



**NORTHERN  
MIDLANDS  
COUNCIL**

# **MINUTES**

**Ordinary Meeting of Council**

**Monday, 21 August 2017**

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



MINUTES OF THE MEETING OF THE NORTHERN MIDLANDS COUNCIL HELD AT THE COUNCIL CHAMBERS, LONGFORD AT 5.11PM ON MONDAY, 21 AUGUST 2017

### 245/17 ATTENDANCE

#### 1 PRESENT

Mayor Downie, Deputy Mayor Goss, Cr Adams, Cr Calvert, Cr Goninon, Cr Gordon, Cr Knowles OAM, Cr Lambert, Cr Polley AM

#### In Attendance:

Mr Jennings – General Manager, Miss Bricknell –Corporate Services Manager, Mrs Bond – Regulatory and Community Services Manager, Mr Leigh McCullagh – Works Manager, Mr Godier – Senior Planner (to 7.35pm), Ms Boer – Planner (from 6.45pm to 7.35pm), Mrs Eacher – Executive Assistant

#### 2 APOLOGIES

Nil

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### DECISION

Cr Goninon/Cr Gordon

That Council agree to the following amendments to the Agenda:

- inclusion of late item CON 5 re license agreement Logan Road, Evandale; and
- withdrawal of PLAN 3.

Carried unanimously

### **247/17 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.

No declarations of interest were received.

### **248/17 CONFIRMATION OF MINUTES**

#### **1 ORDINARY COUNCIL MEETING – 17 JULY 2017**

### DECISION

Cr Goss/Cr Knowles

The Minutes of the Ordinary Meeting of the Northern Midlands Council held at the Council Chambers, Longford on Monday, 17 July 2017 be confirmed as a true record of proceedings.

Carried unanimously

#### **2 CONFIRMATION OF MINUTES OF COMMITTEES**

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

|       | Date       | Committee                                                        | Meeting  |
|-------|------------|------------------------------------------------------------------|----------|
| i)    | 02/05/2017 | Avoca Museum and Information Centre                              | AGM      |
| ii)   | 02/05/2017 | Avoca Museum and Information Centre                              | Ordinary |
| iii)  | 04/07/2017 | Evandale Community Centre and Memorial Hall Management Committee | Ordinary |
| iv)   | 08/07/2017 | Epping Forest Hall Committee                                     | AGM      |
| v)    | 11/07/2017 | Ross Community Sports Club Inc                                   | Ordinary |
| vi)   | 01/08/2017 | Campbell Town District Forum                                     | Ordinary |
| vii)  | 01/08/2017 | Perth Local District Committee                                   | Ordinary |
| viii) | 01/08/2017 | Evandale Advisory Committee                                      | Ordinary |
| ix)   | 02/08/2017 | Ross Local District Committee                                    | Ordinary |

### DECISION

Cr Lambert/Cr Polley

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

Carried unanimously

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### 3 RECOMMENDATIONS OF SUB COMMITTEES

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

#### Perth Local District Committee

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

**a) William Street Reserve (meeting: 6 June 2017)**

*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.*

**Officer's Comment:**

Although council leases and is responsible for the William Street Reserve, the Department of Primary Industries, Parks, Wildlife and Environment (DPIPWE) is not supportive of riverbank works that are unrelated to river-flow.

**Officer's Recommendation:**

That no further action be taken in relation to the following recommendation 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.*

#### **DECISION**

Cr Lambert/Cr Knowles

That a report be prepared for Council to consider further action in regard to the following recommendation 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.*

Carried unanimously

**b) Beautification of Perth (1 August 2017 meeting)**

*That Council note the disappointment of the Committee that the planting of annuals in the Main Street of Perth had not occurred and that the plantings be undertaken as a matter of urgency.*

**Officer's Comment:**

After 2 years the tree roots are established, the soil is hard and nutrients depleted. Annual plantings at the base of street trees have proved to be unsuccessful in the third year of planting.

**Officer's Recommendation:**

That

- 1) no further action be taken in relation to the following recommendation of the Perth Local District Committee:

*That Council note the disappointment of the Committee that the planting of annuals in the Main Street of Perth had not occurred and that the plantings be undertaken as a matter of urgency.*

And;

- 2) That plantings of annuals occur for two years only, when new avenues of street trees are planted in Perth main street.

#### **DECISION**

Cr Lambert/Cr Gordon

That Council officers investigate further options for the planting of annuals in appropriate locations in the Main Street, Perth.

Carried unanimously

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**c) *Safety of Midland Highway – Perth to north of Breadalbane (1 August 2017 meeting)***

*That Council request Department of State Growth to undertake a safety audit on the sections of road which have been opened.*

**Officer's Recommendation:**

That Council convey the following concern raised by the Perth Local District Committee to the Department of State Growth:

*That Council request Department of State Growth to undertake a safety audit on the sections of road which have been opened.*

**DECISION**

Cr Goss/Cr Lambert

That Council convey the concerns raised by the Perth Local District Committee to the Department of State Growth, as follows:

*That Council request Department of State Growth to undertake a safety audit as a matter of urgency (taking into consideration all users – vehicles and pedestrians) on the sections of road which have been opened.*

Carried unanimously

|               |                                                                 |
|---------------|-----------------------------------------------------------------|
| <b>249/17</b> | <b>DATE OF NEXT COUNCIL MEETING</b><br><b>18 SEPTEMBER 2017</b> |
|---------------|-----------------------------------------------------------------|

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, 18 September 2017.

