a garbage removal service of:
- i) \$108 for one 140 litre mobile garbage bin and 240 litre mobile recycling bin
 - ii) \$159 for one 240 litre mobile garbage bin and one 240 litre mobile recycling bin; and
 - iii) \$80 for each additional recycle bin.
- b) A service charge of \$52 for waste management in respect of all land which is identified as being in any of the following areas in the valuation list prepared under the Valuation of Land Act 2001, namely Rossarden, Kalangadoo, Lake Leake and/or Storeys Creek, for the making available by the Council of waste transfer facilities for use by the owners/occupiers of land in those areas.

2. Fire Service Contribution

- 2.1 Pursuant to section 93A of the Local Government Act 1993 Council makes the following service rates in respect of the Fire Service Contributions it must collect under the Fire Service Act 1979 for the rateable parcels of land within the municipal area as follows;
- a) Cressy, Campbell Town, Longford, Perth & Evandale Volunteer Brigade rating district 0.388 cents in the dollar of assessed annual value of such land;
 - b) for general land 0.36 cents in the dollar of assessed annual value of such land.
- 2.2 Pursuant to section 93(3) Council sets a minimum amount payable in respect of the service rate for fire protection of \$39.

3. Separate Land

For the purposes of these resolutions the rates and charges shall apply for each parcel of land which is shown as being separately valued in the valuation list prepared under the Valuation of Land Act 2001.

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4. Payment

Pursuant to Section 124 of the Act, Council:

- a) permits all ratepayers to pay rates by instalments instead of by one payment, if ratepayers so elect
- b) determines that if all rates are paid by one payment, then the date by which the rates are due to be paid shall be 30 September 2017
- c) decides that where rates are payable by instalments, then they shall be paid by three instalments of approximately equal amounts and determines that the dates by which such instalments are to be paid shall be as follows:
 - i) the first instalment on or before 31 August 2017
 - ii) the second instalment on or before 30 November 2017
 - iii) the third instalment on or before 28 February 2018

5. Discount for Early Payment

Pursuant to Section 130 of the Act, Council offers to all ratepayers who pay the whole of the rates specified in the rates notice in one payment on or before 31 August 2017, a discount of 1.0% upon the current rates and charges.

6. Penalty & Interest

That pursuant to Section 128 of the Act, if any rate or instalment is not paid on or before the date it falls due then:

- a) there is payable a penalty of 5% of the unpaid rate or instalment imposed from 1 April 2018; and
- b) there is payable a daily interest charge of 0.0205% in respect of the unpaid rate or instalment for the period during which it is unpaid.

7. Adjusted Values

That for the purposes of each of these resolutions, any reference to assessed annual value includes a reference to that value as adjusted pursuant to Section 89 of the Local Government Act 1993.

8. Words Used

Words and expressions used both in these resolutions and in the Local Government Act 1993 or the Fire Service Act 1979 have in these resolutions the same respective meanings as they have in those Acts.

RECOMMENDATION 3

- E. That Council approve and adopt special project assistance funding, with the exception of allocations

RECOMMENDATION 4

- F. That Council approve and adopt special event funding, in regard to allocations to

RECOMMENDATION 5

- G. That Council pursuant to Section 205 of the Local Government Act 1993;
 - i) Imposes fees and charges as specified in the Fees and Charges Schedule 2017/2018; and
 - ii) In addition to any other fee, charge, rate or service charge, Council imposes a \$621 charge for

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the service of bio-cycle sewer disposal systems for the period 1 July 2017 to 30 June 2018.

- iii) Each of the fees and charges referred to in these resolutions are payable within 30 days of receipt by the person who is liable to pay rates in respect of the land to which the fees and charges relate, of a notice of those fees and charges from the Council.
- iv) If any fee or charge is not paid to Council on the date that it is due for payment then interest is payable at a rate of 7.50% from the due date of payment until the date of payment.

DECISION

Cr

Cr

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PUBLIC QUESTIONS & STATEMENTS

Regulation 31 of the *Local Government (Meeting Procedures) Regulations 2015* relates to the provision of Public Question Time during a Council meeting. Regulation 31(7) of the Regulations stipulates that “a Council is to determine any other procedures to be followed in respect of public question time at an ordinary council meeting.”

Public question time is to commence immediately after the meal break at approximately 6:45pm 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 speaker is limited to a maximum of 3 minutes.

1 PUBLIC QUESTIONS

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COUNCIL ACTING AS A PLANNING AUTHORITY

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.

DECISION

Cr

That the Council intends to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993* for Agenda item PLAN 1-5.

2 STATEMENTS

- PLAN 1 P17-030 – Wellington Street road reservation, LONGFORD
- PLAN 2 P17-127 – 17 Malcombe Street, LONGFORD
- PLAN 3 P17-100 – 13 & 15 High Street, ROSS
- PLAN 4 Draft Planning Scheme Amendment 01/2017 & P17-121 - 6-8 Bridge Street, ROSS
- PLAN 5 P15-385 – Request to Amend Permit

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PLAN 1 PLANNING APPLICATION P17-030 : WELLINGTON STREET ROAD RESERVATION, LONGFORD

Attachments: Section 1 – Page 201

File Number: CT Crown Land
Responsible Officer: Des Jennings, General Manager
Report prepared by: Chloe Lyne, Planning Consultant

1 INTRODUCTION

This report assesses an application for Wellington Street road reservation, Longford to construct a Parklet outside LINC (heritage precinct).

2 BACKGROUND

Applicant: Northern Midlands Council	Owner: Department of State Growth (managed by NMC)
Zone: Utilities	Codes: Heritage code
Classification under the Scheme: Utilities	Existing Use: Road reserve
Deemed Approval Date: 30.6.17	Recommendation: Approve

Discretionary Aspects of the Application

- heritage precinct

Planning Instrument: *Northern Midlands Interim Planning Scheme 2013*

Preliminary Discussion

Prior to submission of the application, the applicant held discussions with Council officers regarding the status of the application and the level of information required to be submitted with it.

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 use and develop a small 'parklet' on the road reservation immediately outside the LINC Library on Wellington Street, Longford. Features of the demountable parklet are summarised as follows:

- Parklet to be set back 2.6 metres from the property boundary with 55 Wellington Street
- Dimensions of 6 metres long with a depth of 2.3 metres;

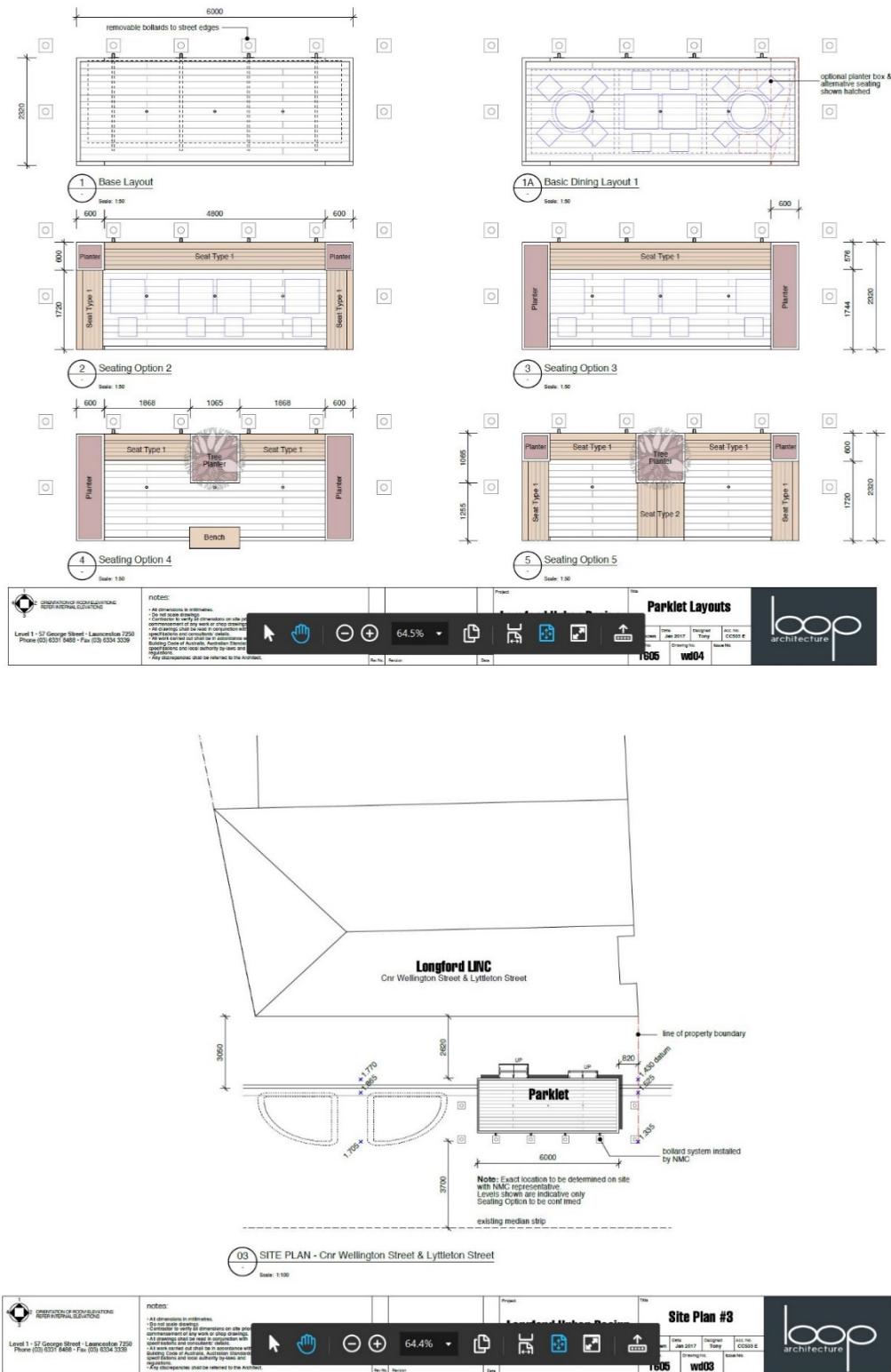
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- Fully enclosed on three sides being the road side, northern and southern elevations with access to the parklet from the footpath along Wellington Street;
- A mix of corten panels and slat screens will be used to enclose the parklet. The height of the walls above the pavement will be 1.4 metres.

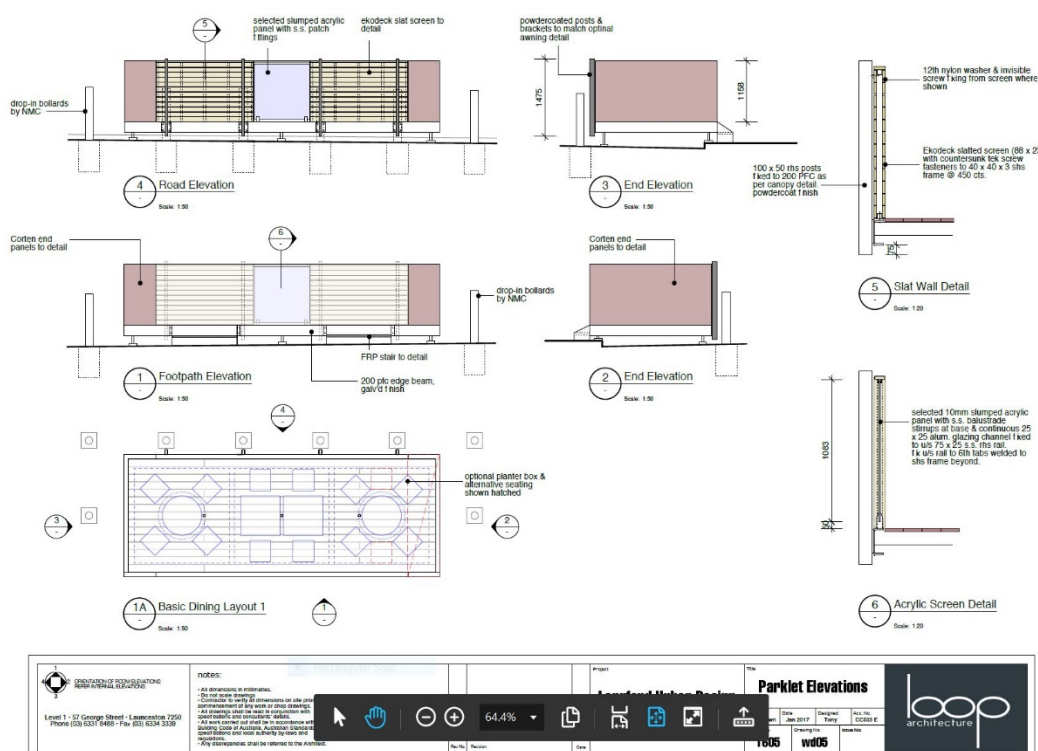
Site Plan



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Elevations



4.2 Zone and land use

Zone Map –Utilities



The land is zoned *Utilities*, and is within a *Heritage Precinct* and subject to the *Urban Growth Boundary*.

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The relevant Planning Scheme definition is:

<i>Utilities</i>	<i>Use of land for utilities and infrastructure including:</i> <i>(a) telecommunications;</i> <i>(b) electricity generation;</i> <i>(c) transmitting or distributing gas, oil or power;</i> <i>(d) transport networks;</i> <i>(e) collecting, treating, transmitting, storing or distributing water; or</i> <i>(f) collecting, treating, or disposing of storm or floodwater, sewage or sullage</i> <i>Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retarding basin, road, sewage treatment plan, storm or flood water drain, water storage dam and weir.</i>
<i>Minor utilities</i>	<i>Means use of land for utilities for local distribution or reticulation of services associated with infrastructure such as a footpath, cycle path stormwater channel, water pipes, retarding basin, telecommunication lines or electricity substation and power lines up to but not exceeding 110kv</i>

Utilities is a permitted use within the zone

4.3 Subject site and locality

The author of this report carried out a site visit on 6 June 2017.

Aerial photograph of area



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Photograph of subject site



4.4 Permit/site history

There is no relevant permit history.

4.5 Representations

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

- Dee Alty, 19 Pakenham Street, Longford;
- Longford Business and Tourism Association, C/- 1 William St, Longford; and
- Karen Preece (obo Toosey Aged and Community Care).

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

Issue 1

- Loss of car parking spaces for the elderly and young families that visit the library and may not be able to walk too far.

Planner's comment:

The proposed use class of *Utilities* does not require any provision of car parking and, therefore, in respect of relevant Planning Scheme provisions, the proposal is compliant. It is recognised that the proposed works will remove one on-street parking space immediately outside the LINC library. The removal of one on-street space will still leave ample spaces along Wellington Street and adjacent to the Village Green.

Issue 2

- Safety of people within the parklet.

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Planner's comment:

This issue is not dealt with via a standard under the Planning Scheme. Council has had a risk assessment undertaken that has dealt with the risk to patrons using the parklets. The parklet does not have direct access onto the road and the existence of the traffic islands directly to the north of the site will automatically push traffic out around the parklet. Clearly, the consequence of collision of vehicles with the parklet will be catastrophic but the likelihood of that event occurring is rare.

Issue 3

- Impact of traffic noise by users of parklet.

Planner's comment:

This is not a relevant planning consideration but it is noted that on-street dining occurs in towns and cities across the world with fewer barricades (i.e. none or temporary barriers) to the street to prevent traffic-noise nuisance to diners. In this instance, whilst the parklet will be located on the road verge and not the footpath, there will be a more solid structure separating users of the parklet and the traffic.

Issue 4

- Safety concern with visibility for cars turning into Wellington Street from Lyttleton Street.

Planner's comment:

The low height of the parklet means in terms of obstructing visibility for cars turning out of Lyttleton Street, there will be little difference to a car being parked on the street.

Issue 5

- Distraction to drivers as they 'sticky beak' to see who is in the parklet or people using the parklet wave to them.

Planner's comment:

This is not a relevant planning argument. The same issue arises with any activity or development on a street or roadside that creates a point of interest for motorists.

Issue 6

- Limitations on space between parklet and middle of the road for larger vehicles to negotiate.

Planner's comment:

The traffic islands to the north of the parklet protrude further into the road than the parklet itself. The parklet creates no greater impediment to road width than parked cars it effectively replaces.

Issue 7

- No coffee shops in the immediate area for anybody wanting to use the parklet and there is already the Village Green and Christ Church grounds that people can access to sit safely and eat or drink.

Planner's comment:

The parklet is intended to be open for use by all members of the public and not exclusively for a single coffee shop or café. The LINC library is a well patronised service and the parklet will be located directly adjacent to the service and the application is supported by the LINC library service. This application must be determined on its merits against the Planning Scheme and the decision over its location is a matter for Council acting outside its role as the Planning Authority.

Issue 8

- Lists a range of projects the money could be better allocated to.

Planner's comment:

The application must be assessed on the basis of what is proposed and whether it meets the Planning Scheme provisions. Alternative suggestions for allocation of funds is a matter for Council to deal with outside of its role as the Planning Authority.

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Issue 9

- Effect on foot traffic. The parklet would cause a safety concern to elderly members of community who access the Library by walkers and scooters.

Planner's comment:

The location of the parklet will not obstruct pedestrian movement along the footpath and the traffic islands directly to the north provide pedestrians with a safe point to cross the road.

Issue 10

- The proposed works would compromise the heritage values of the streetscape.

Planner's comment:

Council's Heritage Advisor has provided an assessment against the Heritage Code and the Heritage Precinct Specific Area Plan and determined compliance subject to a recommendation that the façade slats be erected vertically and be of a dark grey tone. It is noted that the parklet is a demountable structure and will not permanently and irreparably alter the heritage streetscape.

Issue 11

- The application is unclear in terms of where the parklet will be positioned in relation to the footpath.

Planner's comment:

The site plan clearly delineates the location of the parklet in relation to the footpath.

Issue 12

- The proposed site is a culturally-sensitive area within the heritage precinct and the parklet design is not sensitive to the heritage values of the site.

Planner's comment:

Council's Heritage Advisor has provided an assessment against the Heritage Code and the Heritage Precinct Specific Area Plan and determined compliance subject to a recommendation that the façade slats be erected vertically and be of a dark grey tone. It is noted that the parklet is a demountable structure and will not permanently and irreparably alter the heritage streetscape.

Issue 13

- The planning application gives provides no justification for spending \$50,000 on a parklet and locating it in this position.

Planner's comment:

The allocation of Council funds is not a relevant matter to consider under the provisions of the Planning Scheme.

Issue 14

- Disappointed to see this planning application advertised because the General Manager stated publicly at a meeting of Longford Business and Tourism Association that public consultation would occur, which it hasn't.

Planner's comment:

This is not a matter for consideration of the proposed development in relation to compliance with the relevant Planning Scheme provisions. However, it is noted that Council has consulted with the community on numerous occasions regarding Longford including during:

- Longford Visitor Appeal Study;
- Longford Place Activation Plan; and
- Longford Urban Design Strategy.

Part of that consultation has been around identifying opportunities to reinvigorate and beautify the town centre, improving pedestrian experience with improved footpath amenity, providing safe areas

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for people to sit with areas of shade. The LINC library is an ideal location allowing user to access the service and sit in shaded areas.

4.6 Referrals

The only referrals required were as follows:

Council's Works Department

Precis: Council's Works Department (Duncan Mayne) reported that Works and Infrastructure had no comment to make.

TasWater

Precis: A Taswater Submission to Planning Authority Notice was issued on 5 June 2017. (Taswater Ref: TWDA 2017/00170-NMC).

Heritage Adviser

Council's Heritage Advisor, David Denman, reviewed the application on 4 February 2017. Mr Denman noted that he had no objections to the proposal and his comments form the Heritage Code assessment of this report. Mr Denman recommended that the Eco-deck slats be vertical instead of horizontal and that they be in a dark grey colour. This is a condition to be included on the permit.

Tasmanian Heritage Council

Not applicable

Department of State Growth

Precis:

Details of the application were referred to State Growth who responded stating they had no objection to the proposal. State Growth requires the imposition of a range of condition on the permit as detailed below:

- 1. All structures and pedestrianised areas immediately adjacent to a traffic lane are to be protected by a suitable barrier or bollard system that is rated to withstand a crash impact of at least 60km/h. Appropriate clearance to structures and pedestrianised areas to allow for any deflection of the barrier / bollard system shall be applied.*
- 2. Clearance from the road centre line to the face of the barrier / bollard system shall be a minimum of 3.7 metres. If bollards are used, their maximum spacing shall be 1.2 metres.*
- 3. Ongoing maintenance, repair or replacement of the barrier/bollard system is the responsibility of the applicant;*
- 4. Prior to undertaking any works in the road reservation the applicant must provide detailed engineering drawings of all proposed works to the Department of State Growth in support of an application for a Permit to Work in a State Road Reserve. (Application forms are available at <http://www.transport.tas.gov.au/road/permits>). Applications must be received by the Department of State Growth a minimum of twenty eight (28) days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued. The permit is issued in accordance with the provisions of the Roads and Jetties Act 1935.*

Launceston Airport

Not applicable to this application

Tasrail (adjoining landowner)

Not applicable to this application

Environmental Health Officer

Not applicable to this application

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Natural Resource Management Facilitator

Not applicable to this application

Environment Protection Agency (level 2 under EMPCA)

Precis: Not applicable to this application.

General Manager

Precis: Application signed by the General Manager.

Minister administering Crown Lands

Precis: Application signed by the General Manager as per delegation from the Minister and allowed for by the Land Use Planning & Approvals Act 1993.

4.7 Planning Scheme Assessment

28.3 Use Standards

28.3.1 Capacity of existing utilities

Objective: To ensure that uses do not compromise the capacity of utility services.

Acceptable Solutions

A1 If for permitted or no permit required uses.

Performance Criteria

P1 The proposal must not unreasonably compromise or reduce the operational efficiency of the utility having regard to:

- a) existing land use practices; and
- b) the location of the use in relation to the utility; and
- c) any required buffers or setbacks; and
- d) the management of access.

Comment: Utilities is a permitted use in the zone.

UTILITIES ZONE

28.3 Use Standards

Not applicable given the use is permitted

28.4 Development Standards

28.4.1 Building Design and Siting

Objective: To ensure that the siting and design of development:

- a) considers the impacts to adjoining lots; and
- b) furthers the local area objectives and desired future character statements for the area, if any.

Acceptable Solutions

A1 Height must not exceed:

- a) 6m; or
- b) 15 m for ancillary antenna and masts for communication devices.

Performance Criteria

P1 Height must:

- a) minimise the visual impact having regard to:
 - i) prevailing character of the landscape or urban pattern of the surrounding area; and
 - ii) form and materials; and
 - iii) the contours or slope of the land; and
 - iv) existing screening or the ability to implement/establish screening through works or landscaping; and
- b) protect the amenity of residential uses in the area from unreasonable impacts having regard to:
 - i) the surrounding pattern of development; and
 - ii) the existing degree of overlooking and overshadowing; and
 - iii) methods to reduce visual impact.

Comment: Complies with A1. The maximum height of the parklet is 1.4 metres from the pavement.

A2 Buildings must be set back from all boundaries a minimum distance of 3m.

P2 Building setbacks must:

- a) complement existing building setbacks in the immediate area; and

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	b) <i>minimise adverse impacts on adjoining land uses having regard to:</i> i) <i>the form of the building; and</i> ii) <i>the contours or slope of the land; and</i> iii) <i>methods to reduce visual impact; and</i> c) <i>protect the amenity of adjoining residential uses from unreasonable impacts of overshadowing and overlooking having regard to:</i> i) <i>the surrounding pattern of development; and</i> ii) <i>the existing degree of overlooking and overshadowing; and</i> iii) <i>methods to reduce overlooking and overshadowing.</i>
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Comment: Complies with P2. The proposed parklet is to be setback 2.6 metres from the eastern property boundary and well in excess of 3 metres from all other property boundaries.

The application is considered to meet the Performance Criteria on the following basis:

- The setback to the LINC Library coupled with the small scale of the parklet mean there will be no impacts on the Library building in terms of overshadowing or loss of sunlight to habitable windows. The proposed boundary setback is commensurate with boundary setbacks in the surrounding area.
- The site is not immediately adjacent to any residential uses.

28.4.2 Subdivision

<i>Objective</i>	
a) <i>To ensure that land is available for public and private utility services; and</i>	
b) <i>To further the local area objectives and desired future character statements for the area, if any.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>Subdivision must be for a utility use.</i>	P1.1 <i>Subdivision must:</i> a) <i>be required for public use by the Crown, public authority or a Council; or</i> b) <i>be a combined application for subdivision and subsequent development and use of the land; and</i> P1.2 <i>Subdivision must have regard to:</i> a) <i>the topographical or natural features of the site; and</i> b) <i>the pattern of existing development; and</i> c) <i>the ability of vegetation to provide buffering; and</i> d) <i>any features of natural, historical or cultural significance; and</i> e) <i>the presence of any natural hazards; and</i> f) <i>to the local area objectives and desired future character statements for the zone, if any; and</i> P1.3 <i>Subdivision must provide services appropriate to the intended use.</i>

Comment: Not applicable

A2 <i>The lot must have a minimum frontage of 3.6m.</i>	P2 <i>Subdivision must provide appropriate, permanent access by a right of carriageway registered over all relevant titles.</i>
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Comment: Not applicable

CODES	
E1.0 BUSHFIRE PRONE AREAS CODE	N/a
E2.0 POTENTIALLY CONTAMINATED LAND	N/a
E3.0 LANDSLIP CODE	N/a
E4.0 ROAD AND RAILWAY ASSETS CODE	Complies – no changes
E5.0 FLOOD PRONE AREAS CODE	N/a
E6.0 CAR PARKING AND SUSTAINABLE TRANSPORT CODE	See code assessment below
E7.0 SCENIC MANAGEMENT CODE	N/a

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E8.0 BIODIVERSITY CODE	N/a
E9.0 WATER QUALITY CODE	N/a
E10.0 RECREATION AND OPEN SPACE CODE	N/a
E11.0 ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0 AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0 LOCAL HISTORIC HERITAGE CODE	See Heritage Adviser's assessment
E14.0 COASTAL CODE	N/a
E15.0 SIGNS CODE	N/a

ASSESSMENT AGAINST E6.0 CAR PARKING & SUSTAINABLE TRANSPORT CODE

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective: To ensure that an appropriate level of car parking is provided to service use.