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### 250/17 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                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 07/08/2017 | <b>Council Workshop</b><br>Discussion: <ul style="list-style-type: none"> <li>Men's Shed</li> <li>TasWater – Small Towns Water Project</li> <li>Longford Velodrome</li> <li>Entrance Statement - Evandale</li> <li>Tooms Lake Toilets – Closure &amp; Replacement</li> <li>Longford Community Facilities Assessment and Longford Civic Centre Site Feasibility Study - Brief</li> <li>Longford to Cressy Horse Trail Study - Brief</li> </ul> |
| 21/08/2017 | <b>Council Workshop</b><br>Discussion: <ul style="list-style-type: none"> <li>Council Meeting Agenda items</li> </ul>                                                                                                                                                                                                                                                                                                                         |

#### 2 MAYOR'S COMMUNICATIONS

Acting Mayor's Communications for the period 18 July 2017 to 12 August 2017 are as follows:

| Date                                                | Activity                                                                    |
|-----------------------------------------------------|-----------------------------------------------------------------------------|
| 26 July                                             | Attended LGAT AGM and General Meeting, Hobart                               |
| 27-28 July                                          | Attended LGAT Annual Conference, Hobart                                     |
| 29 July                                             | Attended Longford Football Club home game                                   |
| 7 August                                            | Council Workshop                                                            |
| 9 August                                            | Attended Morven Park Management & Development Association Committee meeting |
| Attended to email, phone, media and mail inquiries. |                                                                             |

Mayor's Communications for the period 12 August to 21 August 2017 are as follows:

| Date                                                | Activity                              |
|-----------------------------------------------------|---------------------------------------|
| 21 August                                           | Attended Council Meeting and Workshop |
| Attended to 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
  - (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

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- 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 2017/2018 year |     |      |     |     |     |     |     |     |     |     |      | Total     |
|-----|-------------------------------------------|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|------|-----------|
|     | Jul                                       | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | June | 2016/2017 |
| 132 | 103                                       |     |      |     |     |     |     |     |     |     |     |      | 103       |
| 337 | 29                                        |     |      |     |     |     |     |     |     |     |     |      | 29        |

## 6 ANIMAL CONTROL

| Item                                | Income/Issues<br>2016/2017 |                | Income/Issues<br>for July 2017 |               | Income/Issues<br>2017/2018 |               |
|-------------------------------------|----------------------------|----------------|--------------------------------|---------------|----------------------------|---------------|
|                                     | No.                        | \$             | No.                            | \$            | No.                        | \$            |
| Dogs Registered                     | 3,673                      | 88,802         | 509                            | 9,172         | 509                        | 9,172         |
| Dogs Impounded                      | 72                         | 5,423          | 4                              | 127           | 4                          | 127           |
| Euthanized                          | 3                          | -              | -                              | -             | -                          | -             |
| Re-claimed                          | 63                         | -              | 2                              | -             | 2                          | -             |
| Re-homed/To RSPCA                   | 6                          | -              | 2                              | -             | 2                          | -             |
| New Kennel Licences                 | 5                          | 345            | 2                              | 140           | 2                          | 140           |
| Renewed Kennel Licences             | 65                         | 2,772          | 66                             | 2,838         | 66                         | 2,838         |
| Infringement Notices (paid in full) | 77                         | 13,203         | 10                             | 1,591         | 10                         | 1,591         |
| Legal Action                        | 1                          | 3,500          | -                              | -             | -                          | -             |
| Livestock Impounded                 | 2                          | 673            | -                              | -             | -                          | -             |
| <b>TOTAL</b>                        |                            | <b>114,718</b> |                                | <b>13,868</b> |                            | <b>13,868</b> |

## 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.

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| MONTH            | 2015/2016 |             | 2016/2017 |             | 2017/2018 |             |
|------------------|-----------|-------------|-----------|-------------|-----------|-------------|
|                  | Persons   | Vaccination | Persons   | Vaccination | Persons   | Vaccination |
| July-September   | 31        | 31          | 43        | 49          | 1         | 1           |
| October-December |           |             | 46        | 52          |           |             |
| January-March    | -         | -           | -         | -           |           |             |
| April-June       | -         | -           | 16        | 45          |           |             |

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  | 2014/2015 | 2015/16 | 2016/17 | 2017/18 |
|-----------------------------|-----------|---------|---------|---------|
| Notifiable Diseases         | 2         | 5       | 4       | 0       |
| Inspection of Food Premises | 118       | 154     | 75      | 10      |

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      | -    |     |      |     |     |     |     |     |     |     |     |      |
| Building & Planning | -    | -   |      |     |     |     |     |     |     |     |     |      |
| Community Services  | -    |     |      |     |     |     |     |     |     |     |     |      |
| Corporate Services  | 2    |     |      |     |     |     |     |     |     |     |     |      |
| Governance          | -    |     |      |     |     |     |     |     |     |     |     |      |
| Waste               | -    |     |      |     |     |     |     |     |     |     |     |      |
| Works (North)       | 13   |     |      |     |     |     |     |     |     |     |     |      |
| Works (South)       | 3    |     |      |     |     |     |     |     |     |     |     |      |

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

| Date      | Recipient                          | Purpose                            | Amount          |
|-----------|------------------------------------|------------------------------------|-----------------|
|           | Council wages and plant            | Assistance to Campbell Town SES    | \$19            |
| 15-Aug-17 | Campbell Town District High School | Chaplaincy                         | \$1,500         |
| 15-Aug-17 | Campbell Town District High School | Inspiring Positive Futures Program | \$8,000         |
| 15-Aug-17 | Cressy District High School        | Inspiring Positive Futures Program | \$8,000         |
|           |                                    | <b>TOTAL DONATIONS</b>             | <b>\$17,519</b> |

## 10 ACTION ITEMS: COUNCIL MINUTES

| Date       | Min. Ref. | Details                                                 | Action Required                                                                                                                | Officer                            | Current Status | Expected Date of Completion |
|------------|-----------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------------|-----------------------------|
| 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 | Executive & Communications Officer | Complete.      |                             |

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| Date       | Min. Ref. | Details                                                                     | Action Required                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Officer                                 | Current Status                                                                                                                                                | Expected Date of Completion |
|------------|-----------|-----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
|            |           |                                                                             | accept the Heritage Street and Direction Signs for Ross as proposed                                                                                                                                                                                                                                                                                                                                                                                                                    |                                         |                                                                                                                                                               |                             |
| 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.                                                                                   |                             |
| 26/06/2017 | 199/17    | CMCA Member Only RV Park Proposal – Campbell Town                           | 1) That the matter be deferred. 2) That Council officers a) consult with Kentish Council in relation to the Railton Park; b) establish figures on self-contained and CMCA visitor numbers to the 2 caravan parks in the council area; c) ensure the use of the dump point remain available to all users; d) refer the matter to the Government authority in relation to competitive neutrality; e) establish whether not-for-profit or commercial lease; and e) report back to Council | Regulatory & Community Services Manager | Kentish Council consulted. Figures requested. Confirmation of dump point use received. Awaiting response from Tasmanian Government. Future report to Council. |                             |
| 17/07/2017 | 218/17    | Confirmation Of Minutes - Campbell Town District Forum                      | The Campbell Town District Forum recommend Council approach the Department of State Growth to consider implementing more adequate measures to improve road safety in foggy conditions.                                                                                                                                                                                                                                                                                                 | Regulatory & Community Services Manager | To be investigated.                                                                                                                                           |                             |
| 17/07/2017 | 218/17    | Confirmation Of Minutes - Campbell Town District Forum                      | The Campbell Town District Forum request Council to consider improving safety for pedestrians crossing the highway from outside the Campbell Town District High School to the War Memorial Oval precinct.                                                                                                                                                                                                                                                                              | Regulatory & Community Services Manager | To be investigated.                                                                                                                                           |                             |
| 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 Council Workshop.                                                                                                                          |                             |
| 17/07/2017 | 224/17    | Longford LINC                                                               | That Council receive the report; and a) relay the feedback regarding the increased use of the LINC services to the Longford Local District Committee; and b) write to the LINC Northern Manager commending LINC for the improvement to both the Longford and Campbell Town LINC services.                                                                                                                                                                                              | Regulatory & Community Services Manager | Complete.                                                                                                                                                     |                             |
| 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 | to be considered in conjunction with Perth, Evandale and Longford Primary School proposal.                                                                    |                             |
| 17/07/2017 | 238/17    | Policy Review: Assistance To Community, Sporting & Non-Profit Groups Policy | That Council adopts the amendments to Policy No. 6 – Assistance to Community, Sporting and non-profit organisations.                                                                                                                                                                                                                                                                                                                                                                   | Regulatory & Community Services Manager | Complete.                                                                                                                                                     |                             |
| 17/07/2017 | 236/17    | Policy Review: Cemeteries Policy                                            | That Council resolves to adopt the "Cemeteries Policy" without amendment.                                                                                                                                                                                                                                                                                                                                                                                                              | Regulatory & Community Services Manager | Complete.                                                                                                                                                     |                             |
| 17/07/2017 | 237/17    | Policy Review: Festivals, Events & Promotions Policy                        | That Council adopts the amendments to Policy No. 23 – Assistance to Festivals, Events & Promotions.                                                                                                                                                                                                                                                                                                                                                                                    | Regulatory & Community Services Manager | Complete.                                                                                                                                                     |                             |
| 17/07/2017 | 234/17    | Policy Review: Policy 28 – Donations Policy                                 | That Council endorse the amendments to Policy No. 28 – Donations.                                                                                                                                                                                                                                                                                                                                                                                                                      | Regulatory & Community Services Manager | Complete.                                                                                                                                                     |                             |
| 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                                                                                   | Regulatory & Community Services Manager | Report to August Council meeting. Complete.                                                                                                                   | 30/09/2017                  |