Acceptable Solutions	Performance Criteria
A1 The number of car parking spaces must not be less than the requirements of: a) Table E6.1; or b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	P1 The number of car parking spaces provided must have regard to: a) the provisions of any relevant location specific car parking plan; and b) the availability of public car parking spaces within reasonable walking distance; and c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and d) the availability and frequency of public transport within reasonable walking distance of the site; and e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and g) an empirical assessment of the car parking demand; and h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and i) the recommendations of a traffic impact assessment prepared for the proposal; and j) any heritage values of the site; and k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to: i) the size of the dwelling and the number of bedrooms; and ii) the pattern of parking in the locality; and iii) any existing structure on the land.

Comment: Complies with A1

Table E6.1 does not set a required number of spaces for utilities. It is noted that the proposed works will remove one on-street space outside of the library. It is considered there is sufficient on-street parking spaces along both sides of Wellington Street in the vicinity to cater for demand for parking created by businesses in the area. The parklet forms part of Council's Urban Design Strategy for Longford

Table E6.1: Parking Space Requirements

Use	Parking Requirement	
Residential:	Vehicle	Bicycle

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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	1 space per unit or 1 spaces per 5 bedrooms in other forms of accommodation.
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	

E6.6.2 Bicycle Parking Numbers

Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.

Acceptable Solutions	Performance Criteria
A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or	P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the: a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and b) location of the site and the distance a cyclist would need to travel to reach the site; and c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.
A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.	

Comment: Not applicable

E6.6.3 Taxi Drop-off and Pickup

Objective: To ensure that taxis can adequately access developments.

Acceptable Solutions	Performance Criteria
A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).	P1 No performance criteria.

Comment: Not applicable

E6.6.4 Motorbike Parking Provisions

Objective: To ensure that motorbikes are adequately provided for in parking considerations.

Acceptable Solutions	Performance Criteria
A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.	P1 No performance criteria.

Comment: Not applicable

E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.

Acceptable Solutions	Performance Criteria
A1 All car parking, access strips manoeuvring and circulation spaces must be: a) formed to an adequate level and drained; and b) except for a single dwelling, provided with an impervious all weather seal; and c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.	P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.

Comment: Not applicable

E6.7.2 Design and Layout of Car Parking

Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.

Acceptable Solutions	Performance Criteria
A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone)	P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:

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A1.2	<i>must be located behind the building line; and Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</i>	a) b) c) d) e)	<i>the layout of the site and the location of existing buildings; and views into the site from the road and adjoining public spaces; and the ability to access the site and the rear of buildings; and the layout of car parking in the vicinity; and the level of landscaping proposed for the car parking.</i>
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Comment: Not applicable

A2.1	<i>Car parking and manoeuvring space must:</i>	P2	<i>Car parking and manoeuvring space must:</i>
a)	<i>have a gradient of 10% or less; and</i>	a)	<i>be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and</i>
b)	<i>where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</i>	b)	<i>provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.</i>
c)	<i>have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and</i>		
A2.2	<i>The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.</i>		

Comment: Not applicable

Table E6.2: Access Widths for Vehicles

Number of parking spaces served	Access width (see note 1)	Passing bay (2.0m wide by 5.0m long plus entry and exit tapers) (see note 2)
1 to 5	3.0m	Every 30m

E6.7.3 Car Parking Access, Safety and Security

Objective: To ensure adequate access, safety and security for car parking and for deliveries.

Acceptable Solutions		Performance Criteria	
A1	<i>Car parking areas with greater than 20 parking spaces must be:</i>	P1	<i>Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the:</i>
a)	<i>secured and lit so that unauthorised persons cannot enter or;</i>	a)	<i>levels of activity within the vicinity; and</i>
b)	<i>visible from buildings on or adjacent to the site during the times when parking occurs.</i>	b)	<i>opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.</i>

Comment: Not applicable

E6.7.4 Parking for Persons with a Disability

Objective: To ensure adequate parking for persons with a disability.

Acceptable Solutions		Performance Criteria	
A1	<i>All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</i>	P1	<i>No performance criteria.</i>
A2	<i>One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standards AS/NZ 2890.6 2009.</i>	P2	<i>No performance criteria.</i>

Comment: Not applicable

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E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup

Objective: To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.

Acceptable Solutions		Performance Criteria	
A1	For retail, commercial, industrial, service industry or warehouse or storage uses:	P1	For retail, commercial, industrial, service industry or warehouse or storage uses
a)	at least one loading bay must be provided in accordance with Table E6.4; and		adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.
b)	loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site.		

Comment: Not applicable

E6.8 Provisions for Sustainable Transport

E6.8.1 Bicycle End of Trip Facilities

Not used in this planning scheme

E6.8.2 Bicycle Parking Access, Safety and Security

Objective:

To ensure that parking and storage facilities for bicycles are safe, secure and convenient.

Acceptable Solutions		Performance Criteria	
A1.1	Bicycle parking spaces for customers and visitors must:	P1	Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.
a)	be accessible from a road, footpath or cycle track; and		
b)	include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and		
c)	be located within 50m of and visible or signposted from the entrance to the activity they serve; and		
d)	be available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used; and		
A1.2	Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.		
A2	Bicycle parking spaces must have:	P2	Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.
a)	minimum dimensions of:		
i)	1.7m in length; and		
ii)	1.2m in height; and		
iii)	0.7m in width at the handlebars; and		
b)	unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.		

Comment: Not applicable

E6.8.5 Pedestrian Walkways

Objective: To ensure pedestrian safety is considered in development

Acceptable Solution	Performance Criteria
A1 Pedestrian access must be provided for in accordance with Table E6.5.	P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.

Comment: Not applicable

Table E6.5: Pedestrian Access

Number of Parking Spaces Required	Pedestrian Facility
1–10	No separate access required (i.e. pedestrians may share the driveway). [Note (a) applies].
11 or more	A 1m wide footpath separated from the driveway and parking aisles except at crossing points. [Notes (a) and (b) apply].

Notes

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- a) In parking areas containing spaces allocated for disabled persons, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the principal building.
- b) Separation is deemed to be achieved by:
 - i) a horizontal distance of 2.5m between the edge of the driveway and the footpath; or
 - ii) protective devices such as bollards, guard rails or planters between the driveway and the footpath; and
 - iii) signs and line marking at points where pedestrians are intended to cross driveways or parking aisles.

ASSESSMENT AGAINST E13.0 (LOCAL HISTORIC HERITAGE CODE) – HERITAGE ADVISOR'S ASSESSMENT

E13.1 Purpose

E13.1.1 The purpose of this provision is to:

- a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts; and
- b) encourage and facilitate the continued use of these items for beneficial purposes; and
- c) discourage the deterioration, demolition or removal of buildings and items of assessed heritage significance; and
- d) ensure that new use and development is undertaken in a manner that is sympathetic to, and does not detract from, the cultural significance of the land, buildings and items and their settings; and
- e) conserve specifically identified heritage places by allowing a use that otherwise may be prohibited if this will demonstratively assist in conserving that place

E13.2 Application of the Code

E13.2.1 This code applies to use or development of land that is:

- a) within a Heritage Precinct;
- b) a local heritage place;
- c) a place of identified archaeological significance.

E13.3 Use or Development Exempt from this Code

E13.3.1 The following use or development is exempt from this code:

- a) works required to comply with an Emergency Order issued under Section 162 of the Building Act 2000;
- b) electricity, optic fibre and telecommunication cables and gas lines to individual buildings which connect above ground or utilise existing service trenches;
- c) internal alterations to buildings if the interior is not included in the historic heritage significance of the place or precinct;

Comment: The subject site is within a Heritage Precinct.

E13.5 USE STANDARDS

E13.5.1 Alternative Use of heritage buildings

N/a

E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

E13.6.2 Subdivision and development density

E13.6.3 Site Cover

E13.6.4 Height and Bulk of Buildings

E13.6.5 Fences

E13.6.6 Roof Form and Materials

E13.6.7 Wall materials

E13.6.8 Siting of Buildings and Structures

N/a

E13.6.9 Outbuildings and Structures

Objective: To ensure that the siting of outbuildings and structures does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions

Performance Criteria

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A1 Outbuildings and structures must be: a) set back an equal or greater distance from the principal frontage than the principal buildings on the site; and b) in accordance with the acceptable development criteria for roof form, wall material and site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 New outbuildings and structures must be designed and located ; a) to be subservient to the primary buildings on the site; and b) to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
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Comment: Satisfies the performance criteria.

E13.6.10 Access Strips and Parking

Objective: To ensure that access and parking does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 Car parking areas for non-residential purposes must be: a) located behind the primary buildings on the site; or b) in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.	P1 Car parking areas for non-residential purposes must not: a) result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the setting of a building or its historic heritage significance; and b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.11 Places of Archaeological Significance

E13.6.12 Tree and Vegetation Removal

E13.6.13 Signage

N/a

Table E13.1: Local Heritage Precincts

For the purpose of this table, Heritage Precincts refers to those areas listed, and shown on the Planning Scheme maps as Heritage Precincts.

Existing Character Statement - Description and Significance
LONGFORD HERITAGE PRECINCT CHARACTER STATEMENT <i>The Longford Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, rich with significant structures and the atmosphere of a centre of trade and commerce for the district. Traditional commercial buildings line the main street, flanked by two large public areas containing the Christ Church grounds and the War Memorial. The street then curves gently at Heritage Corner towards Cressy, and links Longford to the surrounding rural farmland, creating views to the surrounding countryside and a gateway to the World Heritage listed Woolmers and Brickendon estates. Heritage residential buildings are tucked behind the main street comprising traditional styles from the mid nineteenth century to the early twentieth century, including significant street trees, picket fences and cottage gardens. The rural township feel is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Longford's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.</i>
Management Objectives
<i>To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct.</i> <i>To ensure developments within street reservations in the towns and villages having Heritage Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.</i>

Comment: The proposal is consistent with the Heritage Precinct Character Statement and satisfies the Management Objectives.

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ASSESSMENT AGAINST F2.0 (HERITAGE PRECINCTS SPECIFIC AREA PLAN)

F2.1 Purpose of Specific Area Plan

F2.1.1 In addition to, and consistent with, the purpose of E13.0 Local Historic Heritage Code, the purpose of this Specific Area Plan is to ensure that development makes a positive contribution to the streetscape within the Heritage Precincts.

F2.2 Application of Specific Area Plan

F2.2.1 This Specific Area Plan applies to those areas of land designated as Heritage Precincts on the Planning Scheme maps.

F2.3 Definitions

F2.3.1 Streetscape

For the purpose of this specific area plan 'streetscape' refers to the street reservation and all design elements within it, and that area of a private property from the street reservation; including the whole of the frontage, front setback, building façade, porch or verandah, roof form, and side fences; and includes the front elevation of a garage, carport or outbuilding visible from the street (refer Figure F2.1 and F2.2).

F2.3.2 Heritage-Listed Building

For the purpose of this Plan 'heritage-listed building' refers to a building listed in Table F2.1 or listed on the Tasmanian Heritage Register.

Comment: Although the subject site is within the Heritage Precincts Specific Area Plan, the only relevant development standard relates to external colours.

F2.5 STANDARDS FOR DEVELOPMENT

F2.5.16 Paint Colours

Objective: To ensure that new colour schemes maintain a sense of harmony with the street or area in which they are located.

Acceptable Solutions (no performance criteria)

A1.1 Colour schemes must be drawn from heritage-listed buildings within the precinct; or

A1.2 Colour schemes must be drawn from the following:

a) Walls – Off white, creams, beige, tans, fawn and ochre.

b) Window & Door frames – white, off white, Indian red, light browns, tans, olive green and deep Brunswick green.

c) Fascia & Barge Boards - white, off white Indian red, light browns, tans, olive green and deep Brunswick green

d) Roof & Gutters – deep Indian red, light and dark grey, (black, green and blue are not acceptable).

A2 There must be a contrast between the wall colour and trim colours.

A3 Previously unpainted brickwork must not be painted, except in the case of post-1960 buildings.

Comment: Meets the Acceptable Solutions. I recommend that the Eco-deck slats be in a dark grey colour.

SPECIFIC AREA PLANS		
F1.0	TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0	HERITAGE PRECINCTS SPECIFIC AREA PLAN	See Heritage Adviser's assessment
SPECIAL PROVISIONS		
9.1	Changes to an Existing Non-conforming Use	N/a
9.2	Development for Existing Discretionary Uses	N/a
9.3	Adjustment of a Boundary	N/a
9.4	Demolition	N/a
9.5	Subdivision	N/a
STATE POLICIES		
The proposal is consistent with all State Policies.		

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OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993

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

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES

Strategic Plan 2017-2027

Statutory Planning

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

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

7 DISCUSSION

Discretion to refuse the application is limited to:

- Setback to boundary;
- Outbuildings and structures under the Heritage Code

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

- Application & plans
- Responses from referral agencies
- Representations

RECOMMENDATION

That land at Wellington Street road reservation, Longford be approved to be developed and used for a Parklet outside 55 Wellington Street LINC, in accordance with application P17-030, and subject to the following conditions:

1 Layout not altered

The use and development must be in accordance with the endorsed plans numbered

- **P1 – Proposed Site Plan #3.** (*Drawing No wd03, January 2017*).
- **P2 – Parklet Layouts** (*Drawing Nowd04, January 2017*).
- **P3 – Parklet Elevations** (*Drawing No wd05, Jan 2017*) (**PLAN TO BE AMENDED**)
- **P4 – Section AA** (*Drawing No wd07, Jan 2017*).
- **P5 – Seating/Step details** (*Drawing No wd09, Jan 2017*)

2 Amendment to plan

Before the development commences an Amended Plan must be submitted (P3 – Elevations) showing:

- The eco-slats being laid in a vertical alignment and finished in a dark grey colour to the satisfaction of Council's Heritage Advisor.

3. TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Planning Authority Notice (reference number TWDA 2017/00169-NMC).

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3 State Growth conditions

- 3.1 All structures and pedestrianised areas immediately adjacent to a traffic lane must be protected by a suitable barrier or bollard system that is rated to withstand a crash impact of at least 60km/h. Appropriate clearance to structures and pedestrianised areas to allow for any deflection of the barrier / bollard system must be applied.
- 3.2 Clearance from the road centre line to the face of the barrier / bollard system must be a minimum of 3.7 metres. If bollards are used, their maximum spacing must be 1.2 metres.
- 3.3 Ongoing maintenance, repair or replacement of the barrier / bollard system is the responsibility of the applicant.
- 3.4 Prior to undertaking any works in the road reservation the applicant must provide detailed engineering drawings of all proposed works to the Department of State Growth in support of an application for a Permit to Work in a State Road Reserve. (Application forms are available at: <http://www.transport.tas.gov.au/road/permits>) Applications must be received by the Department of State Growth a minimum of twenty eight (28) days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued. The permit is issued in accordance with the provisions of the Roads and Jetties Act 1935.

DECISION

Cr

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PLAN 2 PLANNING APPLICATION P17-127 : 17 MALCOMBE STREET, LONGFORD

Attachments: Section 1 – Page 218

File Number: 109200.34 CT56555/2
Responsible Officer: Des Jennings, General Manager
Report prepared by: Erin Boer, Planning Officer

1 INTRODUCTION

This report assesses an application for 17 Malcombe Street, Longford to construct multiple dwellings x4 (including existing dwelling), a carport and an additional access. An existing carport is proposed to be demolished.

2 BACKGROUND

Applicant:
MZSR Developments

Owner:
M Lowe (Priority notice on title indicates transfer to DR Skipper Pty Ltd & Emma Maree Reissig)

Zone:
General Residential

Codes:
Road & Railway Assets Code
Car Parking and Sustainable Transport Code

Classification under the Scheme:
Residential (Multiple Dwelling)

Existing Use:
Single dwelling

Deemed Approval Date:
29-June-2017

Recommendation:
Refuse

Discretionary Aspects of the Application

- Reliance on the performance criteria of the General Residential Zone
 - o Clause 10.4.1 A1 (site area per dwelling) (4 variations)
 - o Clause 10.4.2 A3 (rear setback) (1 variation)
 - o Clause 10.4.4 A2(b) (overshadowing habitable room windows (1 variations)
 - o Clause 10.4.4 A3 (b) (overshadowing private open space) (2 variations)
- Reliance on the performance criteria of the Road and Railway Assets Code
 - o Clause E4.7.2 A1 (two accesses providing separate entry & exit) (1 variation)
- Reliance on the performance criteria of the Car Parking and Sustainable Transport Code
 - o E6.7.2 A2.1 (c) (no passing bay provided & non-compliance with parking space widths) (2 variations)

Planning Instrument: *Northern Midlands Interim Planning Scheme 2013.*

Preliminary Discussion

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

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Site from Malcombe Street



3 STATUTORY REQUIREMENTS

The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (ie 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:

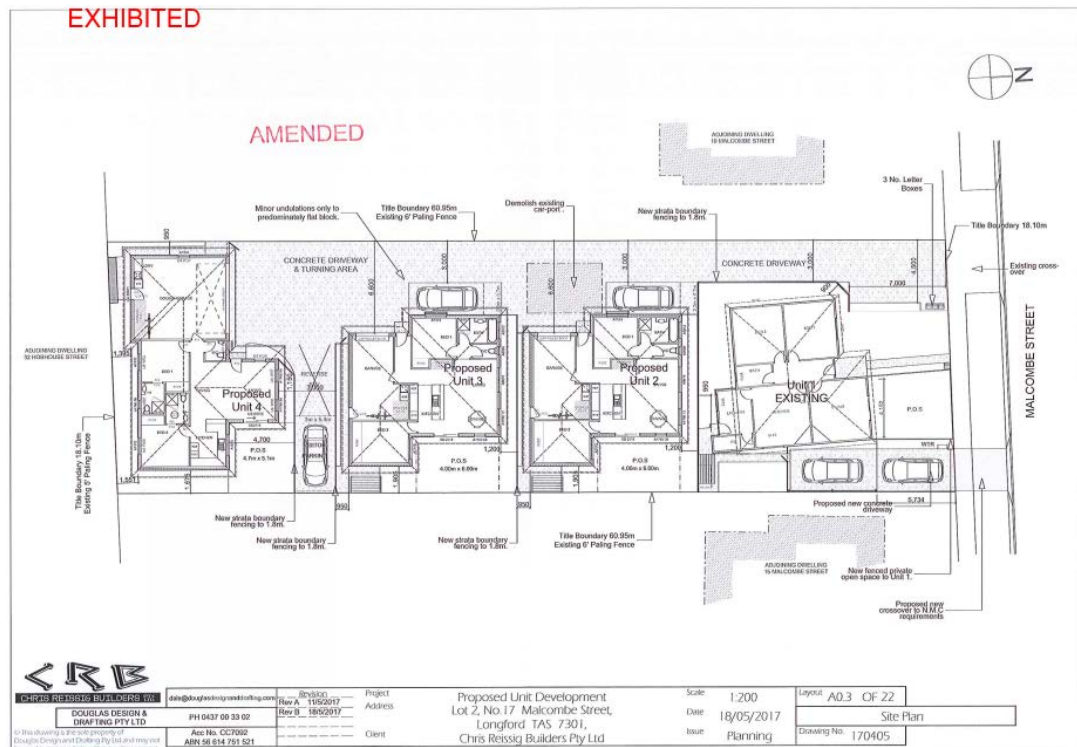
- Construct three additional 2-bedroom units behind an existing dwelling, a carport and additional access on a 1100m² lot. An existing carport on the lot will also be demolished as part of the works.

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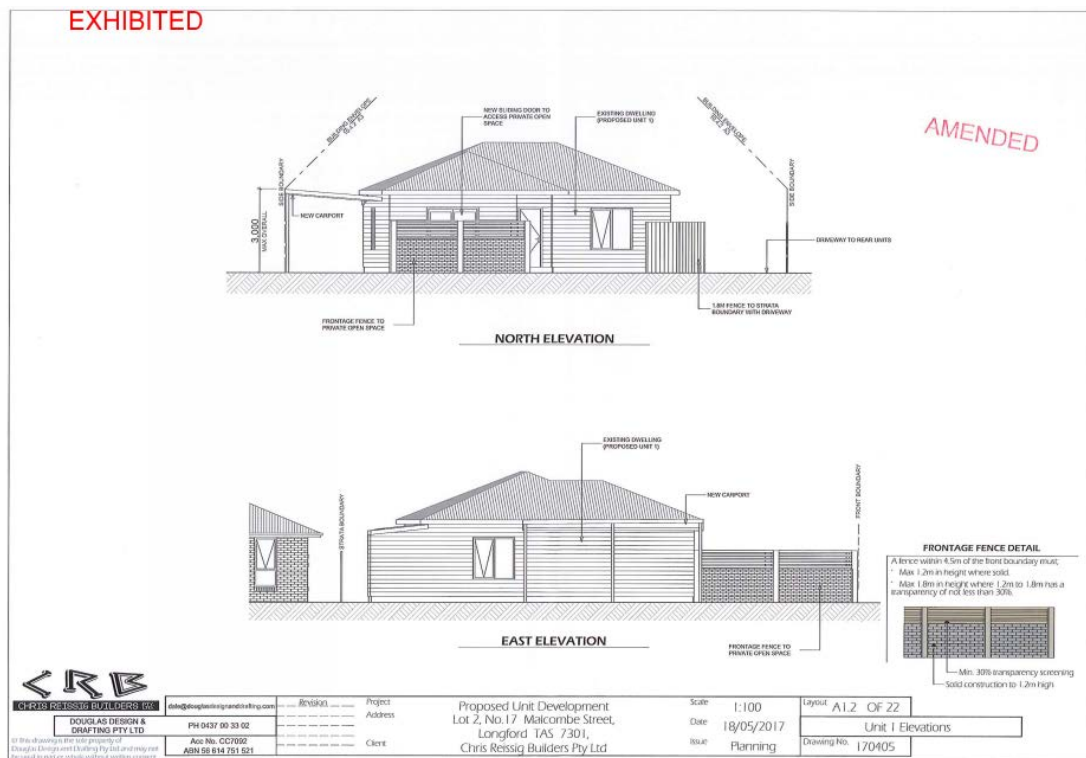
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Site Plan



Elevations (unit 1)

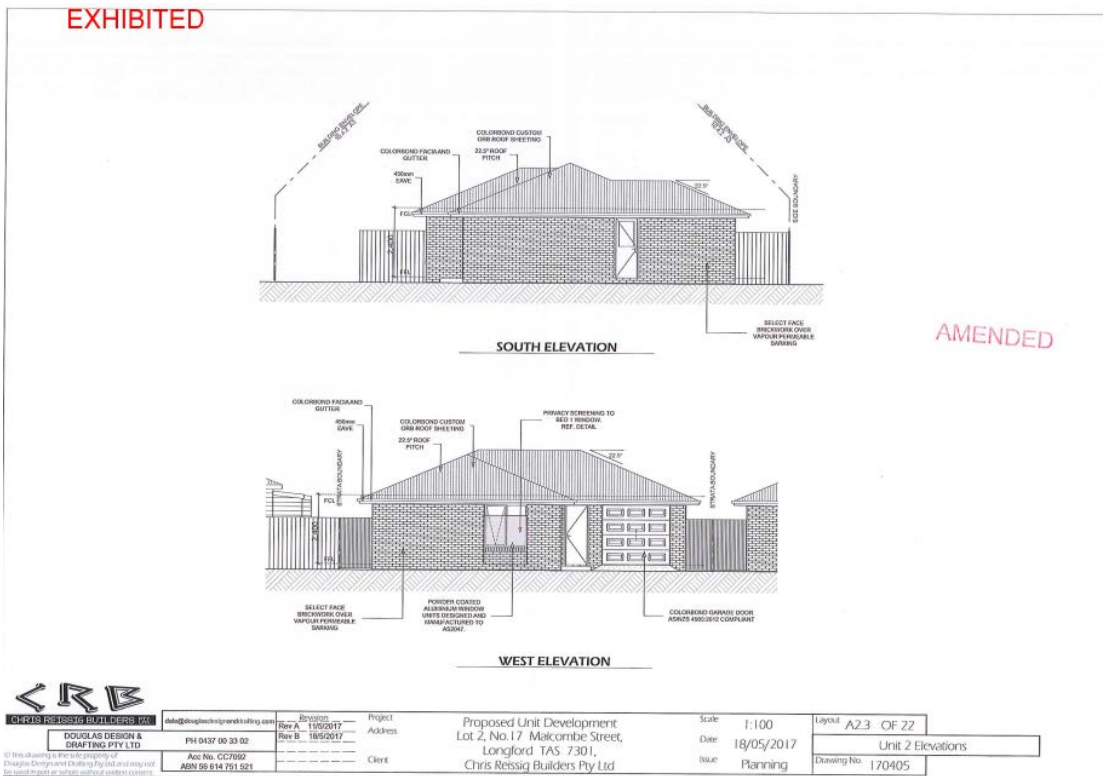


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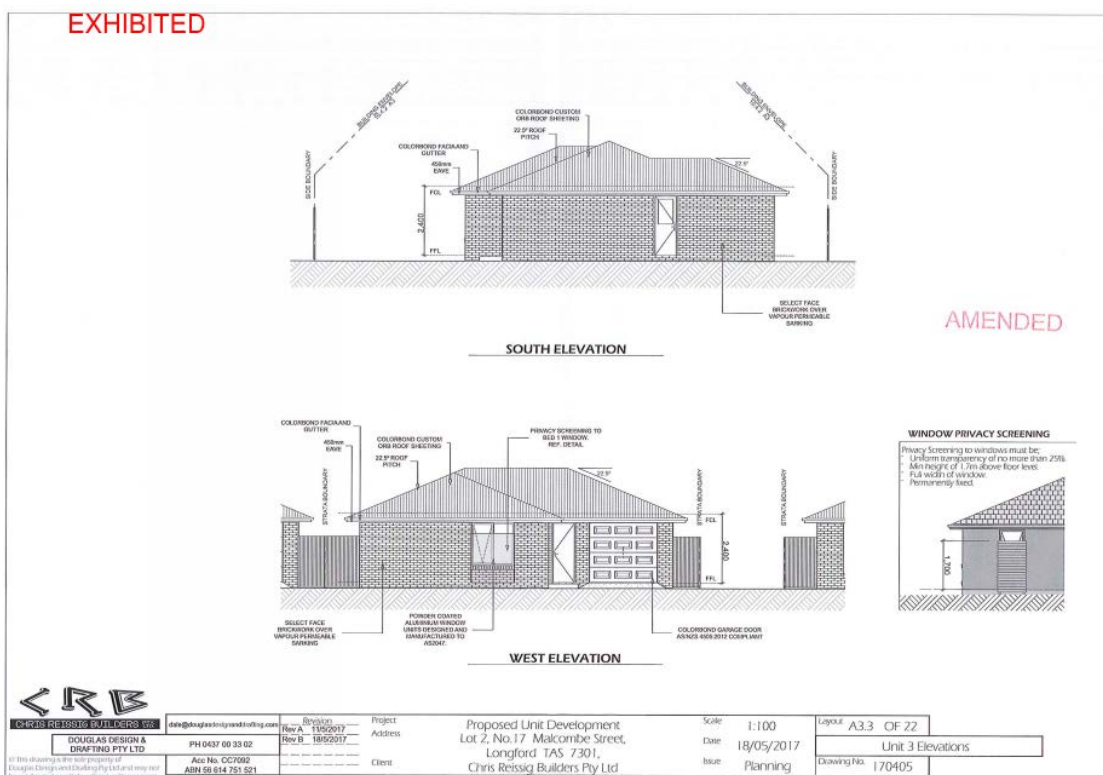
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Elevations (unit 2)