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



| Date       | Min. Ref. | Details                                                     | Action Required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Officer                                 | Current Status                                                                                                                                                                                       | Expected Date of Completion |
|------------|-----------|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
|            |           |                                                             | referring to the Local Government Decision Making Guide and commencing at step 3: discuss preferred approach with existing private caravan park owners 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 being finalised. Policy being prepared. Training booked.                                                                                                                    |                             |
| 26/06/2017 | 201/17    | Public Interest Disclosures Act 2002: Procedures            | That Council note and endorse the Public Interest Disclosure Procedures as attached.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Regulatory & Community Services Manager | Complete.                                                                                                                                                                                            |                             |
| 17/07/2017 | 232/17    | Tasmanian Youth Local Government                            | Council support the 2017 Tasmanian Youth Local Government by: a) Sponsoring two participants at a cost of \$90, plus \$50 for transport, total \$140 each to attend; b) Writing to students in the Northern Midlands Council seeking applications; c) Nominate Cr Knowles, Cr Lambert and Cr Calvert to assess the applications; and d) Choose a maximum of two participants based on the following criteria: Must be a resident of the Northern Midlands; Must be available on 30 September and 1, 14 and 15 October to attend the conferences; Must demonstrate a passion to improve the Northern Midlands community; or Have made a contribution to improve the Northern Midlands community. | Regulatory & Community Services Manager | All schools contacted inviting participation. Closes 25 August 2017.                                                                                                                                 |                             |
| 26/06/2017 | 188/17    | Accelerated Local Government Capital Program (ALGCP)        | That a further report be presented to the July Council meeting detailing costs associated with the installation of solar systems in Council facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | General Manager                         | Matter in progress.                                                                                                                                                                                  |                             |
| 26/06/2017 | 202/17    | Conara Park Master Plan                                     | That Council i) does not progress the development of a master plan for the Conara Park site; and ii) formally approaches the Department of State Growth to fund the relocation of the playground to an alternate identified site within the township.                                                                                                                                                                                                                                                                                                                                                                                                                                           | General Manager                         | Investigation initiated.                                                                                                                                                                             |                             |
| 26/06/2017 | 177/17    | Confirmation of Minutes - Longford Local District Committee | 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."                                                                                                                                                                                                                                                                                                                                                                                                                   | General Manager                         | Considered as part of Urban Design Strategy. Complete.                                                                                                                                               |                             |
| 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.                                                                                                              |                             |
| 26/06/2017 | 187/17    | Longford Railway Bridge – Illawarra Road                    | That i) the matter be deferred until the budget is set; and ii) Council write to the Minister of Transport advising of the 150 year anniversary of the bridge in 2021 and enquire whether there are any plans to recognise that milestone. iii) Council contact light rail in both Evandale and Launceston and advise 150 year anniversary of the bridge in 2021 and enquire as to whether they would be interested in being involved in the recognition of the milestone.                                                                                                                                                                                                                      | General Manager                         | Correspondence sent. Further report to be presented once advice is received from Minister for Transport. Evandale Light Rail has advised that they would like to participate. Report to be prepared. |                             |
| 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                         | No further action. Complete.                                                                                                                                                                         |                             |
| 26/06/2017 | 196/17    | Perth Link Road: Illawarra Road Access                      | That Council not support a request to StateRoads to include an additional single access into West Perth from Illawarra Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | General Manager                         | StateRoads advised.                                                                                                                                                                                  |                             |
| 17/07/2017 | 226/17    | Priority Projects                                           | That Council endorse the following identified five (5) Priority Projects: Woolmers Bridge Renewal Project, Perth Structure Plan, Campbell Town Main Street Urban Design & Traffic Management Strategy, TRANSLink (consolidated projects), Evandale Road                                                                                                                                                                                                                                                                                                                                                                                                                                         | General Manager                         | Priority Projects briefing document in progress.                                                                                                                                                     |                             |