Elevations (unit 3)

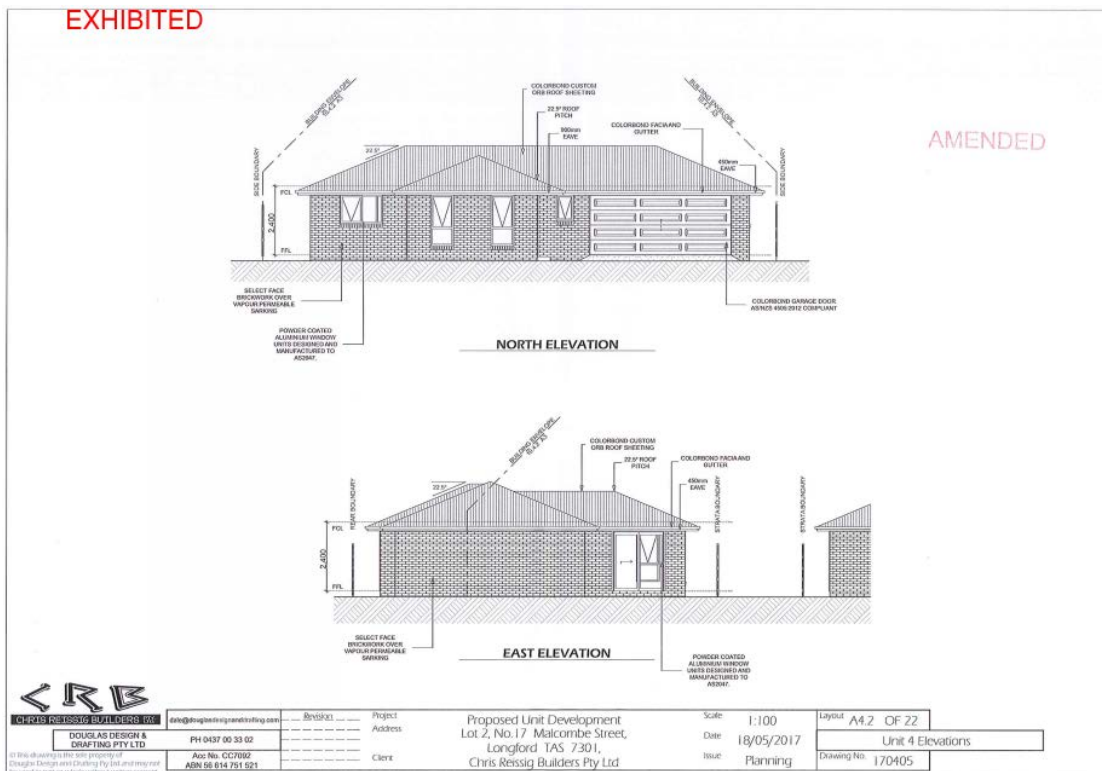


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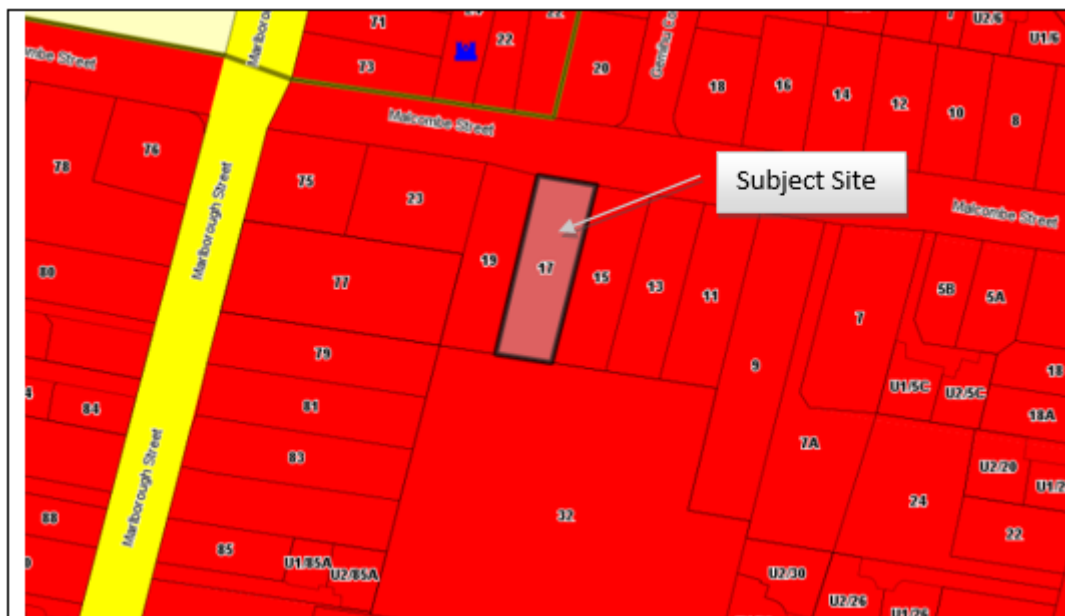


Elevations (unit 4)



4.2 Zone and land use

Zone Map –General Residential



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The land is zoned *General Residential*, and is not in a special area. The development is subject to the *Road and Railway Assets Code* and the *Car Parking and Sustainable Transport Code*.

The relevant Planning Scheme definition is:

<i>multiple dwellings</i>	<i>means 2 or more dwellings on a site.</i>
<i>outbuilding</i>	<i>means a non-habitable detached building of Class 10a of the Building Code of Australia and includes a garage, carport or shed.</i>

Residential (Multiple Dwelling) is Permitted (Permit Required) in the zone; however, due to variations to the zone and code provisions of the planning scheme, the application became discretionary.

4.3 Subject site and locality

The author of this report carried out a site visit on the 16th June 2017. The subject site is an 1100m² rectangular, level block. Currently, an existing single dwelling and single car carport are located on the site. Residential uses surround the subject site and consist predominately of single dwellings on 1000m²+ blocks. The adjoining residential lot to the south is significantly larger and has a total area of approximately 1.7ha.

Aerial photograph of subject site



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Photographs of subject site



^ The area of private open space and second access proposed for unit one.



^ The rear of the existing dwelling (unit one).



^ Existing access (proposed to be sealed and unit 1 fenced).

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^Area for proposed units 2-4



^Existing carport to be demolished



^Existing crossover and footpath

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4.4 Permit/site history

There is no previous permit history for the site.

4.5 Representations

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

- Sue Tunks, 32 Hobhouse Street, Longford

Map showing location of representor's property in relation to subject site



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

Issue 1

- Concern regarding the variation to the rear setback and how this will impact on future development at 32 Hobhouse Street (overshadowing and loss of privacy due to close proximity of windows to boundary).

Planner's comment:

The representor's concerns regarding overshadowing and the close proximity of windows to this boundary, are valid in terms of the variation to the rear setback.

Although the adjoining lot to the rear is not technically vacant (contains a single dwelling on approximately 1.7ha), the same considerations should be given, as this site has the potential to be further developed. On the 21st June at midday, when overshadowing is at its worst, proposed unit four will cast a shadow of approximately 5.5m, which is similar to the shadow created by a 1.8m high fence on the boundary.

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The visual impact of the development also requires consideration. While proposed unit four is not overly large in floor area (122.33m²) and is a single-story development, it does span 85% the rear boundary. While the subject site currently makes up approximately 20% of the northern boundary of 32 Hobhouse Street, further development of this site could result in a high proportion of the northern boundary of a *future* lot/unit area being taken up by the proposed unit 4.

4.6 Referrals

The following referrals were required:

Council's Works Department

Precis: Council's Works Department (Jonathan Galbraith) was referred the application on the 19th May 2017 and requested further information regarding levels, pipe sizes and stormwater disposal. Upon receipt of the further information, the development was discussed with Consultant Engineer, Cameron Oakley (Hydrodynamica) who provided the following comments:

"I have reviewed the calculations and through there are a few changes that could be made to the assumption, they won't do much in terms of changes to the proposed design.

I would however ask them to revise their calculations for the post-development flow based on a post-development time of concentration of 5 minutes (rather than the 8 minutes used).

The 8 minutes used appears to have been chosen rather than calculated. Recommendations in industry documents/guidelines suggest a Tc of 5 minutes be used for medium and high density residential developments (from roof, downpipe to connection point).

As such if the storage calculations can be revised based on this change there would be no reason to grant approval [on stormwater grounds]."

Table 4.06.2 Recommended roof drainage system travel times

Development Category	Time to point "A" (minutes)
Rural Residential, Residential Low Density For the roof, downpipes and pipe connection system from the building to the kerb and channel or a rear-of-allotment drainage system (Figure 4.06(a)).	5
Residential Medium and High Density, Commercial, Industrial and Central Business For the roof and downpipe collection pipe to the connection point to the internal allotment drainage system abutting the building (Figure 4.06(b)).	5

TasWater

Precis: A Taswater Submission to Planning Authority Notice was issued on the 9th June 2017 (Taswater Ref: TWDA 2017/00740-NMC).

Heritage Adviser

Not applicable to this application

Tasmanian Heritage Council

Precis: Not applicable to this application

Department of State Growth

Not applicable to this application

Launceston Airport

Not applicable to this application

Tasrail (adjoining landowner)

Not applicable to this application

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Environmental Health Officer

Not applicable to this application

Natural Resource Management Facilitator

Not applicable to this application

Environment Protection Agency (level 2 under EMPCA)

Not applicable to this application

General Manager

Not applicable to this application

Minister administering Crown Lands

Not applicable to this application

4.7 Planning Scheme Assessment

GENERAL RESIDENTIAL ZONE	
ZONE PURPOSE	
<i>To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.</i> <i>To provide for compatible non-residential uses that primarily serve the local community.</i> <i>Non-residential uses are not to be at a level that distorts the primacy of residential uses within the zones, or adversely affect residential amenity through noise, activity outside of business hours traffic generation and movement or other off-site impacts.</i> <i>To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.</i>	
Assessment: The proposal is inconsistent with the zone purpose, as it proposes a density which is not in character with the surrounding neighbourhood and has limitations in terms of residential amenity, particularly with regard to open space and overshadowing.	
LOCAL AREA OBJECTIVES	
<i>To consolidate growth within the existing urban land use framework of the towns and villages.</i> <i>To manage development in the General residential zone as part of or context to the Heritage Precincts in the towns and villages.</i> <i>To ensure developments within street reservations contribute positively to the Heritage Precincts in each settlement.</i>	
Assessment: The proposal meets the local area objectives as the development is located within the Urban Growth Boundary and is not located within a Heritage Precinct.	
USE AND DEVELOPMENT STANDARDS	
10.3 Use Standards 10.3.1 Amenity	
Objective To ensure that non-residential uses do not cause an unreasonable loss of amenity to adjoining and nearby residential uses.	
Acceptable Solutions	Performance Criteria
A1 <i>If for permitted or no permit required uses.</i>	P1 <i>The use must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, smoke, odour, dust and illumination.</i>
Complies.	N/a
A2 <i>Commercial vehicles for discretionary uses must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm</i>	P2 <i>Commercial vehicle movements for discretionary uses must not unreasonably impact on the amenity of occupants of adjoining and nearby dwellings.</i>

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<i>Saturday and Sunday.</i>	
N/a	N/a
A3 <i>If for permitted or no permit required uses.</i>	P3 <i>External lighting must demonstrate that:</i> a) <i>floodlighting or security lights used on the site will not unreasonably impact on the amenity of adjoining land; and</i> b) <i>all direct light will be contained within the boundaries of the site.</i>
Complies.	N/a

10.3.2 Residential Character – Discretionary Uses

Objective To ensure that discretionary uses support: a) the visual character of the area; and b) the local area objectives, if any.	
Acceptable Solutions	Performance Criteria
A1 <i>Commercial vehicles for discretionary uses must be parked within the boundary of the property.</i>	P1 <i>No performance criteria.</i>
N/a	N/a
A2 <i>Goods or material storage for discretionary uses must not be stored outside in locations visible from adjacent properties, the road or public land.</i>	P2 <i>No performance criteria.</i>
N/a	N/a
A3 <i>Waste material storage for discretionary uses must:</i> a) <i>not be visible from the road to which the lot has frontage; and</i> b) <i>use self-contained receptacles designed to ensure waste does not escape to the environment.</i>	P3 <i>No performance criteria.</i>
N/a	N/a

10.4 Development Standards

10.4.1 Residential density for multiple dwellings

Objective: To provide for suburban densities for multiple dwellings that: (a) make efficient use of suburban land for housing; and (b) optimise the use of infrastructure and community services.	
Acceptable Solutions	Performance Criteria
A1 <i>Multiple dwellings must have a site area per dwelling of not less than:</i> (a) <i>325m²; or</i> (b) <i>if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.</i>	P1 <i>Multiple dwellings must only have a site area per dwelling that is less than 325m², or that specified for the applicable density area in Table 10.4.1, if the development will not exceed the capacity of infrastructure services and:</i> (a) <i>is compatible with the density of the surrounding area; or</i> (b) <i>provides for a significant social or community housing benefit and is in accordance with at least one of the following:</i> (i) <i>the site is wholly or partially within 400m walking distance of a public transport stop;</i> (ii) <i>the site is wholly or partially within 400m walking distance of a business, commercial, urban mixed use, village or inner residential zone.</i>
A1.1 (a) Does not comply. The block has a total area of 1100m ² and four units are proposed, resulting in a site density of 275m ² - a 50m ² deficit per unit. Relies on performance criteria. (b) N/a – table 10.4.1 is not used in this scheme.	P1 (a) Does not comply – the development does not propose a density that is compatible with the surrounding area. The surrounding lots typically contain single dwellings on lots over 1000m ² . (b) The applicant has not provided any information that would

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	indicate the development is proposed to be used specifically for social or community housing (ie. aged care/disability housing). i) The development is approximately 160m walking distance from the closest bus stop, which is located near the PCYC Hall in Marlborough Street. ii) The proposed development is located approximately 560m walking distance from the closest <i>General Business</i> zone.
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10.4.2 Setbacks and building envelope for all dwellings

Objective: To control the siting and scale of dwellings to: (a) provide reasonably consistent separation between dwellings on adjacent sites and a dwelling and its frontage; and (b) assist in the attenuation of traffic noise or any other detrimental impacts from roads with high traffic volumes; and (c) provide consistency in the apparent scale, bulk, massing and proportion of dwellings; and (d) provide separation between dwellings on adjacent sites to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.	
Acceptable Solutions	Performance Criteria
A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or (c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.	P1 A dwelling must: (a) have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and (b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.
Complies with A1 (a). A front setback of 5.7m is achieved.	N/a
A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5m, or alternatively 1m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.	P2 A garage or carport must have a setback from a primary frontage that is compatible with the existing garages or carports in the street, taking into account any topographical constraints.

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Complies with A2 (a) – the proposed carport achieves a setback of 5.7m.	N/a
A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and (b) only have a setback within 1.5m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).	P3 The siting and scale of a dwelling must: (a) not cause unreasonable loss of amenity by: (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or (ii) overshadowing the private open space of a dwelling on an adjoining lot; or (iii) overshadowing of an adjoining vacant lot; or (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and (b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.
Does not comply with A3 (a) (ii) due to having a rear setback less than 4m (1.39m proposed). Relies on performance criteria P3. The side setbacks required by A3 (b) comply.	The proposal relies on P3 due to the variation to the rear setback as follows: a) i) The variation to the rear setback will not cause an unreasonable loss of amenity to a habitable room of an adjoining dwelling, as the dwelling on the lot adjacent to the rear boundary is located approximately 60m away. ii) As the adjoining block to the rear is approximately 1.7ha and the dwelling is approximately 60m from the common boundary, this lot retains suitable private open space that is not overshadowed by the proposed development. iii) Although the adjoining lot to the rear is not technically vacant (contains a single dwelling on approximately 1.7ha), the same considerations should apply, as this site has the potential to be further developed. A representation was received from the property owner adjoining the lot to the rear (32 Hobhouse Street), raising concerns about overshadowing and the close proximity of windows to this boundary. On the 21st June at midday, when overshadowing is at its worst, proposed unit four will cast a shadow of approximately 5.5m, which is similar to the shadow created by a 1.8m high fence on the boundary. iv) While proposed unit four is not overly large in floor area (122.33m²) (scale) and is a single-story

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development (bulk), it does span 85% of the rear boundary, which is a large proportion of the rear boundary. While the subject site currently makes up approximately 20% of the northern boundary of 32 Hobhouse Street, further development of this site could result in a high proportion of the northern boundary of a *future* lot/unit area being taken up by the proposed unit 4.

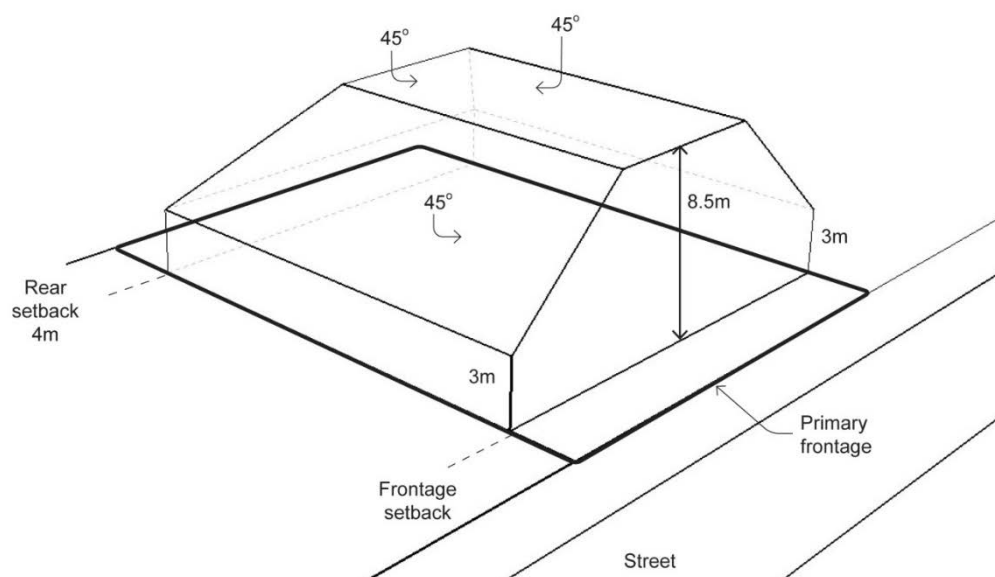


Diagram 10.4.2A. Building envelope as required by subclause 10.4.2A3(a).

10.4.3 Site coverage and private open space for all dwellings

Objective: To provide: (a) for outdoor recreation and the operational needs of the residents; and (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is integrated with the living areas of the dwelling; and (d) private open space that has access to sunlight.	
Acceptable Solutions	Performance Criteria
A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and (b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	P1 Dwellings must have: (a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate: (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any communal open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying and storage; and (b) reasonable space for the planting of gardens and landscaping.
Complies with A1 (a) – a building site coverage of 39.8% is proposed. Complies with A1 (b) – the units achieve the 60m² area of total private open space requirement at follows:	N/a

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Unit 1 = 87.39m² Unit 2 = 60.78m² Unit 3 = 60.1m² Unit 4 = 75.71m² Complies with A1 (c) – the development meets the requirements of 25% of the site to be free from impervious surfaces by providing 25.32% free from impervious surfaces.	
A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24m²; or (ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and (b) has a minimum horizontal dimension of: (i) 4m; or (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.	P2 A dwelling must have private open space that: (a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is: (i) conveniently located in relation to a living area of the dwelling; and (ii) orientated to take advantage of sunlight.
Complies with A1 (a) by providing at least 24m² of private open space as follows: Unit 1 = 25.34m² Unit 2 = 24m² Unit 3 = 24m² Unit 4 = 24m² Complies with A1 (b), the private open space for all units has a minimum horizontal dimension of 4m. Complies with A1 (c), provided unit 1 is fitted with a new sliding door to the dining area, all units will provide access to private open space from a habitable room which is located adjacent to the private open space. Complies with A1 (d) – the private open space for each unit is located on the northern side. Complies with A1 (e) – the private open space for unit 1 is located between the dwelling and frontage; however, it is located on the northern side. Complies with A1 (f) – the site is flat.	N/a

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Complies with A1 (g) – the area of private open space for each unit is not used for vehicle parking.

10.4.4 Sunlight and overshadowing for all dwellings

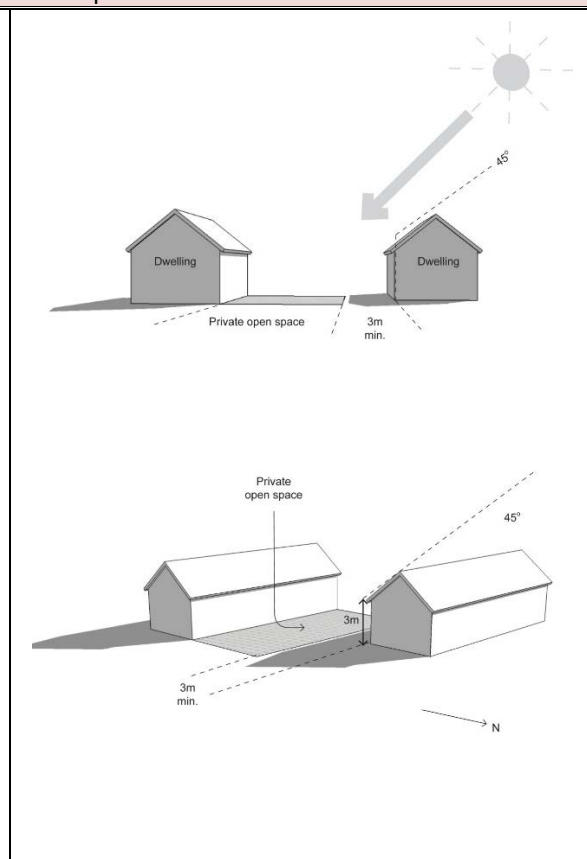
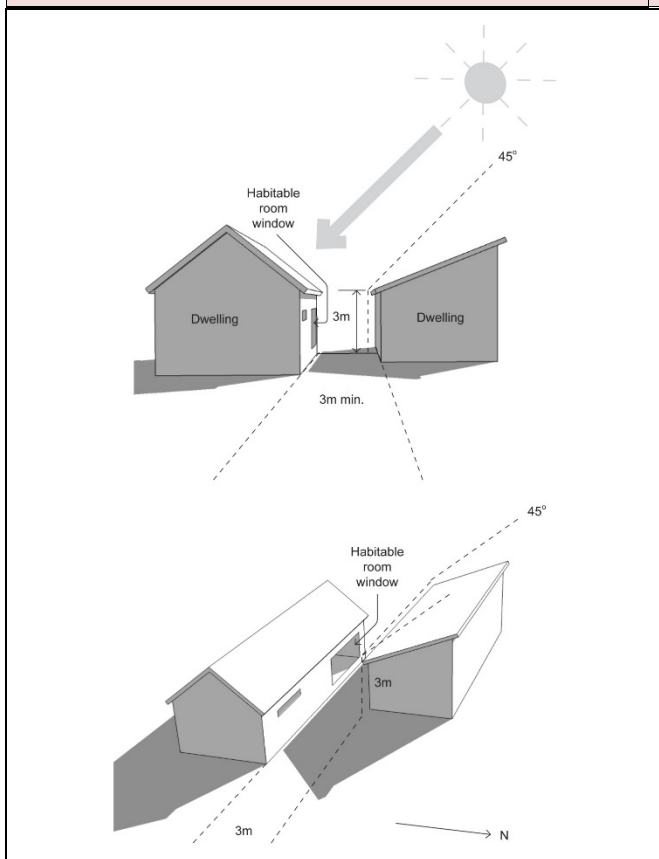
Objective: To provide: (a) the opportunity for sunlight to enter habitable rooms (other than bedrooms) of dwellings; and (b) separation between dwellings on the same site to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.	
Acceptable Solutions	Performance Criteria
A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	P1 A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).
Complies with A1.	N/a
A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21 st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	P2 A multiple dwelling must be designed and sited to not cause unreasonable loss of amenity by overshadowing a window of a habitable room (other than a bedroom), of another dwelling on the same site, that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).
Does not comply with A2 (a) –there is not 3m of separation between unit 2 & 3's north facing windows and the adjoining unit to the north. Does not comply with A2 (b) – Unit 2 overshadows the north facing habitable room windows of unit 3 so that it receives less than 3hrs sunlight between 9.00 am and 3.00 pm on 21 st June. The Tribunal (RMPAT) has previously determined that a window must gain sunlight to 50% or more of the window area for it to be considered as 'receiving' sunlight [see <i>J Fewkes v Clarence City Council [2016]</i>]. The overshadowing of unit 2, caused by unit 1, results in unit 2 receiving sunlight to approximately 50% of the habitable room windows for 3hrs between 9.00 am and 3.00 pm on 21 st June. A2 (c) does not apply.	The proposal is not considered to comply with P2, as unit 2 overshadows unit 3's north facing habitable room windows, reducing the available sunlight to this window from 9am to 3pm on the 21 st June, to approximately 30% or less. This will create an unreasonable loss of amenity in terms of solar access and the availability of natural light and passive solar heating.
A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a)	P3 A multiple dwelling must be designed and sited to not cause unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site,

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or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C): (i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	required in accordance with A2 or P2 of subclause 10.4.3.
Does not comply with A3 (a) –there is not 3m of separation between unit 2 & 3's private open space and the adjoining unit to the north. Does not comply with A3 (b) as the unit to the north of units 2, 3 & 4 causes 50% of the private open space of these units to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. A3 (c) is not applicable.	The proposal is not considered to comply with P3, due to approximately 50% of the private open space of lots 2 & 3 only receiving approximately 2 hours of sunlight between 11am and 1pm on the 21st June. Unit 4 is similarly shadowed; however, this is predominantly due to the proposed 1.8m high screening fence allocated to this unit. A lack of sunlight to these areas will result in cold, damp and unusable private open space, causing poor amenity for occupants of the units.