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



| Date       | Min. Ref. | Details                                                                                                                  | Action Required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Officer             | Current Status                                                                                                                                       | Expected Date of Completion |
|------------|-----------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
|            |           |                                                                                                                          | Upgrade Project (from Breadalbane via Leighlands Road to Midland Highway).                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |                                                                                                                                                      |                             |
| 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     | Project included in the Priority Projects briefing document.                                                                                         |                             |
| 17/07/2017 | 227/17    | Request From Longford Local District Committee: Longford Community Centre Proposal                                       | That Council investigate the existing facilities and utilisation of buildings within Longford, taking into account the suggestions from the Longford Local District Committee.                                                                                                                                                                                                                                                                                                                                                 | General Manager     | Preparation of project brief in progress.                                                                                                            |                             |
| 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.                                                                                                                                         |                             |
| 17/07/2017 | 223/17    | Local Government Association Of Tasmania (LGAT): Motions For The Annual General Meeting & General Meeting – 26 July 2017 | for the meeting to be held on Wednesday, 26 July 2017 A. note/receive the reports listed in the LGAT Agenda. B. vote on items listed in the LGAT Agenda. C. note/receive items listed in the LGAT AGM Agenda. D. vote on items listed in the LGAT AGM Agenda                                                                                                                                                                                                                                                                   | Mayor               | Attended meeting.                                                                                                                                    |                             |
| 17/07/2017 | 222/17    | Support to Change the Date of Recognition of Australia Day                                                               | That an amendment be made to the motion that is put to the Local Government Association of Tasmania (LGAT), as follows: That the Local Government Association of Tasmania be requested to lobby Tasmania's 29 councils to consider efforts they could take to lobby the Federal Government to initiate discussion in relation to the date of recognition of Australia Day.                                                                                                                                                     | Mayor               | Matter considered at LGAT Conference and not supported.                                                                                              |                             |
| 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.                                                                                                                  | Engineering Officer | Report to September Council meeting.                                                                                                                 |                             |
| 26/06/2017 | 177/17    | Confirmation of Minutes - Perth Local District Committee                                                                 | 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.                                                                                                                                                                            | Works Manager       | Recommendation to August Council meeting.                                                                                                            | 30/08/2017                  |
| 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 scheduled for 13/09/2017.                                                                                                            |                             |
| 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 Plan and its operation out widely across the Northern Midlands.                                                                                                                                                                                                                                                                                                                        | Project Officer     | Community education campaign to be planned.                                                                                                          |                             |
| 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                                                                                                                                                                                                                                                                                                                                                                         | Project Officer     | Play units ordered, application lodged 29/3/17. Outcome                                                                                              |                             |

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



| Date       | Min. Ref. | Details                                                                   | Action Required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Officer                                          | Current Status                                                                                                    | Expected Date of Completion |
|------------|-----------|---------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-----------------------------|
|            |           |                                                                           | 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.                                                                                                                                                                                                                                                                                                                                                                                               |                                                  | awaited. Request lodged re anticipated announcement date.                                                         |                             |
| 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.                                                                                 |                             |
| 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. Request lodged re anticipated announcement date. |                             |
| 26/06/2017 | 188/17    | Accelerated Local Government Capital Program (ALGCP)                      | 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; of the Redevelopment of the Longford Recreation Ground Building Project.                                                                                                                                                                                                                                                                                                 | Corporate Services Manager                       | Approved.                                                                                                         |                             |
| 26/06/2017 | 177/17    | Confirmation of Minutes - Perth Local District Committee                  | 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.                                                                                                                                                                                                                                                                          | Corporate Services Manager                       | Awaiting availability of funds from Department.                                                                   |                             |
| 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 | To be investigated.                                                                                               |                             |
| 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.                                                              |                             |
| 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                                   | Report to Council meeting. Complete.                                                                              |                             |
| 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                                   | Tenderers presented to officers.                                                                                  |                             |
| 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                                   | Discussed at July workshop. Options to be considered.                                                             |                             |

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



| Date       | Min. Ref. | Details                                    | Action Required                                                            | Officer                           | Current Status | Expected Date of Completion |
|------------|-----------|--------------------------------------------|----------------------------------------------------------------------------|-----------------------------------|----------------|-----------------------------|
| 17/07/2017 | 235/17    | Policy Review: Business Credit Card Policy | That Council resolves to adopt the Business Credit Card Policy as amended. | People & Culture Business Partner | Complete.      |                             |

### 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                         | Project brief being prepared.                                                           |                             |
| 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 DA on exhibition.                                     |                             |
| 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:
  - Ordinary meeting 17 July
- Council Workshop:
  - 3 July
- Executive Management Team:
  - 5 July; and
  - 19 July
- Staff Meeting
  - 11 July
  - 25 July
- Community meetings:
  - Nil

| Committee Meetings                       |   |                                |               |        |          |          |       |      |             |       |
|------------------------------------------|---|--------------------------------|---------------|--------|----------|----------|-------|------|-------------|-------|
| 2017/18 Meetings Attended - year to date |   |                                |               |        |          |          |       |      |             |       |
| No. of meetings attended                 | 6 |                                |               |        |          |          |       |      |             |       |
|                                          | 5 |                                |               |        |          |          |       |      |             |       |
|                                          | 4 |                                |               |        |          |          |       |      |             |       |
|                                          | 3 |                                |               |        |          |          |       |      |             |       |
|                                          | 2 |                                |               |        |          |          |       |      |             |       |
|                                          | 1 |                                |               |        |          |          |       |      |             |       |
|                                          | 0 |                                |               |        |          |          |       |      |             |       |
|                                          |   | Avoca, Royal George, Rossarden | Campbell Town | Cressy | Evandale | Longford | Perth | Ross | Devon Hills | Other |