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Diagram 10.4.4B. Separation from a north-facing window of a habitable room, of another dwelling on the same site, as required by subclause 10.4.4A2(a).

Diagram 10.4.4C. Separation from the private open space of another dwelling on the same site as required by subclause 10.4.4A3(a).

10.4.5 Width of openings for garages and carports for all dwellings

Objective: To reduce the potential for garage or carport openings to dominate the primary frontage.	
Acceptable Solutions	Performance Criteria
A1 A garage or carport within 12m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).	P1 A garage or carport must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.
Complies with A1.	N/a

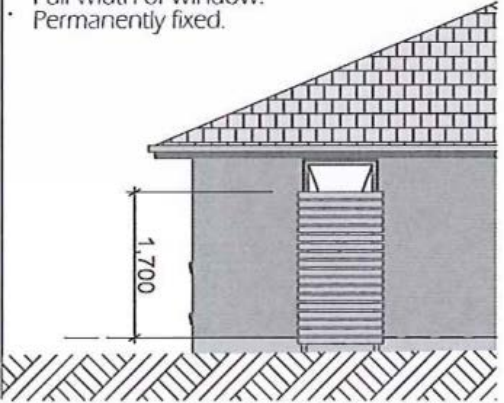
10.4.6 Privacy for all dwellings

Objective: To provide reasonable opportunity for privacy for dwellings.	
Acceptable Solutions	Performance Criteria
A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above natural ground level must have a permanently fixed screen to a height of at least 1.7m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.	P1 A balcony, deck, roof terrace, parking space or carport (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above natural ground level, must be screened, or otherwise designed, to minimise overlooking of: (a) a dwelling on an adjoining lot or its private open space; or (b) another dwelling on the same site or its private open space; or (c) an adjoining vacant residential lot.
N/a	N/a
A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and	P2 A window or glazed door, to a habitable room of dwelling, that has a floor level more than 1 m above the natural ground level, must be screened, or otherwise located or designed, to minimise direct views to: (a) window or glazed door, to a habitable room of another dwelling; and (b) the private open space of another dwelling; and (c) an adjoining vacant residential lot.

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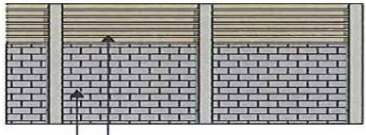
(iv) if the dwelling is a multiple dwelling, is to be at least 6m from the private open space of another dwelling on the same site. (b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7m above the floor level; or (ii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.	
N/a	N/a
A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5m; or (b) 1m if: (i) it is separated by a screen of at least 1.7m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.	P3 A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise detrimental impacts of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.
Complies with A3 (b)(i). All units contain a window closer than 2.5m to a shared driveway or parking space, and therefore must be fitted with screening. Units 1 & 4 are screened by a 1.8m high fence, while units 2 & 3 contain a 1.7m high screen adjacent to the window of bedroom 1 for each unit (see below). WINDOW PRIVACY SCREENING Privacy Screening to windows must be; • Uniform transparency of no more than 25%. • Min height of 1.7m above floor level. • Full width of window. • Permanently fixed. 	N/a

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10.4.7 Frontage fences for all dwellings

Objective: To control the height and transparency of frontage fences to: (a) provide adequate privacy and security for residents; and (b) allow the potential for mutual passive surveillance between the road and the dwelling; and (c) provide reasonably consistent height and transparency.	
Acceptable Solutions	Performance Criteria
A1 A fence (including a free-standing wall) within 4.5m of a frontage must have a height above natural ground level of not more than: (a) 1.2m if the fence is solid; or (b) 1.8m, if any part of the fence that is within 4.5m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	P1 A fence (including a free-standing wall) within 4.5m of a frontage must: (a) provide for the security and privacy of residents, while allowing for mutual passive surveillance between the road and the dwelling; and (b) be compatible with the height and transparency of fences in the street, taking into account the: (i) topography of the site; and (ii) traffic volumes on the adjoining road.
Complies with A1 (b). The private open space for unit 1 at the front of the building, is proposed to be fenced with a 1.8m high fence, which has 30% transparency above the height of 1.2m (see below). FRONTAGE FENCE DETAIL A fence within 4.5m of the front boundary must: • Max 1.2m in height where solid. • Max 1.8m in height where 1.2m to 1.8m has a transparency of not less than 30%.  Min. 30% transparency screening Solid construction to 1.2m high	N/a

10.4.8 Waste storage for multiple dwellings

Objective: To provide for the storage of waste and recycling bins for multiple dwellings.	
Acceptable Solutions	Performance Criteria
A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5m ² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5m from a frontage; and (ii) is at least 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2m above the finished surface level of the storage area.	P1 A multiple dwelling development must provide storage, for waste and recycling bins, that is: (a) capable of storing the number of bins required for the site; and (b) screened from the frontage and dwellings; and (c) if the storage area is a communal storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.
Complies with A1 (a) – 1.5m ² of bin storage space is provided at the rear of each unit.	N/a

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10.4.9 Storage for multiple dwellings

Objective To provide adequate storage facilities for each multiple dwelling.	
Acceptable Solutions	Performance Criteria
A1 Each multiple dwelling must have access to at least 6 cubic metres of secure storage space.	P1 Each multiple dwelling must provide storage suitable to the reasonable needs of residents.
Units 2-4 are provided with 6 cubic metres of secure storage space, divided between an area provided in the garage and an area within the units. Unit 1 does not have a storage area demarcated on the plans, but could be provided with a garden shed (1.5m x 2m x 2m high) and still achieve 25% site coverage free from impervious surfaces (74.95% coverage).	N/a

10.4.10 Common Property for multiple dwellings

Objective To ensure that communal open space, car parking, access areas and site facilities for multiple dwellings are easily identified.	
Acceptable Solutions	Performance Criteria
A1 Development for multiple dwellings must clearly delineate public, communal and private areas such as: a) driveways; and b) site services and any waste collection points.	P1 No performance criteria.
Complies with A1 (a) & (b), as notated on the plans.	N/a

10.4.11 Outbuildings and Ancillary Structures for the Residential Use Class other than a single dwelling

Objective To ensure: a) that outbuildings do not detract from the amenity or established neighbourhood character; and b) that dwellings remain the dominant built form within an area; and c) earthworks and the construction or installation of swimming pools are appropriate to the site and respect the amenity of neighbouring properties.	
Acceptable Solutions	Performance Criteria
A1 Outbuildings for each multiple dwelling must have a combined gross floor area not exceeding 45m ² .	P1 Outbuildings for each multiple dwelling must be designed and located having regard to: a) visual impact on the streetscape; and b) compatibility with the size and location of outbuildings in the neighbourhood.
Complies with A1.	N/a
A2 A swimming pool for private use must be located: a) behind the setback from a primary frontage; or b) in the rear yard.	P2 A swimming pool for private use must be designed and located to: a) minimise any visual impact on the streetscape; and b) not unreasonably overlook or overshadow adjoining properties; and c) be compatible with the size and location of approved outbuildings in the neighbourhood.
N/a	N/a

10.4.12 Site Services for multiple dwellings

Objective To ensure that: a) site services for multiple dwellings can be installed and easily maintained; and b) site facilities for multiple dwellings are accessible, adequate and attractive.	
Acceptable Solutions	Performance Criteria

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A1.1 Provision for mailboxes must be made at the frontage.	P1 Sufficient space (including easements where required) for mail services must be provided for each multiple dwelling.
Complies with A1.1, as notated on the plans.	N/a

CODES	
E1.0 BUSHFIRE PRONE AREAS CODE	N/a
E2.0 POTENTIALLY CONTAMINATED LAND	N/a
E3.0 LANDSLIP CODE	N/a
E4.0 ROAD AND RAILWAY ASSETS CODE	See code assessment below
E5.0 FLOOD PRONE AREAS CODE	N/a
E6.0 CAR PARKING AND SUSTAINABLE TRANSPORT CODE	See code assessment below
E7.0 SCENIC MANAGEMENT CODE	N/a
E8.0 BIODIVERSITY CODE	N/a
E9.0 WATER QUALITY CODE	N/a
E10.0 RECREATION AND OPEN SPACE CODE	N/a
E11.0 ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0 AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0 LOCAL HISTORIC HERITAGE CODE	N/a
E14.0 COASTAL CODE	N/a
E15.0 SIGNS CODE	N/a

Assessment against E4 Road and Railway Assets Code

E4.5 Requirements for a Traffic Impact Assessment (TIA)

- E4.5.1 A TIA is required to demonstrate compliance with performance criteria.
- E4.5.2 A TIA for roads must be undertaken in accordance with *Traffic Impact Assessment Guidelines*, Department of Infrastructure, Energy and Resources September 2007. Australian Guidelines and Australian Standards are to be used as the basis for any required road or junction design.
- E4.5.3 A TIA must be accompanied by written advice as to the adequacy of the TIA from the:
 - a) road authority in respect of a road; and
 - b) rail authority in respect of a railway.
- E4.5.4 The Council must consider the written advice of the relevant authority when assessing an application which relies on performance criteria to meet an applicable standard

Comment: A traffic impact assessment was provided with the application. The application was referred to Council's Works & Infrastructure Department (the Road Authority) for comments.

E4.6 Use Standards

E4.6.1 Use and road or rail infrastructure

Objective To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria
A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.	P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.
N/a	N/a
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable

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	level of safety for all road users, including pedestrians and cyclists.
Complies – based on an average of 6 - 8 vehicle movements per day, the units will generate a total of 24-32 vehicle movements.	N/a
A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.	P3 For limited access roads and roads with a speed limit of more than 60km/h: a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.
N/a	N/a

E4.7 Development Standards

E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways

Objective To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to: a) ensure the safe and efficient operation of roads and railways; and b) allow for future road and rail widening, realignment and upgrading; and c) avoid undesirable interaction between roads and railways and other use or development.	
Acceptable Solutions	Performance Criteria
A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h: a) new road works, buildings, additions and extensions, earthworks and landscaping works; and b) building envelopes on new lots; and c) outdoor sitting, entertainment and children's play areas	P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to: a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.
Complies with A1 (a-c).	N/a

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E4.7.2 Management of Road Accesses and Junctions

Objective To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria
A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.
Does not comply with A1, as two separate entry and exit points are proposed.	The proposal relies on performance criteria P1 for compliance. A Traffic Impact Assessment (TIA) was prepared by Geoff Brayford of JMG (dated 15 th May 2017). The TIA takes into account traffic generation (estimates peak rate of 24 vehicle movements per day), the development layout, the existing environment, traffic context and site distances. It concludes that the additional access and traffic created by the development is not anticipated to cause any adverse traffic impacts on the wider road network and therefore maintains an acceptable level of safety for all road users, including pedestrians and cyclists.
A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.	P2 For limited access roads and roads with a speed limit of more than 60km/h: a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.
N/a	N/a

E4.7.3 Management of Rail Level Crossings

Objective To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.	
Acceptable Solutions	Performance Criteria
A1 Where land has access across a railway: a) development does not include a level crossing; or b) development does not result in a material change onto an existing level crossing.	P1 Where land has access across a railway: a) the number, location, layout and design of level crossings maintain or improve the safety and efficiency of the railway; and b) the proposal is dependent upon the site due to unique resources, characteristics or location attributes and the use or development will have social and economic benefits that are of State or regional significance; or c) it is uneconomic to relocate an existing use to a site that does not require a level crossing; and

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	d) an alternative access or junction is not practicable.
N/a	N/a

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

Objective

To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

Acceptable Solutions

- A1 Sight distances at
- an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and
 - rail level crossings must comply with *AS1742.7 Manual of uniform traffic control devices - Railway crossings*, Standards Association of Australia; or
 - If the access is a temporary access, the written consent of the relevant authority has been obtained.

Performance Criteria

- P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.

The site has access to Malcombe Street, which has a suburban speed limit of 50km/h. Accordingly, the development requires a site distance on 80m in either direction to comply. Malcombe Street is a straight and level environment, and site distances of approximately 90m to the west and 200m to the east are available.

N/a

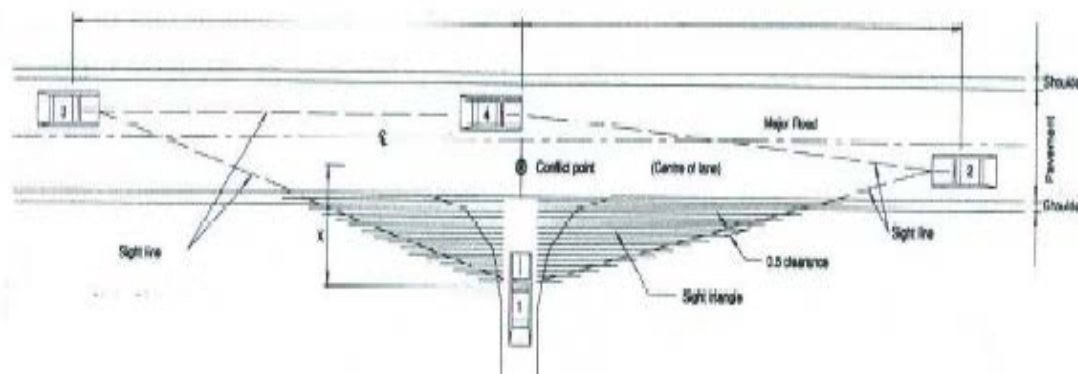


Figure E4.7.4 Sight Lines for Accesses and Junctions

X is the distance of the driver from the conflict point.

For category 1, 2 and 3 roads X = 7m minimum and for other roads X = 5m minimum.

Table E4.7.4 Safe Intersection Sight Distance (SISD)

Vehicle Speed km/h	Safe Intersection Sight Distance (SISD) metres, for speed limit of:	
	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

Notes:

- Vehicle speed is the actual or recorded speed of traffic passing along the road and is the speed at or below which 85% of passing vehicles travel.
- For safe intersection sight distance (SISD):

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- (i) All sight lines (driver to object vehicle) are to be between points 1.2 metres above the road and access surface at the respective vehicle positions with a clearance to any sight obstruction of 0.5 metres to the side and below, and 2.0 metres above all sight lines;
- (ii) These sight line requirements are to be maintained over the full sight triangle for vehicles at any point between positions 1, 2 and 3 in Figure E4.7.4 and the access junction;
- (iii) A driver at position 1 must have sight lines to see cars at any point between the access and positions 3 and 2 in Figure E4.7.4;
- (iv) A driver at any point between position 3 and the access must have sight lines to see a car at position 4; and
- (v) A driver at position 4 must have sight lines to see a car at any point between position 2 and the access.

ASSESSMENT AGAINST E6.0 CAR PARKING & SUSTAINABLE TRANSPORT CODE

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective: To ensure that an appropriate level of car parking is provided to service use.

Acceptable Solutions		Performance Criteria	
A1	The number of car parking spaces must not be less than the requirements of:	P1	The number of car parking spaces provided must have regard to:
a)	Table E6.1; or	a)	the provisions of any relevant location specific car parking plan; and
b)	a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	b)	the availability of public car parking spaces within reasonable walking distance; and
		c)	any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and
		d)	the availability and frequency of public transport within reasonable walking distance of the site; and
		e)	site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and
		f)	the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and
		g)	an empirical assessment of the car parking demand; and
		h)	the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and
		i)	the recommendations of a traffic impact assessment prepared for the proposal; and
		j)	any heritage values of the site; and
		k)	for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:
		i)	the size of the dwelling and the number of bedrooms; and
		ii)	the pattern of parking in the locality; and
		iii)	any existing structure on the land.

Comment:

Complies with A1 (a). Two parking spaces are provided for each unit, in addition to one visitor parking space. It should be noted, however, that the private car parking space for units 2 & 3 is not currently shown as being within the 'private area' for each corresponding unit.

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Table E6.1: Parking Space Requirements

Use	Parking Requirement	
	Vehicle	Bicycle
<i>If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)</i>	<i>1 space per dwelling</i>	<i>1 space per unit or 1 spaces per 5 bedrooms in other forms of accommodation.</i>
<i>If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)</i>	<i>2 spaces per dwelling</i>	
<i>visitor parking for multiple dwellings in the General Residential Zone</i>	<i>1 dedicated space per 4 dwellings (rounded up to the nearest whole number); or</i>	

E6.6.2 Bicycle Parking Numbers

Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.

Acceptable Solutions	Performance Criteria
A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or	P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the: a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and b) location of the site and the distance a cyclist would need to travel to reach the site; and c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.
A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.	

Comment:

Complies with A1.1 – units 2-4 have a bicycle parking space shown within the garage. Unit 1 does not demarcate a bicycle parking space on the plans but provides sufficient space at the rear of the carport.

E6.6.3 Taxi Drop-off and Pickup

Objective: To ensure that taxis can adequately access developments.

Acceptable Solutions	Performance Criteria
A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).	P1 No performance criteria.

Comment:

N/a

E6.6.4 Motorbike Parking Provisions

Objective: To ensure that motorbikes are adequately provided for in parking considerations.

Acceptable Solutions	Performance Criteria
A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.	P1 No performance criteria.

Comment:

N/a – only four parking spaces required.

E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.

Acceptable Solutions	Performance Criteria
A1 All car parking, access strips manoeuvring and circulation spaces must be: a) formed to an adequate level and drained; and b) except for a single dwelling, provided with an impervious all-weather seal; and	P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all

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c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.	weather conditions.
Comment: Complies with A1 (a) – the driveway is proposed to be formed and drained utilising on-site detention, although revised stormwater calculations will be required. Complies with A1 (b) - a concrete driveway and turning area is proposed. Complies with A1 (c) – the parking spaces are easily identifiable, given the layout of the design and use of garages/carports. The plans propose that the visitor parking space will be provided with line marking or other delineation to identify it as visitor parking.	

E6.7.2 Design and Layout of Car Parking

Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.

Acceptable Solutions		Performance Criteria	
A1.1	Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and	P1	The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:
A1.2	Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.	a)	the layout of the site and the location of existing buildings; and
		b)	views into the site from the road and adjoining public spaces; and
		c)	the ability to access the site and the rear of buildings; and
		d)	the layout of car parking in the vicinity; and
		e)	the level of landscaping proposed for the car parking.
Comment:			
Complies with A1.1 – although the development does propose more than 4 car parking spaces and parking in front of the building line, all but one of these parking spaces are located behind the building line. As up to three parking spaces are allowed in front of the building line, the development is considered to comply.			
Complies with A1.2. – provision for turning is not located within the front setback.			
A2.1	Car parking and manoeuvring space must:	P2	Car parking and manoeuvring space must:
a)	have a gradient of 10% or less; and	a)	be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and
b)	where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and	b)	provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.
c)	have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and		
A2.2	The layout of car spaces and access ways must be designed in accordance with <i>Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking</i> .		
Complies with A2.1 (a) – the site is level.		The development is not considered to comply with P2 (a)	
A2.1 (b) – Although the development complies with this clause, the 2 nd vehicle space for units 2 and 3 must drive further into the site, prior to turning at the end of the site, before leaving in forward direction.		on the grounds of safety and efficiency of vehicle movements within the site, if all vehicle spaces are occupied. The turning templates indicate that parking and turning within the site will be very tight and leave little room for error. The lack of suitable passing bay creates the potential for vehicle conflict between vehicles entering and exiting the site.	
A2.1 (c) – The development is unable to comply with Table E6.2 - Although an area of 5m x 5m (including 3m carriageway) is available within the common area, it is inaccessible due to the lack of entry and exit tapers, as required by Table E6.2. The development is unable to comply with Table E6.3, as the garage doors		With regard to P2 (b), the development provides an internal radius of 4m, but relies on vehicles to be turning within the eaves line of unit's 3 & 4, and would not be suitable for larger vehicles.	

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propose a width of 2.4m, while Table E6.3 requires a minimum width of 2.6m. Accordingly, the development relies on the performance criteria.	
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Table E6.2: Access Widths for Vehicles

Number of parking spaces served	Access width (see note 1)	Passing bay (2.0m wide by 5.0m long plus entry and exit tapers) (see note 2)
1 to 5	3.0m	Every 30m

Table E6.3: Width of Access and Manoeuvring Space adjacent to Parking Spaces

Angle of Car Spaces to Access Strip	Access Strips Widths	Car Park Widths	Car parking 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
	5.8m	2.8m	5.4m
	5.2m	3.0m	5.4m
	4.8m	3.2m	5.4m

Notes:

1. A building may project into a parking space provided it is at least 2.1 metres above the parking surface level.
2. If entry to the car space is from a road then the width of the access strips may include the road

E6.7.3 Car Parking Access, Safety and Security

Objective: To ensure adequate access, safety and security for car parking and for deliveries.

Acceptable Solutions	Performance Criteria
A1 Car parking areas with greater than 20 parking spaces must be: a) secured and lit so that unauthorised persons cannot enter or; b) visible from buildings on or adjacent to the site during the times when parking occurs.	P1 Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the: a) levels of activity within the vicinity; and b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.

Comment:

N/a

E6.7.4 Parking for Persons with a Disability

Objective: To ensure adequate parking for persons with a disability.

Acceptable Solutions	Performance Criteria
A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.	P1 No performance criteria.
A2 One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with <i>Australian Standards AS/NZ 2890.6 2009</i> .	P2 No performance criteria.

Comment:

N/a – private residential dwellings.

E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup

Objective: To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.

Acceptable Solutions	Performance Criteria
A1 For retail, commercial, industrial, service industry or warehouse or storage uses: a) at least one loading bay must be provided in accordance with Table E6.4; and	P1 For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles

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b)	loading and bus bays and access strips must be designed in accordance with <i>Australian Standard AS/NZS 2890.3 2002</i> for the type of vehicles that will use the site.	associated with delivering and collecting people and goods where these are expected on a regular basis.
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Comment:

N/a – not a retail, commercial, industrial, service industry, warehouse or storage use.

E6.8 Provisions for Sustainable Transport

E6.8.1 Bicycle End of Trip Facilities

Not used in this planning scheme

E6.8.2 Bicycle Parking Access, Safety and Security

Objective:

To ensure that parking and storage facilities for bicycles are safe, secure and convenient.

Acceptable Solutions		Performance Criteria	
A1.1	Bicycle parking spaces for customers and visitors must:	P1	Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.
a)	be accessible from a road, footpath or cycle track; and		
b)	include a rail or hoop to lock a bicycle to that meets <i>Australian Standard AS 2890.3 1993</i> ; and		
c)	be located within 50m of and visible or signposted from the entrance to the activity they serve; and		
d)	be available and adequately lit in accordance with <i>Australian Standard AS/NZS 1158 2005 Lighting Category C2</i> during the times they will be used; and		
A1.2	Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.		
A2	Bicycle parking spaces must have:	P2	Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.
a)	minimum dimensions of:		
i)	1.7m in length; and		
ii)	1.2m in height; and		
iii)	0.7m in width at the handlebars; and		
b)	unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.		

Comment:

Complies with A1.2 & A2.

E6.8.5 Pedestrian Walkways

Objective: To ensure pedestrian safety is considered in development

Acceptable Solution		Performance Criteria	
A1	Pedestrian access must be provided for in accordance with Table E6.5.	P1	Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.

Comment:

Complies with A1 - Nine parking spaces are provided; therefore, no separate access is required.

Table E6.5: Pedestrian Access

Number of Parking Spaces Required	Pedestrian Facility
1–10	No separate access required (i.e. pedestrians may share the driveway). [Note (a) applies].
11 or more	A 1m wide footpath separated from the driveway and parking aisles except at crossing points. [Notes (a) and (b) apply].

Notes

- a) In parking areas containing spaces allocated for disabled persons, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the principal building.
- b) Separation is deemed to be achieved by:
 - i) a horizontal distance of 2.5m between the edge of the driveway and the footpath; or
 - ii) protective devices such as bollards, guard rails or planters between the driveway and the footpath; and

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iii) signs and line marking at points where pedestrians are intended to cross driveways or parking aisles.

SPECIFIC AREA PLANS	
F1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN	N/a

SPECIAL PROVISIONS	
9.1 Changes to an Existing Non-conforming Use	N/a
9.2 Development for Existing Discretionary Uses	N/a
9.3 Adjustment of a Boundary	N/a
9.4 Demolition	See below.
9.5 Subdivision	N/a

9.4 Demolition

- 9.4.1 Unless approved as part of another development or prohibited by another provision, an application for demolition may be approved at the discretion of the planning authority having regard to:
- (a) the purpose of the applicable zone;
 - (b) any relevant local area objective or desired future character statement of the applicable zone;
 - (c) the purpose of any applicable code; and
 - (d) the purpose of any applicable specific area plan.

Comment: The demolition of the existing carport is to be considered as part of the application for multiple dwellings.

STATE POLICIES
The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993
The proposal is consistent with the objectives of the <i>Land Use Planning & Approvals Act 1993</i> .

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES
Strategic Plan 2017-2027 <i>Statutory Planning</i>

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

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

7 DISCUSSION

Discretion to refuse the application is limited to:

- Reliance on the performance criteria of the General Residential Zone
 - o Clause 10.4.1 A1 (site area per dwelling) (4 variations)
 - o Clause 10.4.2 A3 (rear setback) (1 variation)
 - o Clause 10.4.4 A2(b) (overshadowing habitable room windows) (1 variations)
 - o Clause 10.4.4 A3 (b) (overshadowing private open space) (2 variations)
- Reliance on the performance criteria of the Road and Railway Assets Code
 - o Clause E4.7.2 A1 (two accesses providing separate entry & exit) (1 variation)
- Reliance on the performance criteria of the Car Parking and Sustainable Transport Code
 - o E6.7.2 A2.1 (c) (no passing bay provided & non-compliance with parking space widths) (2 variations)

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The development density makes many of the other aspects of the application unable to comply, and raises concerns with regard to overshadowing of habitable rooms and private open space. The density is inconsistent with the surrounding area and no justification has been provided as to why it is necessary. The issue of development density was raised with the applicant, prior to the application being placed on public exhibition. While sufficient parking is provided in terms of the number of spaces, it is not efficient and a lack of passing bay has the ability to create conflict between incoming and outgoing vehicles.

A representation was also received, citing concern about the variation to the rear setback and the potential for overshadowing and privacy issues, should the lot to the south be further developed.

8 ATTACHMENTS

- Application & plans, correspondence with applicant
- Responses from referral agencies
- Representation & applicant's response

RECOMMENDATION

That application P17-127 to Multiple dwellings x4 (including existing dwelling), carport & additional access (vary rear setback, site area per dwelling, passing bay requirements, privacy & overshadowing provisions) at 17 Malcombe Street, Longford be refused on the following grounds:

- 1) **The proposed development does not comply with the Zone Purpose Statements (10.1.1-10.1.2).**
The development proposes a density which is not in character with the surrounding neighbourhood (site coverage of 39.8% (currently 8.5%), compared with neighbouring lots which have density of 13% (#19 Malcombe St), 23% (#15 Malcombe St) and 3.3% (#32 Hobhouse St) and has limitations in terms of residential amenity, with regard to open space and overshadowing.
- 2) **The proposed development does not comply with clause 10.4.1 P1.**
The development is not compatible with the density of the surrounding area (see ground 1) and does not provide for a significant social or community housing benefit.
- 3) **The proposed development does not comply with clause 10.4.4 P2.**
Unit 2 overshadows unit 3's north facing habitable room windows, reducing the available sunlight to this window from 9am to 3pm on the 21st June, to approximately 30% or less. This will create an unreasonable loss of amenity in terms of solar access and the availability of natural light and passive solar heating.
- 4) **The proposed development is not considered to comply with clause 10.4.4 P3.**
50% of the private open space of lots 2 & 3 only receives approximately 2 hours of sunlight between 11am and 1pm on the 21st June, resulting in cold and damp private open space, causing poor amenity for occupants of the units.
- 5) **The proposed development is not considered to comply with clause E6.7.2 P2 (a).**
The lack of suitable passing bay creates the potential for vehicle conflict between vehicles entering and exiting the site.

DECISION

Cr

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PLAN 3 PLANNING APPLICATION P17-100 : 13 & 15 HIGH STREET, ROSS

Attachments: Section 1 – Page 275

File Number: 400900.065 CT163422/3
Responsible Officer: Des Jennings, General Manager
Report prepared by: Rebecca Green, Consultant Planner

1 INTRODUCTION

This report assesses an application for 13 & 15 High Street, Ross to construct a Garage (10.5m x 11.7m) ancillary to an existing dwelling at #15 High St - vary rear setback (heritage listed place within heritage precinct). An application for a permit in relation to the proposal was submitted to Northern Midlands Council on 4th April 2017.

2 BACKGROUND

Applicant: Prime Design (obo B Pegasus & J Zach)	Owner: B Pegasus & J Zach
Zone: General Residential	Codes: Heritage code
Classification under the Scheme: Residential (Single Dwelling)	Existing Use: dwelling
Deemed Approval Date: Extension of time granted until 30 th June 2017	Recommendation: Approve

Discretionary Aspects of the Application

- Variation to development standards – rear setback 10.4.2 P3
- Development within Heritage Precincts Special Area
- Development at heritage-listed place

Planning Instrument: *Northern Midlands Interim Planning Scheme 2013*

Preliminary Discussion

Additional information was not required of the applicant prior to the application being placed on public exhibition.

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Figure 1 - Site from High 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

The proposal is summarized as follows:

- Garage (10.5m x 11.7m) ancillary to existing dwelling at #15 High St - vary rear setback (heritage listed place within heritage precinct).

The proposed development involves a new proprietary shed modified so as to meet Heritage Code requirements and consistency within the existing streetscape. The proposed garage is proposed to be modified in such a way as the perceivable roof form from the front façade will appear to be gable, a consistent element within the context of surrounding outbuildings. The garage is to have a rectilinear plan form, matching surrounding buildings form in the streetscape.

The garage will also include a simple straight pitched verandah, which will aid to visually soften the front façade of the structure. The garage roof will be clad with corrugated iron and dark grey in colouring. D mould gutters and painted PVC down pipes are to be installed. The walls will be clad using bullnose timber weatherboards in off white colour.

**NORTHERN
MIDLANDS
COUNCIL**

The site plan illustrates the proposed development on a rectangular lot. Key features include:

- Proposed Shed:** A rectangular structure located at the rear-left corner of the lot.
- Future House:** A larger rectangular area outlined in the center-right portion of the lot.
- Boundaries:** The lot's perimeter is defined by several boundary lines with lengths: 2678 m (top), 4087 m (right), 2046 m (bottom), and 11616 m (left). Internal boundaries are also shown, such as 1500 m and 1908 m.
- Neighbouring Structures:** A "NEIGHBOURING SHED" is located to the west, and a "NEIGHBOURING RESIDENCE" is to the east.
- Infrastructure:** The plan shows existing paths, driveways, and landscaping areas. It also indicates the location of a Telstra pit, storm water line, electric pole, and sewer main along the front boundary adjacent to High Street.

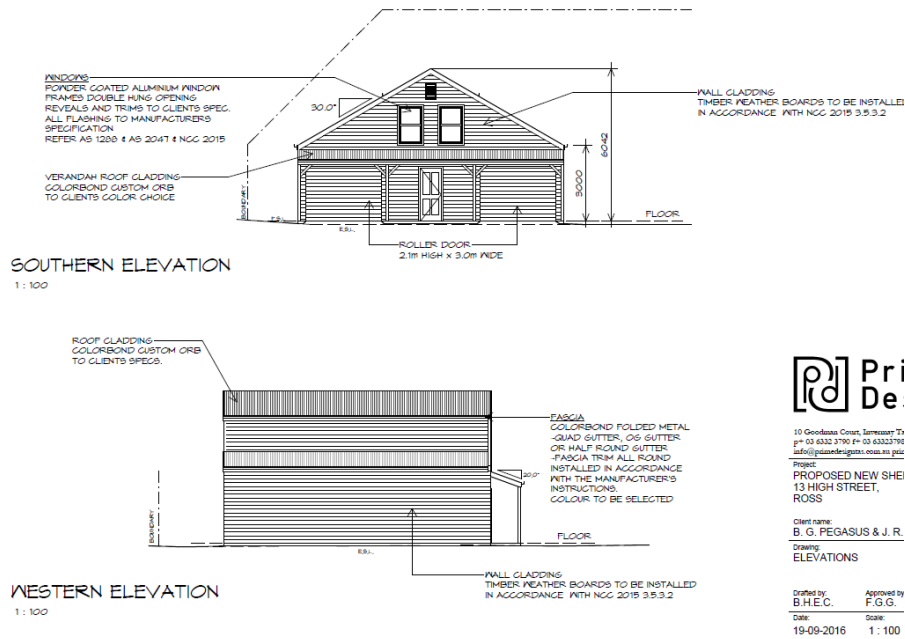
1 : 100

—WALL CLADDING
TIMBER WEATHER BOARDS TO BE INSTALLED
IN ACCORDANCE WITH NCC 2015 3.5.3.2

1:100

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4.2 Zone and land use

Figure 4 - Zone Map –General Residential



The land is zoned *General Residential*, and is within the *Heritage Precinct* and is subject to the *Heritage Code*.

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The relevant Planning Scheme definition is:

<i>single dwelling</i>	<i>means a dwelling on a lot on which no other dwelling is situated; or a dwelling and an ancillary dwelling on a lot on which no other dwelling is situated.</i>
<i>outbuilding</i>	<i>means a non-habitable detached building of Class 10a of the Building Code of Australia and includes a garage, carport or shed.</i>

Residential (Single Dwelling) is Permitted (No Permit Required) in the zone.

4.3 Subject site and locality

The author of this report carried out a site visit on 30 May 2017.

The subject site is located at 13 and 15 High Street, Ross CT 163422/3 and CT 163422/2. Lot 3 has an area of 1218m² with lot 2 having an area of 1568m². The site is located on the northern side of High Street. The topography of the land is relatively flat land. The site is surrounded by private freehold residential land to the south, east and west, with a Telstra substation located in front of the locality of the garage fronting High Street and located at 13A High Street. To the north is vacant residential zoned land. To the west of the subject site, the zone is Local Business, with a single dwelling adjoining the subject site.

The subject site at 13 High Street is a vacant title, although a shipping container is currently placed on the site and will be replaced by the proposed garage. The subject site at 15 High Street contains a single dwelling (former Ross Methodist Sunday School & Wesleyan Chapel), and subservient outbuildings, vehicle parking and landscaping.

A Section 71 Agreement (*Land Use Planning and Approvals Act 1993*) is listed on the title, this refers to lot 1 (this is #17, part of the same property but a different title), whereby the owner may not build outside a specified building envelope. This does not apply to the subject site(s) or proposal.

Figure 5 - Aerial photograph of area



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Figures 6 – 8- Photographs of subject site



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4.4 Permit/site history

Relevant permit history includes a planning application lodged in 2016 under the previous Local Heritage Code. The design of the garage at that point in time was not considered consistent with the previous Local Heritage Code and was likely to be refused. That application was hence withdrawn. Changes to the Local Heritage Code have since taken place, and a new application has been applied for. This is that new application.

4.5 Representations

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

This application is before Council to provide fairness to the owner of the subject site(s) due to previous history of non-compliant works and provided with a no bias treatment. The application assessment has also been outsourced to provide an independent assessment.

4.6 Referrals

The only referrals required were as follows:

Council's Works Department

Precis: Council's Works Department (Jonathan Galbraith) was consulted whether the access needed to be upgraded. A response was provided that in his opinion it did not, therefore no referral was completed.

TasWater

Not applicable to this application

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Heritage Adviser

Council's Heritage Advisor, David Denman, reviewed the application on the 9th May 2017. Mr Denman noted that he had no objections to the proposal and his comments form the Heritage Code assessment of this report. Further conditions have been recommended:

"I recommend that the 30 degree roof section be extended 1.5 metres back from the front wall to help integrate the upper section of the front façade with the lower, 10 degrees sections of roof. The cladding colours will need to be approved prior to construction".

Tasmanian Heritage Council

Precis: As the property is on the Register of the Tasmanian Heritage Council, the proposal was also subject to a Notice of Heritage Decision. A Notice of Heritage Decision was issued on 8 May 2017 (Ref: 10-99-23THC) and includes a condition regarding any discovery of archaeological features and/or deposits during excavations. It was further advised that the depth of the verandah be increased to 1.8m so that it does not appear to be a sham heritage element. The Planning Permit will condition the development to be in accordance with the Notice of Heritage Decision.

Department of State Growth

Not applicable to this application

Launceston Airport

Not applicable to this application

Tasrail

Not applicable to this application

Environmental Health Officer

Not applicable to this application

Natural Resource Management Facilitator

Not applicable to this application

Environment Protection Agency (level 2 under EMPCA)

Not applicable to this application

General Manager

Not applicable to this application

Minister administering Crown Lands

Not applicable to this application

4.7 Planning Scheme Assessment

GENERAL RESIDENTIAL ZONE
ZONE PURPOSE
<i>To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.</i>
<i>To provide for compatible non-residential uses that primarily serve the local community.</i>
<i>Non-residential uses are not to be at a level that distorts the primacy of residential uses within the zones, or adversely affect residential amenity through noise, activity outside of business hours traffic generation and movement or other off site impacts.</i>
<i>To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.</i>
Assessment: The proposal meets the zone purpose.
LOCAL AREA OBJECTIVES
<i>To consolidate growth within the existing urban land use framework of the towns and villages.</i>
<i>To manage development in the General residential zone as part of or context to the Heritage Precincts in the towns and villages.</i>
<i>To ensure developments within street reservations contribute positively to the Heritage Precincts in each settlement.</i>
Assessment: The proposal meets the local area objectives.

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PRECIS OF DEVELOPMENT STANDARDS FOR SINGLE DWELLINGS		
10.4.2 Setback and building envelopes for dwellings		
	A1	Unless within a building area, then
✓	(a)	4.5m from primary frontage; or not less than existing dwelling on site; OR
N/a	(b)	3m to secondary frontage; or not less than existing dwelling on site; OR
N/a	(b)	if vacant lot, setback which is not more or less than dwellings on immediately adjoining lots; OR
N/a	(c)	not less than the existing dwelling setback if less than 4.5m; OR
N/a	(d)	as per road setback specified in Planning Scheme
	A2	Garage or carport to be set back:
✓	(a)	5.5m from primary frontage or 1m behind the façade, OR
N/a	(b)	The same as the dwelling façade if under dwelling
N/a	(c)	1m if gradient > 1:5 for 10m from frontage
	A3	Dwellings (excluding minor protrusions extending to 1.5m)
✓	PC	(a) to be within building envelope
		(i) frontage setback (as above), or 4.5m from rear boundary of adjoining frontage lot for internal lot
		(ii) 45 degrees from the horizontal at a height of 3m above natural ground level, 4m rear setback, and max height 8.5m AND
✓	(b)	1.5m side setback or built to the boundary (existing boundary wall within .2m of boundary or; 9m or 1/3 of the side boundary, whichever is lesser)
10.4.3 Site coverage and private open space for dwellings		
✓	A1	(a) max. site coverage of 50% (excluding eaves)
✓		(c) at least 25% free from impervious surfaces
✓	A2	(a) POS of 24m ² in one location
✓		(b) horizontal dimension of 4m; AND
✓		(c) directly accessible from, & adjacent to, a habitable room (other than bedroom);
	AND	
✓		(d) not located to the S, SE or SW of dwelling, unless receives at least 3 hours of sunlight to 50% of area between 9am and 3pm on 21June; AND
✓		(e) between dwelling and frontage only if frontage is orientated between 30 degrees west of north and 30 degrees east of north; AND
✓		(f) not steeper than 1:10; AND
✓		(g) not used for vehicle parking
10.4.4 Sunlight and overshadowing		
✓	A1	1 habitable room (other than bedroom) with window facing between 30 degrees west of north and 30 degrees east of north
10.4.5 Width of openings for garages and carports		
✓	A1	Garage or carport within 12m of a primary frontage (whether free-standing or not), total width of openings facing frontage of < 6m or half the width of the frontage (whichever is lesser).
10.4.6 Privacy		
N/a	A1	Balconies, decks, carports etc OR windows/glazed doors to a habitable room, more than 1m above natural ground level must have a permanently fixed screen to a height of at least 1.7m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a:
		(a) side boundary – 3m
		(b) rear boundary – 4m
	A2	Window or glazed door to be offset 1.5m from neighbour's window, OR sill height 1.7m above floor level, OR obscure glazing to 1.7m OR external screen to 1.7m
10.4.7 Frontage fences for single dwellings		
N/a	A1	Applies to maximum building height of fences on and within 4.5m of a frontage
N/a	(a)	1.2m if solid; OR

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	N/a	(b) 1.8m if above 1.2m has openings which provide a minimum 50% transparency
Easements		
	✓	No construction over an easement

Garage (10.5m x 11.7m) ancillary to existing dwelling at #15 High St - vary rear setback (heritage listed place within heritage precinct .

The application meets the acceptable solutions of the General Residential zone, except for the variation to the rear setback. Accordingly, the development relies on the following performance criteria:

P3	The siting and scale of a dwelling must:
(a)	not cause unreasonable loss of amenity by:
(i)	reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or
(ii)	overshadowing the private open space of a dwelling on an adjoining lot; or
(iii)	overshadowing of an adjoining vacant lot; or
(iv)	visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and
(b)	provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

Comment –

It is considered that the variation to the rear setback from 4.0m to 2.607m meets the performance criteria. The rear setback is in line with the neighbouring shed at #11 High Street. The adjoining property to the rear of the site is vacant residential land. Any future dwelling on the adjoining northern land will see the proposed garage being located to the south, therefore not creating any overshadowing impacts on the property at CT 144590/1. The location of the garage is “behind” the Telstra substation structure on High Street, its position provides for ample vehicle maneuverability and the placement of a future single dwelling on the title at 13 High Street, Ross.

CODES	
E1.0 BUSHFIRE PRONE AREAS CODE	N/a
E2.0 POTENTIALLY CONTAMINATED LAND	N/a
E3.0 LANDSLIP CODE	N/a
E4.0 ROAD AND RAILWAY ASSETS CODE	Complies – no changes
E.5.0 FLOOD PRONE AREAS CODE	N/a
E6.0 CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies - See code assessment below
E7.0 SCENIC MANAGEMENT CODE	N/a
E8.0 BIODIVERSITY CODE	N/a
E9.0 WATER QUALITY CODE	N/a
E10.0 RECREATION AND OPEN SPACE CODE	N/a
E11.0 ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0 AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0 LOCAL HISTORIC HERITAGE CODE	Complies - See Heritage Adviser’s assessment
E14.0 COASTAL CODE	N/a
E15.0 SIGNS CODE	N/a

ASSESSMENT AGAINST E6.0 CAR PARKING & SUSTAINABLE TRANSPORT CODE

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective: To ensure that an appropriate level of car parking is provided to service use.

Acceptable Solutions	Performance Criteria
-----------------------------	-----------------------------

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A1 The number of car parking spaces must not be less than the requirements of: a) Table E6.1; or b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	P1 The number of car parking spaces provided must have regard to: a) the provisions of any relevant location specific car parking plan; and b) the availability of public car parking spaces within reasonable walking distance; and c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and d) the availability and frequency of public transport within reasonable walking distance of the site; and e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and g) an empirical assessment of the car parking demand; and h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and i) the recommendations of a traffic impact assessment prepared for the proposal; and j) any heritage values of the site; and k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to: i) the size of the dwelling and the number of bedrooms; and ii) the pattern of parking in the locality; and iii) any existing structure on the land.
Comment: The proposal provides for a minimum 2 covered parking spaces within the garage. This number meets the requirements for a single dwelling providing for 2 or more bedrooms. Acceptable Solution met.	

Table E6.1: Parking Space Requirements

Use	Parking Requirement	
<i>Residential:</i>	Vehicle	Bicycle
<i>If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)</i>	1 space per dwelling	1 space per unit or 1 spaces per 5 bedrooms
<i>If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)</i>	2 spaces per dwelling	in other forms of accommodation.

E6.6.2 Bicycle Parking Numbers

Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.	
Acceptable Solutions	Performance Criteria
A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.	P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the: a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and b) location of the site and the distance a cyclist would need to travel to reach the site; and c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.
Comment: The proposal provides for ample area within the garage for the provision of bicycle parking for 1 bicycle. This number meets the requirements for a single dwelling providing for 2 or more bedrooms. Acceptable Solution met.	

E6.6.3 Taxi Drop-off and Pickup

Objective: To ensure that taxis can adequately access developments.	
Acceptable Solutions	Performance Criteria

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A1	One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).	P1	No performance criteria.
Comment: Not applicable.			

E6.6.4 Motorbike Parking Provisions

Objective: To ensure that motorbikes are adequately provided for in parking considerations.			
Acceptable Solutions		Performance Criteria	
A1	One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.	P1	No performance criteria.
Comment: Not applicable.			

E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.			
Acceptable Solutions		Performance Criteria	
A1	All car parking, access strips manoeuvring and circulation spaces must be:	P1	All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.
a)	formed to an adequate level and drained; and		
b)	except for a single dwelling, provided with an impervious all weather seal; and		
c)	except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.		
Comment: With appropriate conditions, the car parking, manoeuvring and circulation spaces can be formed to an adequate level and drained.			

E6.7.2 Design and Layout of Car Parking

Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.			
Acceptable Solutions		Performance Criteria	
A1.1	Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and	P1	The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:
A1.2	Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.	a)	the layout of the site and the location of existing buildings; and
		b)	views into the site from the road and adjoining public spaces; and
		c)	the ability to access the site and the rear of buildings; and
		d)	the layout of car parking in the vicinity; and
		e)	the level of landscaping proposed for the car parking.
Comment:			
A1.1 – not applicable.			
A1.2 – Proposal complies.			
A2.1	Car parking and manoeuvring space must:	P2	Car parking and manoeuvring space must:
a)	have a gradient of 10% or less; and	a)	be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and
b)	where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and		
c)	have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and	b)	provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.
A2.2	The layout of car spaces and access ways must be designed in accordance with <i>Australian Standards</i>		

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<i>AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.</i>	
Comment: The proposal complies with all relevant acceptable solution requirements.	

Table E6.2: Access Widths for Vehicles

<i>Number of parking spaces served</i>	<i>Access width (see note 1)</i>	<i>Passing bay (2.0m wide by 5.0m long plus entry and exit tapers) (see note 2)</i>
<i>1 to 5</i>	<i>3.0m</i>	<i>Every 30m</i>

E6.7.3 Car Parking Access, Safety and Security

Objective: To ensure adequate access, safety and security for car parking and for deliveries.	
Acceptable Solutions	Performance Criteria
A1 Car parking areas with greater than 20 parking spaces must be: a) secured and lit so that unauthorised persons cannot enter or; b) visible from buildings on or adjacent to the site during the times when parking occurs.	P1 Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the: a) levels of activity within the vicinity; and b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.
Comment: Not applicable.	

E6.7.4 Parking for Persons with a Disability

Objective: To ensure adequate parking for persons with a disability.	
Acceptable Solutions	Performance Criteria
A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.	P1 No performance criteria.
A2 One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with <i>Australian Standards AS/NZ 2890.6 2009</i> .	P2 No performance criteria.
Comment: Not applicable.	

E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup

Objective: To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.	
Acceptable Solutions	Performance Criteria
A1 For retail, commercial, industrial, service industry or warehouse or storage uses: a) at least one loading bay must be provided in accordance with Table E6.4; and b) loading and bus bays and access strips must be designed in accordance with <i>Australian Standard AS/NZS 2890.3 2002</i> for the type of vehicles that will use the site.	P1 For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.
Comment: Not applicable.	

E6.8 Provisions for Sustainable Transport

E6.8.1 Bicycle End of Trip Facilities

Not used in this planning scheme

E6.8.2 Bicycle Parking Access, Safety and Security

Objective: To ensure that parking and storage facilities for bicycles are safe, secure and convenient.	
Acceptable Solutions	Performance Criteria
A1.1 Bicycle parking spaces for customers and visitors must: a) be accessible from a road, footpath or cycle track; and	P1 Bicycle parking spaces must be safe, secure, convenient and

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b) include a rail or hoop to lock a bicycle to that meets <i>Australian Standard AS 2890.3 1993</i> ; and	located where they will encourage use.
c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and	
d) be available and adequately lit in accordance with <i>Australian Standard AS/NZS 1158 2005 Lighting Category C2</i> during the times they will be used; and	
A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.	
A2 Bicycle parking spaces must have:	P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.
a) minimum dimensions of:	
i) 1.7m in length; and	
ii) 1.2m in height; and	
iii) 0.7m in width at the handlebars; and	
b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.	
Comment: Ample space is provided within the garage to accommodate bicycle parking without the need to be formalised.	

E6.8.5 Pedestrian Walkways

Objective: To ensure pedestrian safety is considered in development	
Acceptable Solution	Performance Criteria
A1 Pedestrian access must be provided for in accordance with Table E6.5.	P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.
Comment: Not applicable, no separate access is required.	

Table E6.5: Pedestrian Access

Number of Parking Spaces Required	Pedestrian Facility
1–10	No separate access required (i.e. pedestrians may share the driveway). [Note (a) applies].
11 or more	A 1m wide footpath separated from the driveway and parking aisles except at crossing points. [Notes (a) and (b) apply].

Notes

- a) In parking areas containing spaces allocated for disabled persons, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the principal building.
- b) Separation is deemed to be achieved by:
 - i) a horizontal distance of 2.5m between the edge of the driveway and the footpath; or
 - ii) protective devices such as bollards, guard rails or planters between the driveway and the footpath; and
 - iii) signs and line marking at points where pedestrians are intended to cross driveways or parking aisles.

Assessment against E13.0 (Local Historic Heritage Code)

E13.1 Purpose

E13.1.1 The purpose of this provision is to:

- a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts; and
- b) encourage and facilitate the continued use of these items for beneficial purposes; and
- c) discourage the deterioration, demolition or removal of buildings and items of assessed heritage significance; and
- d) ensure that new use and development is undertaken in a manner that is sympathetic to, and does not detract from, the cultural significance of the land, buildings and items and their settings; and
- e) conserve specifically identified heritage places by allowing a use that otherwise may be prohibited if this will demonstratively assist in conserving that place

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E13.2 Application of the Code

E13.2.1 This code applies to use or development of land that is:

- a) within a Heritage Precinct;
- b) a local heritage place;
- c) a place of identified archaeological significance.

Comment:

The subject site is within a Heritage Precinct.

The subject place is heritage listed.

E13.5 USE STANDARDS

E13.5.1 Alternative Use of heritage buildings

Comment: N/a

E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

Comment: N/a

E13.6.2 Subdivision and development density

Comment: N/a

E13.6.3 Site Cover

Objective: To ensure that site coverage is consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts, if any.

Acceptable Solutions	Performance Criteria
A1 Site coverage must be in accordance with the acceptable development criterion for site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 The site coverage must: a) be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: Satisfies the performance criteria.

E13.6.4 Height and Bulk of Buildings

Objective: To ensure that the height and bulk of buildings are consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 New building must be in accordance with the acceptable development criteria for heights of buildings or structures within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1.1 The height and bulk of any proposed buildings must not adversely affect the importance, character and appearance of the building or place, and the appearance of adjacent buildings; and P1.2 Extensions proposed to the front or sides of an existing building must not detract from the historic heritage significance of the building; and P1.3 The height and bulk of any proposed buildings must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: Satisfies the performance criteria.

E13.6.5 Fences

Comment: N/a

E13.6.6 Roof Form and Materials

Objective: To ensure that roof form and materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 Roof form and materials must be in accordance with the acceptable	P1 Roof form and materials for new buildings and structures must:

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development criteria for roof form and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	a) be sympathetic to the historic heritage significance, design and period of construction of the dominant existing buildings on the site; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
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Comment: Satisfies the performance criteria.

E13.6.7 Wall materials

Objective: To ensure that wall materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 Wall materials must be in accordance with the acceptable development criteria for wall materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 Wall material for new buildings and structures must: a) be complementary to wall materials of the dominant buildings on the site or in the precinct; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: Satisfies the performance criteria.

E13.6.8 Siting of Buildings and Structures

Objective: To ensure that the siting of buildings, does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 The front setback for new buildings or structure must: a) be consistent with the setback of surrounding buildings; and b) be set at a distance that does not detract from the historic heritage significance of the place; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: Satisfies the performance criteria.