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



- Other Meetings:
  - Met with Simonne Allwright, Tennis Australia re Tennis Club and Campbell Town Multipurpose Complex
  - Attended meeting re stormwater matters, Evandale
  - Met with principal Perth Primary School
  - Attended tenderer presentations re Land Use Strategy
  - Met with General Managers of Meander Valley Council and West Tamar Council
  - Met with representatives of Longford Recreation Ground Committee
  - Met with Perth resident re Perth Structure Plan
  - Met with Perth resident re Midland Highway
  - Met with TasWater re small towns water projects – Conara, Epping Forest and Rossarden
  - Met with representative from Longford Men's Shed re concerns and future direction
  - Met with officers from Department of State Growth re Perth Landscaping
  - Attended Citizenship Ceremony
  - Attended meeting with the President and CEO of Royal Flying Doctor Service
  - Attended TEER Committee meeting
  - Met with NTDC re TRANSlink
  - Met with NTDC and Coordinator General
  - Attended NTDC meeting
  - Met energy provider re solar energy options
  - Met with AFL representative re recreation facility improvements
  - Met with ratepayer re TRANSlink development
  - Attended LGAT AGM and Conference in Hobart

### **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
- Drainage issues & TRANSlink stormwater
- Road and Traffic matters
- Resource Sharing
- Animal Control matters
- Buildings
- Tourism
- NRM North
- Recruitment, staff separations/terminations/redundancies
- General human resource matters and management of the same
- Performance management and disciplinary matters as required
- Annual performance appraisal process
- Employee learning and development
- Development and implementation of Human Resources Policies and Procedures
- 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.

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



### 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

### b. Community Services

- Tourism
  - Heritage Highway Tourism Region Association
    - 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
- 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 (in progress)
  - Development of information brochures to commemorate Sergeant Lewis McGee VC (in proof)

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



stage)

- 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, including participation on working group for Health Services Expo Site at Longford Show
  - Member of the Northern Region Sport and Recreation Committee
  - Progressing 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

### d. Regulatory

- Review and update of Council's Policy Manual
- Delegations register review
- Compliance monitoring
- Public Interest Disclosures Act Procedures

## 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 Debt summons/warrants.
- Budget adjustments, End of Year Financials, KPI return, Asset Management, Fleet Hire, Long Term Financial Planning, Audit and Annual Report. Related Party Disclosure procedure introduced.
- Grants Commission information, sundry grant reporting and auditing. Committee financial management

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



support and auditing.

- 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.
- Banking & Investments, borrowings administration. Direct Debit, Ezidebit, BPay Billing etc. and setup alterations.
- Rate System issues, 2017/18 Rating and Budget issues, General Finance, ABS Data Collection, and Grant Funding issues, Tax issues including GST, PAYG, FBT, Fuel & Land Tax, ATO Creditor information and Northern Finance committee.
- Cemetery management, onsite map display and website databases.
- Roads to Recovery work schedules, mapping, quarterly and annual reports.
- Childcare financial reporting, audit, budgets & fee schedule reconciliations. Service support and account issues. Additional Perth School After School Care service reference group. Setup Cressy School After School Care service. 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.
- Master plan assistance where required.

### c. Risk Management

- Risk Management register review.
- 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.

### d. Insurance

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

### e. 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 training/setup of new Open Office Town Planning replacement implementation.
- Cemetery database maintenance.
- Office telephone system maintenance & mobile phone plan review.

# MINUTES – ORDINARY MEETING

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- 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.
- 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 for urgent matters only, until the new Building & Compliance Officer commences
- Plumbing and building inspections and assessments continue, however these have started to slow down and figures confirm a reduction in these
- Update of workflows and procedures to ensure compliance with new legislation continues as time permits
- Building & Compliance Officer position filled – commencement date 23 August 2017
- Multi-skilling of the 2 x Administration Officers continues – to ensure that these two employees can work across both the building and planning items, which will enable coverage for periods of leave as needed
- Staff are attending computer training specific to their needs over the next few months as part of the skills funding program

##### 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.
- The position of Planning & Compliance Officer was made redundant on 8 June 2017

##### 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.

# MINUTES – ORDINARY MEETING

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### 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 Hollejett subdivision (3 lots) in Edward Street, Perth has reached practical completion.
- 4 Lot Unathi subdivision at practical completion.
- 7 lot Dixon subdivision, Pultney Street, Longford at practical completion
- Stage one of 21 lot Shervan subdivision in Seccombe Street subdivision at practical completion
- 3 Lot Shervan subdivision in Mulgrave Street at 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.
- Input into heavy vehicles and bridge working group with Department of State Growth and other Councils – ongoing.