E13.6.9 Outbuildings and Structures

Objective: To ensure that the siting of outbuildings and structures does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 Outbuildings and structures must be: a) set back an equal or greater distance from the principal frontage than the principal buildings on the site; and b) in accordance with the acceptable development criteria for roof form, wall material and site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 New outbuildings and structures must be designed and located ; a) to be subservient to the primary buildings on the site; and b) to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: Satisfies the performance criteria.

E13.6.10 Access Strips and Parking

Objective: To ensure that access and parking does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 Car parking areas for non-residential purposes must be: a) located behind the primary buildings on the site; or	P1 Car parking areas for non-residential purposes must not: a) result in the loss of building fabric or the removal of gardens or vegetated areas where this would be

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b) in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.	b) detrimental to the setting of a building or its historic heritage significance; and detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
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Comment: Meets acceptable solution (non-residential car parking located behind the building line). Satisfies the performance criteria.

E13.6.11 Places of Archaeological Significance

Comment: N/a

E13.6.12 Tree and Vegetation Removal

Comment: N/a

E13.6.13 Signage

Comment: N/a

E13.6.14 Maintenance and Repair

Comment: N/a

Table E13.1: Local Heritage Precincts

For the purpose of this table, Heritage Precincts refers to those areas listed, and shown on the Planning Scheme maps as Heritage Precincts.

Existing Character Statement - Description and Significance

ROSS HERITAGE PRECINCT CHARACTER STATEMENT

The Ross Heritage Precinct is unique because it is the intact core of a nineteenth century townscape, with its rich and significant built fabric and the village atmosphere. Its historic charm, wide tree lined streets and quiet rural environment all contribute to its unique character. Its traditional buildings comprise simple colonial forms that are predominantly one storey, while the prominent elements are its significant trees and Church spires. Most commercial activities are located in Church Street as the main axis of the village, which directs attention to the War Memorial and the Uniting Church on the hill. The existing and original street pattern creates linear views out to the surrounding countryside. The quiet rural feel of the township is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Ross' heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.

Management Objectives

To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct.

To ensure developments within street reservations in the towns and villages having Heritage Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.

Comment: The proposal is consistent with the Heritage Precinct Character Statement and satisfies the Management Objectives.

Assessment against F2.0 (Heritage Precincts Specific Area Plan)

F2.1 Purpose of Specific Area Plan

F2.1.1 In addition to, and consistent with, the purpose of E13.0 Local Historic Heritage Code, the purpose of this Specific Area Plan is to ensure that development makes a positive contribution to the streetscape within the Heritage Precincts.

F2.2 Application of Specific Area Plan

F2.2.1 This Specific Area Plan applies to those areas of land designated as Heritage Precincts on the Planning Scheme maps.

F2.2.2 The following development is exempt from this Specific Area Plan:

- a) works required to comply with an Emergency Order issued under section 162 of the Building Act 2000;

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- b) electricity, optic fibre and telecommunications cables, and water, sewerage, drainage connections and gas lines to individual buildings;
- c) maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;
- d) repainting of an exterior surface that has been previously painted, in a colour similar to that existing;
- e) the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead wood, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and
- f) the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.

F2.3 Definitions

F2.3.1 Streetscape

For the purpose of this specific area plan 'streetscape' refers to the street reservation and all design elements within it, and that area of a private property from the street reservation; including the whole of the frontage, front setback, building façade, porch or verandah, roof form, and side fences; and includes the front elevation of a garage, carport or outbuilding visible from the street (refer Figure F2.1 and F2.2).

F2.3.2 Heritage-Listed Building

For the purpose of this Plan 'heritage-listed building' refers to a building listed in Table F2.1 or listed on the Tasmanian Heritage Register.

F2.4 Requirements for Design Statement

F2.4.1 In addition to the requirements of clause 8.1.3, a design statement is required in support of the application for any new building, extension, alteration or addition, to ensure that development achieves consistency with the existing streetscape and common built forms that create the character of the streetscape.

F2.4.2 The design statement must identify and describe, as relevant to the application, setbacks, orientation, scale, roof forms, plan form, verandah styles, conservatories, architectural details, entrances and doors, windows, roof covering, roof plumbing, external wall materials, paint colours, outbuildings, fences and gates within the streetscape. The elements described must be shown to be the basis for the design of any new development.

F2.4.3 The design statement must address the subject site and the two properties on both sides, the property opposite the subject site and the two properties both sides of that.

Comment: The subject site is within the Heritage Precincts Specific Area Plan and a design statement was provided.

F2.5 STANDARDS FOR DEVELOPMENT

F2.5.1 Setbacks

Objective: To ensure that the predominant front setback of the existing buildings in the streetscape is maintained, and to ensure that the impact of garages and carports on the streetscape is minimised.

Acceptable Solutions & performance criteria

A1 The predominant front setback as identified in the design statement must be maintained for all new buildings, extensions, alterations or additions (refer Figure F2.4 & F2.8).	P1 The front setback must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the topography of the site; c) the size, shape, and orientation of the lot; d) the setbacks of other buildings in the surrounding area; e) the historic cultural heritage significance of adjacent places; and f) the streetscape.
A2 New carports and garages, whether attached or detached, must be set back a minimum of 3 metres	P2 The setback of new carports and garages from the line of the front wall of the house which it adjoins must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:

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	behind the line of the front wall of the house which it adjoins (refer Figure F2.3, & F2.7).	a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the topography of the site; c) the size, shape, and orientation of the lot; d) the setbacks of other buildings in the surrounding area; e) the historic cultural heritage significance of adjacent places; and f) the streetscape.
A3	Side setback reductions must be to one boundary only, in order to maintain the appearance of the original streetscape spacing.	P3 Side setbacks must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the topography of the site; c) the size, shape, and orientation of the lot; d) the setbacks of other buildings in the surrounding area; e) the historic cultural heritage significance of adjacent places; and f) the streetscape.

Comment: Meets the Acceptable Solutions.

F2.5.2 Orientation

Objective: To ensure that new buildings, extensions, alterations and additions respect the established predominant orientation within the streetscape.

Acceptable Solutions & performance criteria

A1	All new buildings, extensions, alterations or additions must be orientated:	P1	Orientation of all new buildings, extensions, alteration or additions must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:
a)	perpendicular to the street frontage (refer Figure F2.5, F2.6, & F2.8); or	a)	the cultural heritage values of the local heritage place, its setting and the precinct;
b)	Where the design statement identifies that the predominant orientation of buildings within the street is other than perpendicular to the street, to conform to the established pattern in the street; and	b)	the topography of the site;
c)	A new building must not be on an angle to an adjoining heritage-listed building (refer Figure F2.5).	c)	the size, shape, and orientation of the lot;
		d)	the setbacks of other buildings in the surrounding area;
		e)	the historic cultural heritage significance of adjacent places; and
		f)	the streetscape.

Comment: Meets the Acceptable Solutions.

F2.5.3 Scale

Objective: To ensure that all new buildings respect the established scale of buildings in the streetscape, adhere to a similar scale, are proportional to their lot size and allow an existing original main building form to dominate when viewed from public spaces.

Acceptable Solutions (no performance criteria)

A1	Single storey developments must have a maximum height from floor level to eaves of 3 metres (refer Figure F2.14).
A2	Where a second storey is proposed it must be incorporated into the roof space using dormer windows, or roof windows, or gable end windows, so as not to detract from original two storey heritage-listed buildings (refer Figure F2.13 & F2.15).
A3	Ground floor additions located in the area between the rear and front walls of the existing house must not exceed 50% of the floor area of the original main house.

Comment: Meets the Acceptable Solutions.

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F2.5.4 Roof Forms

Objective: To ensure that the roof form and elements respect those of the existing main building and the streetscape.

Acceptable Solutions & performance criteria

A1.1	The roof form for new buildings, extensions, alterations, and additions must, if visible from the street, be in the form of hip or gable, with a pitch between 25 – 40 degrees (refer Figure F2.14 & F2.18), or match the existing building, and	P1	The roof form of all new buildings, extensions, alteration or additions must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:
A1.2	Eaves overhang must be a maximum of 300mm excluding guttering, or match the existing building.	a)	the cultural heritage values of the local heritage place, its setting and the precinct;
		b)	the design, period of construction and materials of the dominant building on site;
		c)	the dominant roofing style and materials in the setting; and
		d)	the streetscape.
A2	Where there is a need to use the roof space, dormer windows are acceptable and must be in a style that reflects the period setting of the existing main building on the site, or the setting if the site is vacant (refer Figure F2.15).		
A3	Where used, chimneys must be in a style that reflects the period setting of the existing main building on the site, or the setting if the site is vacant.		
A4	Metal cowls must not be used where they will be seen from the street.		

Comment: Meets the Acceptable Solutions.

F2.5.5 Plan Form

Objective: To ensure that new buildings, alterations, additions and extensions respect the setting, original plan form, shape and scale of the existing main building on the site or of adjoining heritage-listed buildings.

Acceptable Solutions	Performance Criteria
A1.1 Alterations and additions to pre-1940 buildings must retain the original plan form of the existing main building; or	P1 Original main buildings must remain visually dominant over any additions when viewed from public spaces.
A1.2 The plan form of additions must be rectilinear or consistent with the existing house design and dimensions.	
A2 The plan form of new buildings must be rectilinear (refer Figure F2.9).	P2 No performance criteria

Comment: Meets the Acceptable Solutions

F2.5.6 External Walls

Objective: To ensure that wall materials used are compatible with the streetscape.

Acceptable Solutions	Performance Criteria
A1.1 Materials used in additions must match those of the existing construction, except in additions to stone or brick buildings; and	P1 Wall materials must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:
A1.2 External walls must be clad in:	a) the cultural heritage values of the local heritage place, its setting and the precinct;
a) traditional bull-nosed timber weatherboards; if treated pine boards are used to replace damaged weatherboards they must be painted; thin profile compressed board weatherboards must not be used; or	b) the design, period of construction and materials of the dominant building on site;
b) brickwork, with mortar of a natural colour and struck flush with the brickwork (must not be deeply raked), including:	c) the dominant wall materials in the setting; and
• painted standard size bricks; or • standard size natural clay bricks that blend with the colour and size of the traditional local bricks; or • standard brickwork rendered in traditional style; or • if a heritage-listed building, second-hand traditional local bricks.	d) the streetscape.
Heavily-tumbled clinker bricks must not be used; or	

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c)	concrete blocks specifically chosen to blend with local dressed stone, or rendered and painted;	
d)	concrete blocks in natural concrete finish must not be used.	
A1.3	Cladding materials designed to imitate traditional materials such as brick, stone and weatherboards must not be used.	

Comment: Meets the Acceptable Solutions

F2.5.7 Entrances and Doors

Objective: To ensure that the form and detail of the front entry is consistent with the streetscape.

Acceptable Solutions & performance criteria

A1.1	The position, shape and size of original door and window openings must be retained where they are prominent from public spaces; and	P1	Entrances and doors must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:
A1.2	The front entrance location must be in the front wall facing the street, and be located within the central third of the front wall of the house; and	a)	the cultural heritage values of the local heritage place, its setting and the precinct;
A1.3	Modern front doors with horizontal glazing or similar styles must not be used (refer Figure F2.21).	b)	the design, period of construction and materials of the dominant building on site; and
		c)	the streetscape.

Comment: Meets the Acceptable Solutions

F2.5.8 Windows

Objective: To ensure that window form and details are consistent with the streetscape.

Acceptable Solutions & performance criteria

A1 Window heads must be a minimum of 300mm below the eaves line, or match the existing.

Solid-void ratio

A2	Front façade windows must conform to the solid/void ratio (refer Figure F2.24 & F2.25).	P2	For commercial buildings, the solid/void ratio of front façade windows must be compatible with that of heritage-listed commercial buildings in the precinct.
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Window sashes

A3	Window sashes must be double hung, casement, awning or fixed appropriate to the period and style of the building (refer Figure F2.22 & F2.23).
A4	Traditional style multi-pane sashes, when used, must conform to the traditional pattern of six or eight vertical panes per sash with traditional size and profile glazing bars.
A5	Horizontally sliding sashes must not be used.
A6	Corner windows to front facades must not be used.

Window Construction Materials

A7	Clear glass must be used.		
A8	Reflective and tinted glass and coatings must not be used where visible from public places.		
A9	Additions to heritage-listed buildings must have timber window frames, where visible from public spaces.		
A10	Painted aluminium must only be used where it cannot be seen from the street and in new buildings, or where used in existing buildings	P10	Window frames must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to the cultural heritage values of the local heritage place, its setting and the precinct.

A11 Glazing bars must be of a size and profile appropriate for the period of the building

A12 Stick-on aluminium glazing-bars must not be used

A13 All windows in brick or masonry buildings must have projecting brick or stone sills, or match the existing.

French Doors, Bay Windows and Glass Panelling

A14 French doors and bay windows must be appropriate for the original building style and must be of a design reflected in buildings of a similar period.

A15 Where two bay windows are required, they must be symmetrically placed.

A16 Large areas of glass panelling must:

a) Be divided by large vertical mullions to suggest a vertical orientation; and

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- b) *Be necessary to enhance the utility of the property or protect the historic fabric; and*
 c) *Not detract from the historic values of the original building.*

Comment: Meets the Acceptable Solutions

F2.5.9 Roof Covering

Objective: To ensure that roof materials are compatible with the streetscape.

Acceptable Solutions (no performance criteria)

A1.1 *Roofing of additions, alterations and extensions must match that of the existing building; and*

A1.2 *Roof coverings must be:*

a) *corrugated iron sheeting in grey tones, brown tones, dark red, or galvanized iron*

or

b) *slate or modern equivalents, shingle and low profile tiles, where compatible with the style and period of the main building on the site and the setting. Tile colours must be:*

- dark gray; or*
- light grey; or*
- brown tones; or*
- dark red;*

or

c) *traditional metal tray tiles where compatible with the style and period of the main building on the site.*

d) *for additions, alterations and extensions, match that of the existing building.*

A2 *Must not be klip-lock steel deck and similar high rib tray sheeting.*

Comment: Meets the Acceptable Solutions, but a condition is required.

F2.5.10 Roof Plumbing

Objective: To ensure that roof plumbing and fittings are compatible with the streetscape.

Acceptable Solutions (no performance criteria)

A1.1 *Gutters must be OG, D mould, or Half Round profiles (refer Figure F2.26), or match the existing guttering; and*

A1.2 *Downpipes must be zincalume natural, colorbond round, or PVC round painted.*

A2 *Downpipes must not be square-line gutter profile or rectangular downpipes (refer Figure F2.27), or match the existing downpipes.*

Comment: Meets the Acceptable Solutions.

F2.5.11 Verandahs

Objective: To ensure that traditional forms of sun and weather protection are used, consistent with the streetscape.

Acceptable Solutions & performance criteria

New Verandahs

A3 *A new verandah, where one has not previously existed, must be consistent with the design and period of construction of the dominant existing building on the site or, for vacant sites, those of the dominant design and period within the precinct.*

Comment: Meets the Acceptable Solutions

F2.5.12 Architectural Details

Objective: To ensure that the architectural details are consistent with the historic period and style of the main building on the site, and the streetscape.

Acceptable Solutions (no performance criteria)

Original Detailing

A1 *Original details and ornaments, such as architraves, fascias and mouldings, are an essential part of the building's character and must not be removed beyond the extent of any alteration, addition or extension.*

Non-original Detailing

A2.1 *Non-original elements must be consistent with the original architectural style of the dominant existing building on the site or, for vacant sites, be consistent with the existing streetscape; and*

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A2.1 *Non-original elements must not detract from or dominate the original qualities of the building, nor should they suggest a past use which is not historically accurate.*

Comment: Meets the Acceptable Solutions

F2.5.13 Outbuildings

Objective: *To ensure that outbuildings do not reduce the dominance of the original building or distract from its period character.*

Acceptable Solutions & performance criteria

A1	The roof form of outbuildings must, if visible from the street, be in the form of hip or gable, with a maximum span of 6.5m and a pitch between 22.5 – 40 degrees.	P1	The roof form of outbuildings, if visible from the street, must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the design, period of construction and materials of the dominant building on site; c) the dominant roofing style and materials in the setting; and d) the streetscape.
A2	Outbuildings must be designed, in both scale and appearance, to be subservient to the primary buildings on the site.		
A3	Outbuildings must not be located in front of existing heritage-listed buildings, and must be setback a minimum of 3 metres behind the line of the front wall of the house that is set furthest back from the street (refer Figure F2.1 & F2.3).		
A4	Any garage, including those conjoined to the main building, must be designed in the form of an outbuilding, with an independent roof form.		
A5	Those parts of Outbuildings visible from the street must be consistent, in both materials and style, with those of any existing heritage-listed building on-site.		
A6	Where visible from the street, the eaves height of outbuildings must not exceed 3m and the roof form and pitch must be the same as that of the main house.		

Comment: Meets the Acceptable Solutions

F2.5.14 Conservatories

Comment: Meets the Performance Criteria

F2.5.15 Fences and Gates

Comment: Meets the Performance Criteria

F2.5.16 Paint Colours

Objective: *To ensure that new colour schemes maintain a sense of harmony with the street or area in which they are located.*

Acceptable Solutions & performance criteria

A1.1	Colour schemes must be drawn from heritage-listed buildings within the precinct; or	P1	Colour schemes must be compatible with the local historic heritage significance of the local heritage place or precinct having regard to the character and appearance of the existing place or precinct.
A1.2	Colour schemes must be drawn from the following: e) Walls – Off white, creams, beige, tans, fawn and ochre. f) Window & Door frames – white, off white, Indian red, light browns, tans, olive green and deep Brunswick green. g) Fascia & Barge Boards - white, off white Indian red, light browns, tans, olive green and deep Brunswick green h) Roof & Gutters – deep Indian red, light and dark grey.		
A2	There must be a contrast between the wall colour and trim colours.		
A3	Previously unpainted brickwork must not be painted, except in the case of post-1960 buildings.		

Comment: Meets the Acceptable Solutions, but a condition is required.

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F2.5.17 Lighting

Objective: To ensure that modern domestic equipment and wiring do not intrude on the character of the streetscape

Acceptable Solutions (no performance criteria)

A1 Wiring or conduit to new lighting is not located on the front face of a building.

Comment: Meets the Acceptable Solutions

F2.5.18 Maintenance and Repair

Comment: N/a

F2.6 USE STANDARDS

F2.6.1 Alternative Use of heritage buildings

Comment: N/a

E15.0 Signs Code

E15.5.2 Heritage Precincts

Comment: N/a

SPECIFIC AREA PLANS	
F1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN	See Heritage Adviser's assessment, above.

SPECIAL PROVISIONS	
9.1 Changes to an Existing Non-conforming Use	N/a
9.2 Development for Existing Discretionary Uses	N/a
9.3 Adjustment of a Boundary	N/a
9.4 Demolition	N/a
9.5 Subdivision	N/a

STATE POLICIES
The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993
The proposal is consistent with the objectives of the <i>Land Use Planning & Approvals Act 1993</i> .

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES
Strategic Plan 2017-2027
<i>Statutory Planning</i>

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 (10.4.2 P3, E13.6.3 P1, E13.6.4 P1 and P2, E13.6.6 P1, E13.6.7 P1, E13.6.8 P1, E13.6.9 P1, E13.6.10 P1, F2.5.14 P1, and F2.5.15 P1) Garage (10.5m x 11.7m) ancillary to existing dwelling at #15 High St - vary rear setback (heritage listed place within heritage precinct)

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

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

8 ATTACHMENTS

- Application & plans
- Responses from referral agencies
- THC Notice of Decision

RECOMMENDATION

That land at 13 & 15 High Street, Ross be approved to be developed and used for a Garage (10.5m x 11.7m) ancillary to existing dwelling at #15 High St - vary rear setback (heritage listed place within heritage precinct) in accordance with application P17-100, and subject to the following conditions:

1 Layout not altered

The use and development shall be in accordance with the endorsed plans numbered **P1 – P6** (*Drawing No: Prime Design PD16160; Sheet No's: 01-06; Rev 06; Dated: 19-09-2016*). Any other proposed development and/or use will require a separate application to and assessment by the Council.

2 Amended Plans Required

Prior to the Building Permit being issued, amended plans to the satisfaction of the Planning Authority must be submitted and approved by the Planning Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions. Once approved, the plan will shall be endorsed and will form part of the planning permit, superseding the previous plan. The plans must show:

- a) The verandah depth must be increase to 1.8 metres so that it does not appear to be a sham heritage element.
- b) The 30 degree roof section must be extended 1.5 metres back from the front wall to help integrate the upper section of the front façade with the lower, 10 degrees sections of roof.
- c) The cladding colours proposed to all external elements of the garage.

3 Tasmanian Heritage Council

The proposal must be undertaken in accordance with Notice of Heritage Decision 10-99-23THC dated 8 May 2017 condition 1 (see attached), as follows:

- 1 *If any archaeological features and/or deposits are revealed during excavations, this archaeological material must be managed in accordance with Part 7 of the Tasmanian Heritage Council's Practice Note 2 'Managed Historical Archaeological Significance in the Works Process' (version 4, November 2014) including, as a minimum, (a) stopping work and immediately reporting the discovery to Heritage Tasmania's Works Manager, and (b), if the Works Manager of Heritage Tasmania determines the deposits or feature to be significant, archaeological recording and recovery of artefacts.*

DECISION

Cr

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PLAN 4 DRAFT PLANNING SCHEME AMENDMENT 01/2017 & PLANNING PERMIT P17-121 : 6-8 BRIDGE STREET, ROSS

Attachments: Section 1 – Page 322

File: 400500.19
Responsible Officer: Des Jennings, General Manager
Report prepared by: Paul Godier, Senior Planner

1 INTRODUCTION

This report recommends that Council:

- Initiate a draft amendment to rezone a vacant building at 6-8 Bridge Street, Ross, from Community Purpose to Local Business;
- Amend the taxi and motorcycle parking provisions in the planning scheme; and
- Approve a planning permit to use the vacant building as a shop.

2 BACKGROUND

Applicant:
Northern Midlands Council

Zone:
Community Purpose

Proposal:
Rezone part of 6-8 Bridge Street to Local Business; amend taxi and motorcycle parking provisions; use vacant building as a shop including freestanding sign.

Critical Date:
No statutory timeframe.

Owner:
Northern Midlands Council

Codes:
Carparking and Sustainable Transport Code;
Local Historic Heritage Code.

Existing Use:
Public pool, playground, vacant building

Recommendation:
Initiate and certify the draft amendment and approve planning permit.

Planning Instrument: *Northern Midlands Interim Planning Scheme 2013*

Preliminary Discussion

Details of Council officer's discussion with Planning Commission staff regarding the rezoning is included in the referrals section.

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Subject site from Bridge Street



3 STATUTORY REQUIREMENTS

The *Land Use Planning & Approvals Act 1993* contains the following provisions:

Section 33 (1) – A person may request planning authority to initiate an amendment of a planning scheme administered by it.

Section 43A (1) - A person who requests a planning authority to amend a planning scheme may also request the planning authority to consider an application for a permit which would not be allowed if the planning scheme were not amended as requested.

Section 33 (2B) - Before making a decision as to whether or not to initiate an amendment of the planning scheme, the planning authority must consider –

- (a) whether the requested amendment is consistent with the requirements of [section 32](#); and*
- (ab) any representation made under [section 30I](#), and any statements in any report under [section 30I](#) as to the merit of a representation, that may be relevant to the amendment; and*
- (b) any advice referred to in [section 65 of the Local Government Act 1993](#) received by it.*

Comment:

- (a) Part 7 of this report finds that the draft amendment is consistent with section 32 of the Act.
- (ab) There are no representations under section 30I relevant to the draft amendment.
- (b) This report provides advice in relation to section 65 of the Local Government Act 1993 (advice of qualified persons).

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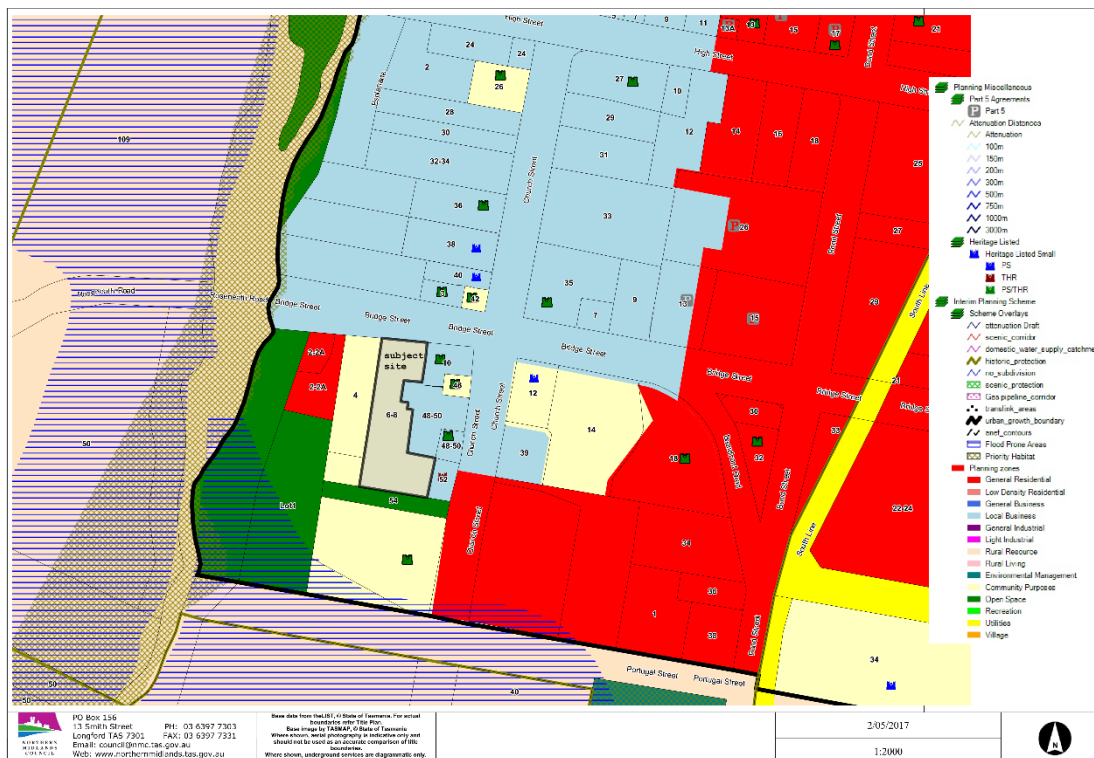
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4 PROPOSAL

4.1 Current Zone

Zone Map – 6-8 Bridge Street - Community Purpose



The land is zoned Community Purpose and is located within the Heritage Precinct.