#### h. Capital works

- N/A

### 12 RESOURCE SHARING SUMMARY FROM 01 JULY 2016

Prepared by: Martin Maddox, Accountant/Executive Officer

Resource sharing summary for the period 1 July 2016 to 30 June 2017 was circulated in the Attachments.

### 13 VANDALISM

Prepared by: Jonathan Galbraith; Engineering Officer

| Incident                                       | Location   | Estimated Cost of Damages |                  |               |
|------------------------------------------------|------------|---------------------------|------------------|---------------|
|                                                |            | July 2017                 | July 2017        | July 2016     |
| Security camera stolen at entrance to Evandale | Evandale   | \$ 1,000                  |                  |               |
| Toilets                                        | Tooms Lake | \$ 20,000                 |                  |               |
| <b>TOTAL COST VANDALISM</b>                    |            | <b>\$ 21,000</b>          | <b>\$ 21,000</b> | <b>\$ 800</b> |

### 14 YOUTH PROGRAM UPDATE: JULY 2017

Prepared by: Lorraine Green, Project Officer

Council contracts Longford and Launceston PCYCs to provide youth programs in Evandale, Perth and Longford.

Sessions are held at Longford on Friday evenings. For the month of July there were 14 attendees across two sessions (no sessions were held during the school holiday period).

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The attendances at Perth were again consistent, with 37 participants across four sessions. The program is attracting a younger age group and activities are focusing on building good personal and team resilience.

- Perth – 6th = 11, 13th = 8, 20th = 6, 27th = 12 – TOTAL 37

The Evandale program had two sessions in July, with 42 participants across the two sessions. An increasing number of parents are attending and supporting the programs.

- Evandale – 6th = 11 and 28th = 31 TOTAL = 42

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 focussed 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 focused on the following areas:

- Working in the Grade 7 & 8 classrooms including one on one sessions with students;
- Assisting with Learner licence testing.

### 15 STRATEGIC PLANS UPDATE

Prepared by: Lorraine Green, Project Officer

#### STRATEGIC PLANS SPREADSHEET CURRENT AS OF 10 AUGUST 2017

| Strategic Plans<br>By Location & Consultant                                                    | Start<br>Date<br>(contract<br>signed) | Completion<br>Date<br>(report<br>accepted by<br>Council) | Current Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------------------------------------------------------------------------|---------------------------------------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Blessington</b>                                                                             |                                       |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Feasibility Study: Investment in Ben Lomond Skifield Northern Tasmania</b><br>(TRC Tourism) | Jun-15                                | Nov-15                                                   | a) Ongoing collaboration with Parks and Wildlife Services and other key stakeholders to progress implementation of report recommendations<br>b) Potential private investor showing interest                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Campbell Town</b>                                                                           |                                       |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>War Memorial Oval Precinct</b>                                                              |                                       |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 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                                                   | <ul style="list-style-type: none"> <li>Appendix to the report requested: resultant 'Indicative Financial Analysis of Multi-Function Centre' discussed at Feb 2016 Council Workshop</li> <li>National Stronger Regions Fund application lodged Mar 2016 seeking \$750,000 towards Multi-Function Centre</li> <li>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.</li> <li>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.</li> <li>Oct 2016: request to Guy Barnett MP for advice re opportunities to access state govt funding</li> <li>Oct 2016: application lodged with Sport and Recreation Tas for \$80,000 towards oval improvements: outcome unsuccessful</li> </ul> |