4.2 Subject site and locality

The author of this report carried out a site visit on the 15th June 2017. The site is located on the southern side of Bridge Street, Ross. It contains a public swimming pool, a playground, car parking, and a vacant building the subject of this amendment.

The site adjoins residences to the west and east. Also to the east is the Tasmanian Wool Centre (museum and shop) and Class Wood (shop). To the south the site adjoins the Uniting Church. Over Bridge Street is a residence and the Ross Caravan Park.

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Zone map overlaid over aerial photograph

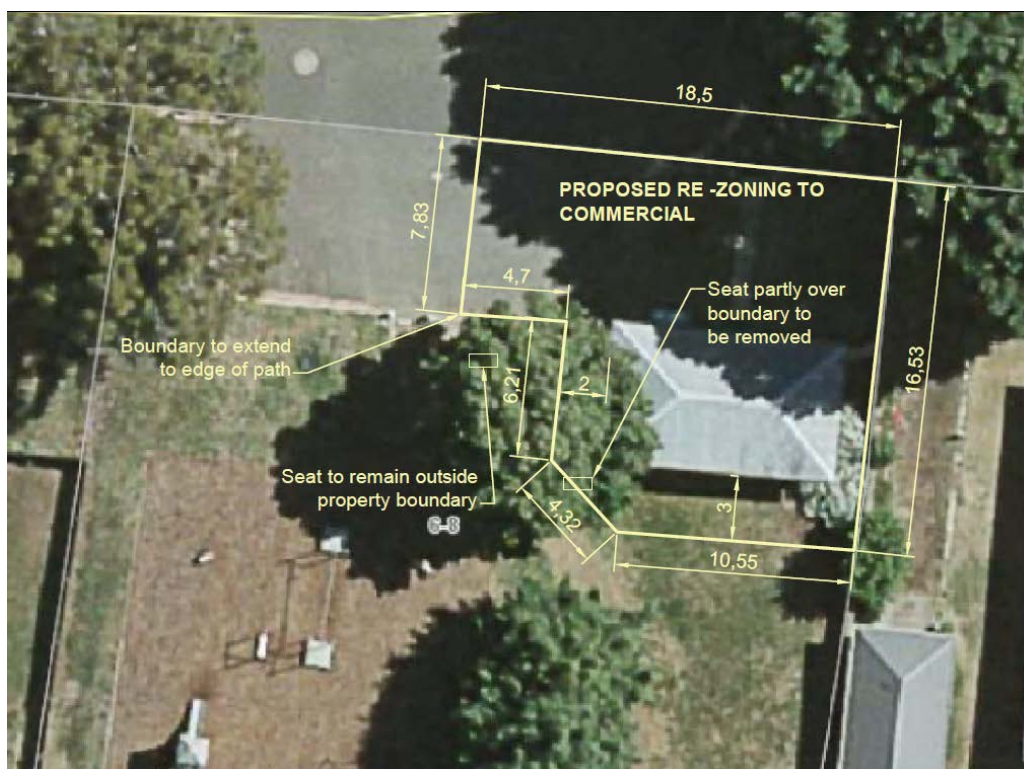


4.3 Permit/site history

- P11-365 – Temporary permit for shop – expired January 2015.

4.4 Proposed Amendment

Aerial photograph of area to be rezoned



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It is proposed to rezone the area indicated to Local Business to encourage use of the vacant building.

It is also proposed to amend the planning scheme requirements for taxi and motorcycle parking spaces such that they are required only in carparks of more than 50 and 20 spaces respectively.

4.5 Reason for Proposed Amendment

The land is zoned Community Purpose, where a shop is a prohibited use. The previous planning scheme allowed a temporary permit to be issued for a shop, selling crafts and gifts. This has expired, and regardless, the leaseholder decided to terminate the lease. Temporary permits are not available under the current planning scheme. The amendment, to zone the area around the vacant building as 'Local Business' is required to allow a permit for a shop to be granted, and to increase the possible future uses of the building.

The scheme currently requires the provision of one taxi space and one motorcycle parking space with no discretion to vary the requirement. The proposed amendment seeks to remove these requirements for car parks with less than 50 spaces for taxi parking and less than 20 spaces for motorcycle parking, as per the Launceston planning scheme approved by the Tasmanian Planning Commission.

4.6 Public Exhibition

Public Exhibition of the draft amendment and permit occurs after it has been certified, as per section 38 of the *Land Use Planning and Approvals Act 1993*:

- (1) *After giving to the Commission a copy of a draft amendment of a planning scheme and the instrument certifying that the amendment meets the requirements specified in [section 32](#), the planning authority must –*
 - (a) *cause a copy of the draft amendment to be placed on public exhibition for a period of 28 days or a longer period agreed to by the planning authority and the Commission; and*
 - (b) *advertise, as prescribed, the exhibition of the draft amendment.*

4.7 Referrals

Tasmanian Planning Commission

The proposed rezoning was discussed with a Senior Planning Consultant at the TPC who advised that if Council is interested in selling the 'shop' building on a separate title, it could consider a s43A application for partial rezoning to Local Business and subdivision. While not guaranteed, if successful, the Local Business zoned building could be used for a permitted use shop whilst retaining the public pool and playground in the Community Purpose zone. If Council does not want to dispose of the building, a less preferred alternative would be to apply for a split zoning of Local Business/Community Purpose. This alternative has perhaps a higher risk of rejection due to general aversion to split zoned titles.

Corporate Services Manager

The above comments were discussed with Council's Corporate Services Manager, who advised that as sale of the shop is not intended, the subdivision costs including new water and sewer connections, did not warrant a subdivision.

Local District Committee

Precis: The Ross Local District Committee considered the proposed rezoning at its June 2017 meeting where the Committee generally supported the proposal and looked forward to the building being occupied again.

General Manager

Precis: Application signed by the General Manager.

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5 FINANCIAL IMPLICATIONS TO COUNCIL

The cost of the amendment is allowed for in existing budgets.

6 OPTIONS

- Initiate the amendment;
- Initiate an alternative amendment; or
- Don't initiate the amendment.

7 DISCUSSION

7.1 Assessment for Consistency with Section 32 of the *Land Use Planning & Approvals Act 1993*

Section 32 of the Land Use Planning & Approvals Act 1993 requires that an amendment of a planning scheme—

Must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area.

Comment: Given the size of the existing building of approximately 53m² it is considered that potential uses allowable under the proposed local business zone that would have the potential for land use conflicts with use and development permissible in the adjacent community purpose zone is very limited.

Must be consistent with the Regional Land Use Strategy and any mandatory provisions (section 300).

Comment: The Northern Regional Land Use Strategy classifies Ross as a Rural Village.

Rural Villages are described as being predominantly residential settlements with a small often mixed use centre that provides for basic services and daily needs.

Ross has a post office agency, community hall, visitor information centre, museum, library, and public pool located within the town centre.

The draft amendment seeks to remove a piece of land of approximately 260m² containing a 53m² building from the Community Purpose zone.

It is considered that the draft amendment does not negatively impact on the supply of Community Purpose facilities in Ross.

The draft amendment is consistent with the RLUS and is not inconsistent with mandatory provisions.

Must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.

Comment: The amendment seeks to rezone part of the site from Community Purpose to Local Business. The area to be rezoned contains a building of 53m² and two carparking spaces. The building has previously been used as a doctor's surgery, and most recently was used as a shop under a temporary permit. The rezoning will allow use of the building for business or community purpose uses and as such is considered to have a positive impact in terms of economic and social terms.

Must be consistent with the overarching requirements for planning schemes [sections 20(2), (3), (4), (5), (6), (7), (8), and (9)]:

(2) A planning scheme may—

(aa) make any provision which relates to the use, development, protection or conservation of any land in the area; and

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- (a) set out policies and specific objectives; and*
- (b) regulate or prohibit the use or development of any land; and*
- (c) designate land as being reserved for public purposes; and*
- (d)*
- (e) set out requirements for the provision of public utility services to land; and*
- (f) require specified things to be done to the satisfaction of the Commission, relevant agency or planning authority; and*
- (g) apply, adopt or incorporate any document which relates to the use, development or protection of land; and*
- (h) provide that any use or development of land is conditional on an agreement being entered into under Part 5; and*
- (ha) set out provisions relating to the implementation in stages of uses or developments; and*
- (i) provide for any other matter which this Act refers to as being included in a planning scheme; and*
- (j) provide for an application to be made to a planning authority to bring an existing use of land that does not conform to the scheme into conformity, or greater conformity, with the scheme.*

Comment: The proposal is consistent with these requirements. The draft amendment seeks to alter the taxi and motorcycle parking provisions to be in keeping with those of the Launceston planning scheme. The Report of the TPC delegates assessing the Launceston Interim Planning Scheme 2012 commented that the “Car Parking Code issues were addressed in detail in hearings on that Code. Motor bike parking and taxi drop off provisions have been modified” (to those proposed in this draft amendment).

- (3) Subject to subsections (4), (5) and (6), nothing in any planning scheme is to be taken (including by virtue of requiring a permit to be obtained) to–*
- (a) prevent the continuance of the use of any land, upon which buildings or works are not erected, for the purposes for which it was being lawfully used before the coming into operation of the scheme; or*
- (b) prevent the use of any building which was erected before that coming into operation for any purpose for which it was lawfully being used immediately before that coming into operation, or the maintenance or repair of such a building; or*
- (c) prevent the use of any works constructed before that coming into operation for any purpose for which they were being lawfully used immediately before that coming into operation; or*
- (d) prevent the use of any building or works for any purpose for which it was being lawfully erected or carried out immediately before that coming into operation; or*
- (e) require the removal or alteration of any lawfully constructed buildings or works; or*
- (f) prevent a development, which was lawfully commenced but not completed before the coming into operation of the scheme, from being completed within–*
- (i) 3 years of that coming into operation; or*
- (ii) any lesser or greater period specified in respect of the completion of that development under the terms of a permit or special permit granted before the coming into operation of the scheme.*

Comment: The proposal is consistent with these requirements.

- (4) Subsections (3) and (3A) do not apply to a use of land–*
- (a) which has stopped for a continuous period of 2 years; or*
- (b) which has stopped for 2 or more periods which together total 2 years in any period of 3 years; or*
- (c) in the case of a use which is seasonal in nature, if the use does not take place for 2 years in succession.*

Comment: The proposal is consistent with these requirements.

- (5) Subsection (3) does not apply to the extension or transfer from one part of a parcel of land to another of a use previously confined to the first-mentioned part of that parcel of land.*

Comment: The proposal is consistent with these requirements.

- (6) Subsections (3) and (3A) do not apply where a use of any land, building or work is substantially intensified.*

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Comment: The proposal is consistent with these requirements.

(7) Nothing in any planning scheme or special planning order affects –

(a) forestry operations conducted on land declared as a private timber reserve under the Forest Practices Act 1985; or

(b) the undertaking of mineral exploration in accordance with a mining lease, an exploration licence, or retention licence, issued under the Mineral Resources Development Act 1995, provided that any mineral exploration carried out is consistent with the standards specified in the Mineral Exploration Code of Practice; or

(c) fishing; or

(d) marine farming in State waters.

Comment: The proposal is consistent with these requirements.

(8) The coming into operation of a planning scheme or a special planning order does not legitimize a use or development which was illegal under a planning scheme or a special planning order in force immediately before that coming into operation.

Comment: The proposal is consistent with these requirements.

(9) A planning scheme may require a use to which subsection (3) applies to comply with a code of practice approved or ratified by Parliament under an Act.

Comment: The proposal is consistent with these requirements.

Must seek to further the objectives in Schedule 1 of the Act

Part 1 – The objectives of the resource management and planning system of Tasmania are –

(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity.

Comment: The draft amendment is consistent with this objective.

(b) to provide for the fair, orderly and sustainable use and development of air, land and water.

Comment: This proposal will add a 53m² building on approximately 260m² of land to the Local Business zone of Ross, contiguous with that zone. It is considered that the draft amendment is consistent with this objective.

(c) to encourage public involvement in resource management and planning.

Comment: If initiated, the draft amendment will be placed on public exhibition, providing an opportunity for public involvement.

(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c).

Comment: The draft amendment is consistent with this objective.

(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

Comment: If certified, the proposal will be referred to TasWater and sent to the TPC.

Part 2 – The objectives of the planning process established by the Act are, in support of the objectives set out in Part 1 of the Schedule –

(a) to require sound strategic planning and co-ordinated action by State and local government.

Comment: The Northern Regional Land Use Strategy includes Ross as a Rural Village. Council's Settlement Strategy with regard to Ross is to reinforce and encourage growth within the existing settlement pattern for commercial, residential, industrial and community development. The proposal is consistent with these strategies.

(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land.

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Comment: The Northern Midlands Interim Planning Scheme 2013 is the planning instrument that applies to the subject land.

- (c) *to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land.*

Comment: The draft amendment is consistent with this objective.

- (d) *to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels.*

Comment: The draft amendment is consistent with this objective.

- (e) *to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals.*

Comment: The draft amendment is consistent with this objective.

- (f) *to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania.*

Comment: The draft amendment is consistent with this objective.

- (g) *to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*

Comment: The draft amendment is consistent with this objective.

- (h) *to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.*

Comment: The draft amendment is consistent with this objective.

- (i) *to provide a planning framework which fully considers land capability.*

Comment: The draft amendment is consistent with this objective.

Must be in accordance with State Policies.

State Policy for the Protection of Agricultural Land – the site is within the developed urban area of Ross.

Water Quality Management State Policy – the site is developed with a building connected to the stormwater system.

State Coastal Policy - There is no coastal land within the municipal area of the Northern Midlands.

National Environmental Protection Measures – None relevant.

7.2 ASSESSMENT OF PLANNING APPLICATION

Proposal

It is proposed to use the existing building as a shop, use the existing sign for the shop, and use two existing car parking spaces.

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Site plan



Planning Scheme Provisions

20.3.1 Amenity

Objective To ensure that the use of land is not detrimental to the amenity of the surrounding area in terms of noise, emissions, operating hours or transport.	
Acceptable Solutions	Performance Criteria
A1 Commercial vehicles (except for visitor accommodation and recreation) must only operate between 6.00am and 10.00pm Monday to Sunday.	P1 Commercial vehicles (except for visitor accommodation and recreation) must not unreasonably impact on the amenity of any adjoining General Residential and Urban Mixed Use zones, having regard to: a) traffic, the hours of delivery and despatch of goods and materials; and b) hours of operation; and c) light spill.
Comment: The proposal complies.	N/a
A2.1 Noise levels at the boundary of the site with any adjoining land must not exceed:	P2 Noise must not cause unreasonable loss of amenity to nearby sensitive uses.

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a) 50dB(A) day time; and b) 40dB(A) night time; and A2.2 Noise levels in habitable rooms of nearby sensitive uses must not exceed 5dB(A) above background.	
Comment: The proposal complies.	N/a

20.4 Development Standards

Not applicable – no development proposed.

CODES	
E1.0 BUSHFIRE PRONE AREAS CODE	N/a
E2.0 POTENTIALLY CONTAMINATED LAND	N/a
E3.0 LANDSLIP CODE	N/a
E4.0 ROAD AND RAILWAY ASSETS CODE	N/a
E5.0 FLOOD PRONE AREAS CODE	N/a
E6.0 CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies – see code assessment below
E7.0 SCENIC MANAGEMENT CODE	N/a
E8.0 BIODIVERSITY CODE	N/a
E9.0 WATER QUALITY CODE	N/a
E10.0 RECREATION AND OPEN SPACE CODE	N/a
E11.0 ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0 AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0 LOCAL HISTORIC HERITAGE CODE	N/a - does not involve development.
E14.0 COASTAL CODE	N/a
E15.0 SIGNS CODE	Complies – condition required.

ASSESSMENT AGAINST E6.0 CAR PARKING & SUSTAINABLE TRANSPORT CODE

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective: To ensure that an appropriate level of car parking is provided to service use.

Acceptable Solutions		Performance Criteria	
A1	The number of car parking spaces must not be less than the requirements of:	P1	The number of car parking spaces provided must have regard to:
a)	Table E6.1; or	a)	the provisions of any relevant location specific car parking plan; and
b)	a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	b)	the availability of public car parking spaces within reasonable walking distance; and
		c)	any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and
		d)	the availability and frequency of public transport within reasonable walking distance of the site; and
		e)	site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and
		f)	the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and
		g)	an empirical assessment of the car parking demand; and
		h)	the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and
		i)	the recommendations of a traffic impact assessment prepared for the proposal; and
		j)	any heritage values of the site; and
		k)	for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:
		i)	the size of the dwelling and the number of bedrooms; and

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	ii) the pattern of parking in the locality; and iii) any existing structure on the land.
Comment: Complies - the building has a floor area of 53m ² , requiring 2 carparking spaces. Two spaces are provided on site.	N/a

Table E6.1: Parking Space Requirements

Use	Parking Requirement	
	Vehicle	Bicycle
Retail and Hire (shop)	1 space per 30m ² net floor area	1 space per 100m ² net floor area.

E6.6.2 Bicycle Parking Numbers

Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.

Acceptable Solutions		Performance Criteria	
A1.1	Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or	P1	Permanently accessible bicycle parking or storage spaces must be provided having regard to the:
		a)	likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and
A1.2	The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.	b)	location of the site and the distance a cyclist would need to travel to reach the site; and
		c)	availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.
Comment: Able to provide the one required bicycle parking space – condition required.		N/a	

E6.6.3 Taxi Spaces (as amended)

Objective: To ensure that access for taxis is provided to meet the needs of the use.

Acceptable Solutions		Performance Criteria	
A1	Except for dwellings in the General Residential zone, uses that require greater than 50 car spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required.	P1	Taxi parking spaces must be provided to meet the reasonable needs of the use, having regard to:
		(a)	the nature of the proposed use and development;
		(b)	the availability and accessibility of taxi spaces on the road or in the vicinity; and
		(c)	any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.
Comment: Complies – less than 50 car spaces required.		N/a	

E6.6.4 Motorcycle Parking (as amended)

Objective: To ensure that motorcycle parking is provided to meet the needs of the use.

Acceptable Solutions		Performance Criteria	
A1	Except for dwellings in the General Residential zone, uses that require greater than 20 car parking spaces by Table E6.1 must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required.	P1	Motorcycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:
		(a)	the nature of the proposed use and development;
		(b)	the availability and accessibility of motorcycle parking spaces on the road or in the vicinity; and
		(c)	any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.

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Comment: Complies – less than 20 car spaces required. N/a

E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.

Acceptable Solutions	Performance Criteria
A1 All car parking, access strips manoeuvring and circulation spaces must be: a) formed to an adequate level and drained; and b) except for a single dwelling, provided with an impervious all weather seal; and c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.	P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.
Comment: Complies. The spaces are virtually level and readily identifiable.	N/a

E6.7.2 Design and Layout of Car Parking

Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.

Acceptable Solutions	Performance Criteria
A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.	P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to: a) the layout of the site and the location of existing buildings; and b) views into the site from the road and adjoining public spaces; and c) the ability to access the site and the rear of buildings; and d) the layout of car parking in the vicinity; and e) the level of landscaping proposed for the car parking.
Comment: N/a – less than 4 spaces.	N/a
A2.1 Car parking and manoeuvring space must: a) have a gradient of 10% or less; and b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and A2.2 The layout of car spaces and access ways must be designed in accordance with <i>Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking</i>.	P2 Car parking and manoeuvring space must: a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.
Comment: Complies.	N/a

Table E6.2: Access Widths for Vehicles

Number of parking spaces served	Access width (see note 1)	Passing bay (2.0m wide by 5.0m long plus entry and exit tapers) (see note 2)
1 to 5	3.0m	Every 30m

E6.7.3 Car Parking Access, Safety and Security

Objective: To ensure adequate access, safety and security for car parking and for deliveries.

Acceptable Solutions	Performance Criteria
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A1	Car parking areas with greater than 20 parking spaces must be:	P1	Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the:
a)	secured and lit so that unauthorised persons cannot enter or;	a)	levels of activity within the vicinity; and
b)	visible from buildings on or adjacent to the site during the times when parking occurs.	b)	opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.
Comment: N/a – less than 20 spaces.		N/a	

E6.7.4 Parking for Persons with a Disability

Objective: To ensure adequate parking for persons with a disability.

Acceptable Solutions		Performance Criteria	
A1	All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.	P1	The location and design of parking spaces considers the needs of disabled persons, having regard to: (a) the topography of the site; (b) the location and type of relevant facilities on the site or in the vicinity; (c) the suitability of access pathways from parking spaces, and (d) applicable Australian Standards.
A2	One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with <i>Australian Standards AS/NZ 2890.6 2009</i> .	P2	The number of parking spaces provided is appropriate for the needs of disabled persons, having regard to: (a) characteristics of the populations to be served; (b) their means of transport to and from the site; and (c) applicable Australian Standards.

Comment: To meet the acceptable solutions, one of the two required car parking spaces would need to be designated for use by persons with disabilities, reducing the number of spaces generally available to one.

Consideration of the performance criteria P1 is that the site is generally flat; there are no dedicated disabled parking facilities in the immediate vicinity; the access pathway from the parking area to the shop is reasonably firm gravel at a low grade; the applicable Australian standard requires disabled parking to be 2.4m wide with a 2.4m shared space next to it.

Consideration of performance criteria P2 is that the shop will serve a mixture of residents and tourists; most would be expected to drive to the site; the applicable Australian Standard requires, where 1-20 car spaces are provided, that no less than one be an accessible car space.

AS2890.1 (Table 1.1) requires short term town centre parking spaces to be 2.6m wide x 5.4m long.

AS2890.6 requires disabled parking to be 2.4m wide x 5.4m long with a shared area to one side of that spaces also 2.4m wide x 5.4 m long. A width of 7.0m is therefore required.

The parking area in front of the building is 8.5m wide, providing for the two required spaces and the shared area. Given the location within a heritage precinct and expected low usage of the parking area, it is not recommended that the parking spaces be line marked.

E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup

Objective: To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.

Acceptable Solutions		Performance Criteria	
A1	For retail, commercial, industrial, service industry or warehouse or storage uses:	P1	For retail, commercial, industrial, service industry or warehouse or storage uses
a)	at least one loading bay must be provided in accordance with Table E6.4; and		adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular
b)	loading and bus bays and access strips must be designed in accordance with <i>Australian Standard</i>		

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AS/NZS 2890.3 2002 for the type of vehicles that will use the site.	basis.
Comment: Satisfies the performance criteria for the expected sale of giftware type goods from the shop.	

E6.8 Provisions for Sustainable Transport

E6.8.1 Bicycle End of Trip Facilities

Not used in this planning scheme

E6.8.2 Bicycle Parking Access, Safety and Security

Objective: To ensure that parking and storage facilities for bicycles are safe, secure and convenient.	
Acceptable Solutions	Performance Criteria
A1.1 Bicycle parking spaces for customers and visitors must: a) be accessible from a road, footpath or cycle track; and b) include a rail or hoop to lock a bicycle to that meets <i>Australian Standard AS 2890.3 1993</i>; and c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and d) be available and adequately lit in accordance with <i>Australian Standard AS/NZS 1158 2005 Lighting Category C2</i> during the times they will be used; and A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.	P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.
A2 Bicycle parking spaces must have: a) minimum dimensions of: i) 1.7m in length; and ii) 1.2m in height; and iii) 0.7m in width at the handlebars; and b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.	P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.
Comment: One bicycle parking space required to comply with the acceptable solutions. Condition required on the permit.	

E6.8.5 Pedestrian Walkways

Objective: To ensure pedestrian safety is considered in development	
Acceptable Solution	Performance Criteria
A1 Pedestrian access must be provided for in accordance with Table E6.5.	P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.
Comment: No separate access required.	

Table E6.5: Pedestrian Access

Number of Parking Spaces Required	Pedestrian Facility
1–10	No separate access required (i.e. pedestrians may share the driveway). [Note (a) applies].
11 or more	A 1m wide footpath separated from the driveway and parking aisles except at crossing points. [Notes (a) and (b) apply].

Notes

- a) In parking areas containing spaces allocated for disabled persons, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the principal building.
- b) Separation is deemed to be achieved by:
 - i) a horizontal distance of 2.5m between the edge of the driveway and the footpath; or
 - ii) protective devices such as bollards, guard rails or planters between the driveway and the footpath; and
 - iii) signs and line marking at points where pedestrians are intended to cross driveways or parking aisles.

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E15 Signs Code

A portable/freestanding sign is proposed to be located on the grassed area in front of the building.

Portable/Freestanding Sign



Any sandwich board or other unfixed sign.

E15.5.2 Heritage Precincts

Objective

To ensure that the design and siting of signs complement or enhance the streetscape of Heritage Precincts.

Above Awning Sign

Acceptable Solutions

A1 No acceptable solution

Performance Criteria

P1 If within the Heritage Precincts Specific Area Plan, shall be consistent with the Character Statements.

2 ROSS HERITAGE PRECINCT CHARACTER STATEMENT

The Ross Heritage Precinct is unique because it is the intact core of a nineteenth century townscape, with its rich and significant built fabric and the village atmosphere. Its historic charm, wide tree lined streets and quiet rural environment all contribute to its unique character. Its traditional buildings comprise simple colonial forms that are predominantly one storey, while the prominent elements are its significant trees and Church spires. Most commercial activities are located in Church Street as the main axis of the village, which directs attention to the War Memorial and the Uniting Church on the hill. The existing and original street pattern creates linear views out to the surrounding countryside. The quiet rural feel of the township is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Ross' heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.

Comment: The proposal is consistent with the Character Statement in that the sign is to be located at the front of the site. A size limit of 0.6m wide x 1m high would mean that this sign would be in keeping with other freestanding signs in Ross.

Freestanding/Portable Signs

Acceptable Solutions

A24 Freestanding/portable signs must be located in the following zones:

- Community Purpose; or
- General Business; or
- Local Business; or
- Village.

Performance Criteria

P24 Freestanding/portable signs located in the:

- Light Industrial Zone; or
- Rural Resource Zone; or
- General Industrial Zone

must demonstrate that:

- a) no other form of permitted signage will meet the needs of the proprietor; and
- b) the sign does not dominate the streetscape and reflects the prevailing character of the area, in terms of shape, proportions and colours; and
- c) it does not conflict with the Zone Purpose as outlined in Part D of this planning scheme; and

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	d) if in a Rural Resource Zone, must relate to the activity conducted on the property.
Comment: Complies – sign to be located in the Local Business zone.	N/a
A25 A freestanding/portable sign: a) must have a maximum area of 1.2m ² per side; and b) must have a maximum height of 1.5m; and c) must not be located on any road reservation (but not including the area between a formed kerb and building line) and landscaped areas, or public right of way; and d) must not be visible outside the site when the premises are not in use (including service stations); and e) must be securely fixed, e.g. by chain to a pole or the ground; and f) must not be moving or rotating; and g) if newspaper or magazine headlines, must be in a wire cage fixed flat against the wall.	P25 No performance criteria
Comment: It is recommended that the maximum height of the sign be 1m and width 0.6m in keeping with other freestanding signs in Ross. Condition required on permit.	N/a
A26 There must be no more than one freestanding/portable sign per site.	P26 For more than one sign per site it must be demonstrated that: a) more than one sign is justified by the size of the site or its location on a corner; and b) they will be sympathetic to the architectural character and detailing of the building; and c) they will not result in loss of amenity to neighbouring properties; and d) they will not involve the unnecessary repetition of messages or information on the same street frontage; and e) they will not contribute to or exacerbate visual clutter; and f) not distract motorists as a result of size illumination or movement.
Comment: Condition required on permit.	N/a
SPECIFIC AREA PLANS	
F1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN	N/a - does not involve development.

8 ATTACHMENTS

- A Application
- B Draft amendment
- C Planning Permit

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RECOMMENDATION

A That Council, acting as Planning Authority, under section 34 (1) of the *Land Use Planning Act 1993*, initiate draft amendment 01/2017 to amend the Northern Midlands Interim Planning Scheme 2013 as follows:

- a) Rezone part of 6-8 Bridge Street, Ross from Community Purpose to Local Business; and
- b) Reword clauses E6.6.3 and E6.6.4 to read:

E6.6.3 Taxi Spaces

Objective: To ensure that access for taxis is provided to meet the needs of the use.			
Acceptable Solutions		Performance Criteria	
A1	Except for dwellings in the General Residential zone, uses that require greater than 50 car spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required.	P1	Taxi parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the availability and accessibility of taxi spaces on the road or in the vicinity; and (c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.

E6.6.4 Motorcycle Parking

Objective: To ensure that motorcycle parking is provided to meet the needs of the use.			
Acceptable Solutions		Performance Criteria	
A1	Except for dwellings in the General Residential zone, uses that require greater than 20 car parking spaces by Table E6.1 must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required.	P1	Motorcycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the availability and accessibility of motorcycle parking spaces on the road or in the vicinity; and (c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.

B That Council, acting as Planning Authority, under section 35(1) of the *Land Use Planning and Approvals Act* resolve to certify draft amendment 01/2017, to the Northern Midlands Interim Planning Scheme 2013 as meeting the requirements specified in Section 32 and place it on Public Exhibition for 28 days, in accordance with section 38 of the Act.

C That, under section 43F(1) of the *Land Use Planning and Approvals Act 1993*, Council acting as Planning Authority, resolve to grant planning permit P16-129, to develop and use the land at 6-8 Bridge Street, Ross for General Retail and Hire (Shop) in accordance with application P16-129, and subject to the following conditions:

1. Endorsed Plans

The use and development must be in accordance with the endorsed document numbered P1.

2. Freestanding Sign

The freestanding/portable sign must:

- be no higher than 1m;
- be no wider than 0.6m;
- be located inside the subject land;
- be placed inside the building when the business is not open;
- securely fixed;
- not be moving or rotating.

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3. Bicycle Parking

At least one bicycle parking space, including a rail or hoop to lock a bicycle that meets Australian Standard AS2890.3 1993, must be provided.

DECISION

Cr

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PLAN 5 PLANNING APPLICATION P15-385 637 RELBIA ROAD, RELBIA

Attachments: Section 1 – Page 331

Responsible Officer: Des Jennings, General Manager
Report prepared by: Erin Boer, Planner
File Number: 202900.13; s746; CT13034/4

1 INTRODUCTION

This report assesses an application to amend the permit for 637 Relbia Road, Relbia to undertake a 2-lot subdivision in rural zone to create 2ha & 15.4ha lots (within attenuation distance), by removing two conditions of approval.

2 BACKGROUND

Applicant:
AJ & LM Shepherdson Pty Ltd

Owner:
AJ & LM Shepherdson Pty Ltd

Zone:
Rural Resource

Codes:
Bushfire-prone area Code – BAL 19
Environmental Impacts and Attenuation Code

Classification under the Scheme:
Subdivision

Existing Use:
Illegal dwelling

Deemed Approval Date:
N/a

Recommendation:
Refuse to Amend Permit

Discretionary Aspects of the Application

- Subdivision – discretionary under clause 9.5.1 of the Planning Scheme.
- Reliance on the performance criteria of the Rural Resource Zone (clause 26.4.2 P1 (a)).
- Reliance on the performance criteria of the Environmental Impacts and Attenuation Code.

Planning Instrument: *Northern Midlands Interim Planning Scheme 2013*

Preliminary Discussion

Prior to the lodgement of an amendment, the applicant sought advice from Council officers regarding the feasibility of amending planning permit P15-385. Council responded via a letter from General Manager, Des Jennings, stating that the removal or amendment of the Part Five Agreement was unlikely to be supported; however, if the applicant wished to pursue the matter, then a formal application to amend the planning permit would be required (see attached).

3 STATUTORY REQUIREMENTS

The proposal is a request pursuant to section 56 of the *Land Use Planning & Approvals Act 1993* (i.e. amendments to permits). The original application was made pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application).

56. Minor amendments of permits issued by a planning authority

(1) *The owner of land, or a person with the consent of the owner, may request the planning authority in writing to amend a permit which applies to that land and which is a permit issued by the planning authority.*

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4 ASSESSMENT

4.1 Reason for Amendment

The amendment is to:

- Amend planning permit P15-385 to remove conditions 4 & 5, which currently read as follows:

4 Part 5 Agreement

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

- *Lot 2 shall not be used for residential purposes other than those incidental and subservient to the use of the vineyard on site.*

The 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.

5 Building envelope

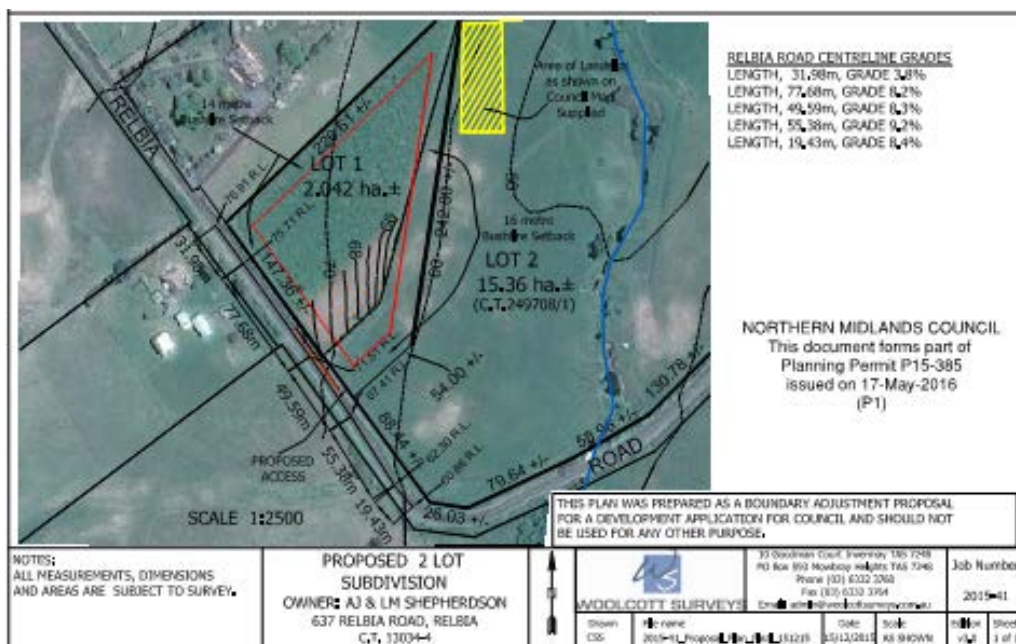
The final plan of survey shall include a building envelope and endorsement preventing the development of habitable buildings and associated out buildings from the current vineyard area.

Site Plan



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4.2 Zone and land use

Zone Map –Rural Resource



The land is zoned *Rural Resource*, and is subject to the *Bushfire-prone areas Code and Environmental Impacts and Attenuation Code*. The relevant Planning Scheme definition is:

subdivision	means the act of subdividing or the lot subject to an act of subdividing.
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Extract from Planning Scheme

9.5 Subdivision

9.5.1 *Notwithstanding any other provisions of this planning scheme, with the exception of sub clause 9.3.1, all applications for subdivision may be refused or approved at the discretion of the planning authority, unless the application is for a subdivision that must not be approved under section 84 of the Local Government (Building and Miscellaneous Provisions) Act 1993*

Subdivision is Discretionary (Permit Required) in the zone.

4.3 Permit/site history

Relevant permit history includes:

- P15-298 – Dwelling & 2 sheds (superseded P14-048)
- P14-048 – Dwelling - relocation of shed & shipping containers (retrospective), demolitions of buildings & new access.
- ENF14-048 – Planning & building notices & Building Order, including infringement - Change of use to residential, placement of shipping containers on the lot & shed extensions without a planning permit.

4.4 Representations

Notice of the original application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*. No representations were received.

4.5 S.56 LUPAA

*The planning authority may amend the permit if it is satisfied that the amendment –
(aa) is not an amendment of a condition or restriction, specified in the permit, that is required, imposed or amended by the Appeal Tribunal; and*

Comment: The permit was not decided by Appeal.

(a) does not change the effect of a condition or restriction, specified in the permit, that is required, imposed or amended by the Appeal Tribunal; and

Comment: The permit was not decided by Appeal.

(b) will not cause an increase in detriment to any person; and

Comment: Amending the permit will not explicitly cause an increase in detriment to any person; however, it would allow for an additional use (residential) and variation to the current development footprint.

(c) does not change the use or development for which the permit was issued other than a minor change to the description of the use or development.

Comment: The amendment does not comply with part (c), as the permit was issued to allow for the subdivision of a *Resource Development* use. Removing conditions 4 & 5 would allow for the application for a *Residential* use, which is inconsistent with clause 26.4.2 P1 (a) (see assessment at 4.7).

4.6 Referrals

The amendment request did not require any referrals (no change to access or Taswater requirements).

4.7 Planning Scheme Assessment

RURAL RESOURCE ZONE
Zone Purpose

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26.1.1	<i>To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.</i> Assessment: The application to amend proposes to remove conditions which support the zone purpose, and allow for application of a use that is inconsistent with the zone purpose.
26.1.2	<i>To provide for other use or development that does not constrain or conflict with resource development uses.</i> Assessment: If the permit were to be amended as requested, the site may potentially be developed for a use which may constrain or conflict with resource development uses.
26.1.3	<i>To provide for economic development that is compatible with primary industry, environmental and landscape values.</i> Assessment: The proposed amendment is inconsistent with this purpose.
26.1.4	<i>To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.</i> Assessment: N/a
26.1.5	Local Area Objectives
a)	Primary Industries: <i>Resources for primary industries make a significant contribution to the rural economy and primary industry uses are to be protected for long-term sustainability.</i> <i>The prime and non-prime agricultural land resource provides for variable and diverse agricultural and primary industry production which will be protected through individual consideration of the local context.</i> <i>Processing and services can augment the productivity of primary industries in a locality and are supported where they are related to primary industry uses and the long-term sustainability of the resource is not unduly compromised.</i> Assessment: Amending the permit would diminish the likelihood of the site being used for an agricultural use, as originally proposed.
b)	Tourism <i>Tourism is an important contributor to the rural economy and can make a significant contribution to the value adding of primary industries through visitor facilities and the downstream processing of produce. The continued enhancement of tourism facilities with a relationship to primary production is supported where the long-term sustainability of the resource is not unduly compromised.</i> <i>The rural zone provides for important regional and local tourist routes and destinations such as through the promotion of environmental features and values, cultural heritage and landscape. The continued enhancement of tourism facilities that capitalise on these attributes is supported where the long-term sustainability of primary industry resources is not unduly compromised.</i> Assessment: N/a
c)	Rural Communities <i>Services to the rural locality through provision for home-based business can enhance the sustainability of rural communities. Professional and other business services that meet the needs of rural populations are supported where they accompany a residential or other established use and are located appropriately in relation to settlement activity centres and surrounding primary industries such that the integrity of the activity centre is not undermined and primary industries are not unreasonably confined or restrained.</i> Assessment: The proposal does not propose any rural services.
26.1.6	Desired Future Character Statements
26.1.4	<i>The visual impacts of use and development within the rural landscape are to be minimised such that the effect is not obtrusive.</i> Assessment: N/A – subdivision only.

DEVELOPMENT STANDARDS FOR SUBDIVISIONS IN RURAL RESOURCE ZONE

26.4.2	Subdivision
	Objective: To ensure that subdivision is only to: a) improve the productive capacity of land for resource development and extractive industries; and

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	b) enable subdivision for environmental and cultural protection or resource processing where compatible with the zone; and c) facilitate use and development for allowable uses by enabling subdivision subsequent to appropriate development.
A1	Acceptable Solutions: Lots must be: a) for the provision of utilities and is required for public use by the Crown, public authority or a municipality; or b) for the consolidation of a lot with another lot with no additional titles created; or c) to align existing titles with zone boundaries and no additional lots are created.
Comment: The amendment does not change the non-compliance with acceptable solution A1, and must rely on the performance criteria of this clause.	
P1	Performance Criteria: P1 The subdivision a) must demonstrate that the productive capacity of the land will be improved as a result of the subdivision; or b) is for the purpose of creating a lot for an approved non-agricultural use, other than a residential use, and the productivity of the land will not be materially diminished.
Comment: The application for 2-lot subdivision was originally applied for, and relied on performance criteria P1 (a) for compliance. The Agricultural Report (prepared by Geo-Environmental Solutions Pty Ltd), submitted with the original application, stated as follows: <i>“Establishment of the approximately 2.4 ha title which currently consists of an overgrown and unmaintained vineyard will facilitate easier capital investment and increase the likelihood that the vineyard will be put back into production. Furthermore, the capital raised by the selling of Lot 1 will facilitate the development of the balance lot into greater agricultural productivity through the purchasing of water from the newly established irrigation scheme.</i> <i>The subdivision promotes easier capital investment in the currently degraded vineyard, and allows for the current owners of the balance lot to apply for and purchase water under the new irrigation scheme to boost productivity over the remainder of the title. Management of a vineyard for wine making is a highly specialised skill, and not generally suitable to complement a mixed farming practice. The new lot would be best purchased by an established vineyard or experienced horticultural investor that would have the necessary mechanical and labour resources to bring the vineyard back into production. The area is a known wine making region, with the highly renowned Joseph Chromy Vineyard less than 500m away.</i> <i>An assessment of the vineyard potential was undertaken by T.P. Jones in February 2016 (Appendix 1). This identified that the trellis and irrigation infrastructure appear to be in good working order and despite recent neglect, the majority of the vines are still alive with the expectation that the vineyard could return to a productive state within a few years.</i> <i>The size of the proposed Lot 1 title is consistent with similar titles to the north and south of the site. The vineyard is also an attractive small sized investment lot for persons interested in vineyard investment and/or personal management. In particular vineyard lots of this size have been very appealing to private investors in Tasmania in the past looking for the lifestyle and tax incentives available from agricultural investments into viticulture. Similar investments in subdivided small 1 to 2ha lots in older/neglected vineyards in the Tamar Valley have improved the productive capacity of the vineyards due to new capital investment and improved management.”</i> Sceptical of the potential for the vineyard to be brought back into production, further information was requested, in the form of a Viticulturalist Report, to analyse the vineyards potential for production. The report by TP Jones Viticulture Consultant, Marty Smith, stated as follows:	

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The property, formally Kellys Creek Vineyard, was established in 1992 and is planted to 1ha of Riesling and small amounts of Pinot Noir, Chardonnay and Cabernet Sauvignon.

The vineyard area has been neglected by the previous owners for a number of years and is badly overgrown by blackberries. Despite the neglect it appears that the majority of vines are still alive. The trellis infrastructure and irrigation infrastructure appear in good working order and are structurally sound.

I am confident that if the blackberries were removed and the vines were skilfully pruned back, the vineyard could return to a productive state within a few years.

Grapes in Tasmania are currently a high value commodity with the Tasmanian Wine Industry being the most profitable in Australia. Riesling from the nearby Bundaleera Vineyard is currently being sold to McWilliams Wines for over \$3000 per tonne.

The increase in productivity of the existing vineyard therefore formed an integral component of the assessment of the original application. Should the original application have been to simply subdivide off a 2.042ha lot for a residential purpose (which is the effect of removing conditions 4 & 5), it is likely that the recommendation for the original proposal would have been very different.

CODES	
1.0 BUSHFIRE PRONE AREAS CODE	No changes
2.0 POTENTIALLY CONTAMINATED LAND	N/a
3.0 LANDSLIP CODE	N/a
4.0 ROAD AND RAILWAY ASSETS CODE	No changes
5.0 FLOOD PRONE AREAS CODE	N/a
6.0 CAR PARKING AND SUSTAINABLE TRANSPORT CODE	No changes
7.0 SCENIC MANAGEMENT CODE	N/a
8.0 BIODIVERSITY CODE	N/a
9.0 WATER QUALITY CODE	N/a
10.0 RECREATION AND OPEN SPACE CODE	N/a
11.0 ENVIRONMENTAL IMPACTS & ATTENUATION CODE	See assessment below.
12.0 AIRPORTS IMPACT MANAGEMENT CODE	N/a
13.0 LOCAL HISTORIC HERITAGE CODE	N/a
14.0 COASTAL CODE	N/a
15.0 SIGNS CODE	N/a

Assessment against E11 Environmental Impacts and Attenuation Code

E11.6 Use Standards

E11.6.1 Attenuation Distances

Objective

To ensure that potentially incompatible use or development is separated by a distance sufficient to ameliorate any adverse effects.

Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	P1 Sensitive use or subdivision for sensitive use within an attenuation area to an existing activity listed in Tables E11.1 and E11.2 must demonstrate by means of a site-specific study that there will not be an environmental nuisance or environmental harm, having regard to the: a) degree of encroachment; and b) nature of the emitting operation being protected by the attenuation area; and c) degree of hazard or pollution that may emanate from the emitting operation; and

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	d) the measures within the proposal to mitigate impacts of the emitting activity to the sensitive use.
N/a	A site-specific study was provided with the original application (to subdivide the land to create a lot for the vineyard), and concludes there will be no adverse impact from or to the quarries in the area. Any future development of the lot for a sensitive use would be subject to re-assessment against this clause.
A2 Uses listed in Tables E11.1 and E11.2 must be set back from any existing sensitive use, or a boundary to the General Residential, Low Density Residential, Rural Living, Village, Local Business, General Business, Commercial zones, the minimum attenuation distance listed in Tables E11.1 and E11.2 for that activity.	P2 Uses with the potential to create environmental harm and environmental nuisance must demonstrate by means of a site specific study that there will not be an environmental nuisance or environmental harm having regard to: a) the degree of encroachment; and b) the nature of the emitting operation being protected by the attenuation area; and c) the degree of hazard or pollution that may emanate from the emitting operation; and d) use of land irrigated by effluent must comply with <i>National Health and Medical Research Council Guidelines</i>.
N/a	N/a

SPECIFIC AREA PLANS	
1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN	N/a

SPECIAL PROVISIONS	
9.1 Changes to an Existing Non-conforming Use	N/a
9.2 Development for Existing Discretionary Uses	N/a
9.3 Adjustment of a Boundary	N/a
9.4 Demolition	N/a
9.5 Subdivision	N/a

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

In order to be considered as a minor amendment, the application to amend must satisfy section 56 of the *Land Use Planning and Approvals Act 1993*, as follows:

S.56 LUPAA

The planning authority may amend the permit if it is satisfied that the amendment –

(aa) *is not an amendment of a condition or restriction, specified in the permit, that is required, imposed or amended by the Appeal Tribunal; and*

(a) *does not change the effect of a condition or restriction, specified in the permit, that is required, imposed or amended by the Appeal Tribunal; and*

(b) *will not cause an increase in detriment to any person; and*

(c) *does not change the use or development for which the permit was issued other than a minor change to the description of the use or development.*

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The amendment does not comply with part (c), as the permit was issued to allow for the subdivision of a *Resource Development* use. Removing conditions 4 & 5 would allow for the application for a *Residential* use, which is inconsistent with clause 26.4.2 P1 (a).

The relevant Planning Scheme provision for this amendment is:

Clause 26.4.2

P1 The subdivision

- a) must demonstrate that the productive capacity of the land will be improved as a result of the subdivision; or*
- b) ~~is for the purpose of creating a lot for an approved non-agricultural use, other than a residential use, and the productivity of the land will not be materially diminished.~~*

The amendment proposes to remove conditions 4 & 5 on Planning Permit P15-385, as follows:

4 Part 5 Agreement

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

- Lot 2 shall not be used for residential purposes other than those incidental and subservient to the use of the vineyard on site.*

The 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.

5 Building envelope

The final plan of survey shall include a building envelope and endorsement preventing the development of habitable buildings and associated out buildings from the current vineyard area.

No appeal against the permit conditions was lodged with the Resource Management and Planning Appeal Tribunal, within the 14-day appeal time, following the issue of the permit.

The original application relied on and provided documentation to support the justification that the subdivision would result in an increase in the productivity of the land (the re-establishment of the vineyard). The connection of the balance land to the North Esk Irrigation Scheme would allow for an increase in productivity *regardless* of the subdivision; however, it is plausible that the funds from the sale of the land could be used to purchase water, although, this is unable to be guaranteed.

The effect of removing these conditions would be to allow the vineyard to be removed, and, most likely, result in an application for residential use of the land. In order for this to occur, Council, as a party to the Part Five Agreement, would also have to agree to the removal of the Part Five Agreement from the title.

In normal circumstances, it is highly unlikely that a recommendation for approval would be given to subdivide Rural Resource Zoned land for residential purposes, to fund an aspect of another enterprise. Doing so would create a dangerous precedent for rural land within the municipality.

8 ATTACHMENTS

- A. Request to amend, supporting letter & correspondence with applicant
- B. Certificate of Title & Part Five Agreement
- C. Copy of original permit & plan of subdivision

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RECOMMENDATION

That the application to amend permit P15-385 to use and develop 2-lot subdivision in rural zone to create 2ha & 15.4ha lots (within attenuation distance) at 637 Relbia Road, Relbia be refused.

DECISION

Cr

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.

DECISION

Cr

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.

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CON – ITEMS FOR THE CLOSED MEETING

DECISION

Cr

That Council move into the “Closed Meeting” with the General Manager, Corporate Services Manager, Regulatory & Community Services Manager, Works Manager and Executive Assistant.

CON 1 INFORMATION OF A PERSONAL AND CONFIDENTIAL NATURE OR INFORMATION PROVIDED TO THE COUNCIL ON THE CONDITION IT IS KEPT CONFIDENTIAL

As per provisions of Section 15(2)(g) of the *Local Government (Meeting Procedures) Regulations 2015*.
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CON 2 APPLICATIONS BY COUNCILLORS FOR LEAVE OF ABSENCE

As per provisions of Section 15(2)(h) of the *Local Government (Meeting Procedures) Regulations 2015*.

CON 3 (1) PERSONNEL MATTERS

As per provisions of Section 15(2)(a) of the *Local Government (Meeting Procedures) Regulations 2015*.

CON 3 (2) INFORMATION OF A PERSONAL AND CONFIDENTIAL NATURE OR INFORMATION PROVIDED TO THE COUNCIL ON THE CONDITION IT IS KEPT CONFIDENTIAL

As per provisions of Section 15(2)(g) of the *Local Government (Meeting Procedures) Regulations 2015*.
Management Meetings

CON 3 (3) MATTERS RELATING TO ACTUAL OR POSSIBLE LITIGATION TAKEN, OR TO BE TAKEN, BY OR INVOLVING THE COUNCIL OR AN EMPLOYEE OF THE COUNCIL

As per provisions of Section 15(2)(i) of the *Local Government (Meeting Procedures) Regulations 2015*.
Correspondence Received

CON 3 (4) INFORMATION OF A PERSONAL AND CONFIDENTIAL NATURE OR INFORMATION PROVIDED TO THE COUNCIL ON THE CONDITION IT IS KEPT CONFIDENTIAL

As per provisions of Section 15(2)(g) of the *Local Government (Meeting Procedures) Regulations 2015*.
Action Items – Status Report

CON 3 (5) INFORMATION OF A PERSONAL AND CONFIDENTIAL NATURE OR INFORMATION PROVIDED TO THE COUNCIL ON THE CONDITION IT IS KEPT CONFIDENTIAL

As per provisions of Section 15(2)(g) of the *Local Government (Meeting Procedures) Regulations 2015*.
Compliance

CON 4 INFORMATION OF A PERSONAL AND CONFIDENTIAL NATURE OR INFORMATION PROVIDED TO THE COUNCIL ON THE CONDITION IT IS KEPT CONFIDENTIAL

As per provisions of Section 15(2)(g) of the *Local Government (Meeting Procedures) Regulations 2015*.
Local District Committee membership

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CON 5 INFORMATION OF A PERSONAL AND CONFIDENTIAL NATURE OR INFORMATION PROVIDED TO THE COUNCIL ON THE CONDITION IT IS KEPT CONFIDENTIAL

As per provisions of Section 15(2)(g) of the *Local Government (Meeting Procedures) Regulations 2015*.
Lease Agreement

CON 6 INFORMATION OF A PERSONAL AND CONFIDENTIAL NATURE OR INFORMATION PROVIDED TO THE COUNCIL ON THE CONDITION IT IS KEPT CONFIDENTIAL

As per provisions of Section 15(2)(g) of the *Local Government (Meeting Procedures) Regulations 2015*.
LGAT Elections

CON 7 INFORMATION OF A PERSONAL AND CONFIDENTIAL NATURE OR INFORMATION PROVIDED TO THE COUNCIL ON THE CONDITION IT IS KEPT CONFIDENTIAL

As per provisions of Section 15(2)(g) of the *Local Government (Meeting Procedures) Regulations 2015*.
Legislative Audit

DECISION

Cr

That Council move out of the closed meeting.

Mayor Downie closed the meeting at