# MINUTES – ORDINARY MEETING

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| Strategic Plans<br>By Location & Consultant              | Start<br>Date | Completion<br>Date | Current Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----------------------------------------------------------|---------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                          |               |                    | <ul style="list-style-type: none"> <li>17 Jan 2017: Council advised state govt has approved \$1,000,000 for the Multi-Function centre through the Northern Economic Stimulus Package</li> <li>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</li> <li>Dec 2016: Request to Philp Lighton Architects for a layout plan &amp; concept sketches for improvements around the cenotaph &amp; 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</li> <li>Feb 2017 Council resolved to proceed with the regional size facility. Draft plans received March 2017 and has been signed off by GM</li> <li>Development Application P17-126 received on 8 May 2017.</li> <li>June 2017 – notified that detailed design work is 91% completed.</li> <li>Public consultation advertised.</li> <li>Building permit anticipated mid-September.</li> </ul> |
| <b>CBD Urban Design and Traffic Management Strategy</b>  | May-16        |                    | <ul style="list-style-type: none"> <li>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</li> <li>Feb 2017: State Government budget submission made for matching funding for the implementation of the Main Street component of the urban design strategy</li> <li>Strategy adopted for consultation purposes at May 2017 meeting.</li> <li>Public consultation session scheduled for 13 September 2017.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Cressy</b>                                            |               |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Swimming Pool Master Plan</b><br>(Loop Architecture)  | Dec 15?       |                    | <ul style="list-style-type: none"> <li>Draft Master Plan received May 2016: structural assessment approved Aug 2016</li> <li>Final plan received June 2017.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Recreational Ground Master Plan</b><br>(Lange Design) |               |                    | <ul style="list-style-type: none"> <li>Quotes for development of the Master Plan received from Lange Design and JMG. On Council Feb 2017 Meeting agenda - closed council</li> <li>17 Jan 2017: confirmation that the state govt has approved \$220,000 for the ground upgrade through the Northern Economic Stimulus Package</li> <li>Feb 2017: Lange Design and Loop Architecture contracted to develop the master plan. Anticipated completion date mid August 2017.</li> <li>Community survey complete.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Evandale</b>                                          |               |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Honeysuckle Banks</b>                                 |               |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| a) Master Plan (Jeff McClintock)                         | Oct-15        |                    | <ul style="list-style-type: none"> <li>Draft master plan released for community consultation Jan 16: discussed at council workshop &amp; need for the plan to be reviewed in light of frequent flooding of the reserve.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| b) Review of Master Plan (Lange Design)                  | Oct-16        |                    | <ul style="list-style-type: none"> <li>Draft plan received: presented at Feb 2017 Council Workshop: Lange Design requested to revise the plan. Revised plan received 9 March 2017.</li> <li>At May 2017 Council meeting, Council <ul style="list-style-type: none"> <li>i) accepted in principle the Honeysuckle Banks Plan;</li> <li>ii) consider funding the minor works components of the plan in future Council budgets, and</li> <li>iii) request Council Officers to seek to secure external grants to assist with the implementation of the full plan.</li> </ul> </li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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| Strategic Plans<br>By Location & Consultant                                                        | Start<br>Date | Completion<br>Date | Current Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------|---------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Morven Park Master Plan</b><br>(Lange Design)                                                   | Nov-16        |                    | <ul style="list-style-type: none"> <li>Work underway</li> <li>17 Jan 2017: Northern Economic Stimulus Package funding secured for the oval lighting upgrade</li> <li>March 2017 assisted with application for solar panels on clubrooms</li> <li>Anticipated completion date for the master plan: mid August 2017</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Longford</b>                                                                                    |               |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Community Sports Centre Master Plan</b>                                                         | Feb-15        | Jun-15             | <ul style="list-style-type: none"> <li>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</li> <li>17 Jan 2017: Council advised State Govt has approved \$1,000,000 for the centre upgrade through the Northern Economic Stimulus Package</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Visitor Appeal Study</b><br>(Bill Fox and Associates)                                           | Jan-15        | Jun-15             | <ul style="list-style-type: none"> <li>Recommendations implemented include the establishment of a local business &amp; tourism group, development of a destination playground, upgrading of lighting &amp; displays at Visitor Information Centre at JJs, and development of a Place Activation Plan</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Place Activation Plan</b><br>(Village Well)<br>(Accompanying Traffic Issues report by MRCagney) | Sep-15        | Jan-16             | <ul style="list-style-type: none"> <li>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</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>CBD Urban Design Strategy</b>                                                                   | May-16        |                    | <ul style="list-style-type: none"> <li>Site Investigation Report completed October 2016.</li> <li>Community Information Gathering Workshop held 7 December 2016. Draft Urban Design Strategy being prepared.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| (Lange Design and Loop Architecture)                                                               |               |                    | <ul style="list-style-type: none"> <li>Parklet design &amp; plans approved June 2017.</li> <li>Draft Urban Design Strategy adopted May, for further consultation.</li> <li>Draft urban design guidelines developed.</li> <li>Community consultation session 6 September 2017.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Recreation Ground Master Plan</b><br>(Lange Design)                                             | Dec-15        | Nov-16             | <ul style="list-style-type: none"> <li>External funding sources being pursued.</li> <li>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</li> <li>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</li> <li>Draft Master Plan submitted Nov 2016; discussed at Council's 6 Feb 2017 Workshop.</li> <li>Draft master Plan submitted to August 2017 Council meeting.</li> <li>Council resolved at June 2017 Council meeting to make application under the SGALGCP for upfront loan funding of an additional \$550,000 to complete Stage 1 of the Recreation Ground redevelopment.</li> <li>Application being prepared to SRT for \$80,000 towards the redevelopment</li> </ul> |
| <b>Village Green</b>                                                                               |               |                    | <ul style="list-style-type: none"> <li>Jan 2017: costings &amp; plans being developed for Village Green Upgrade including new BBQ shelter, picnic furniture &amp; stage 2 of play space.</li> <li>March 2017 Council submitted an application to the state gov't 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</li> <li>Report on stage three of the playground development going to</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                         |

# MINUTES – ORDINARY MEETING

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| Strategic Plans<br>By Location & Consultant                                                                                                                         | Start<br>Date | Completion<br>Date | Current Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                     |               |                    | <p>May 2017 Council Meeting.</p> <ul style="list-style-type: none"> <li>At May 2017 Council meeting, Council resolved, with regards to Stage Three of the Longford Village Green playground: <ul style="list-style-type: none"> <li>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</li> <li>ii) Approves an application being made to the Tasmanian Community Fund for cash assistance with the implementation of Stage Three of the playground development.</li> <li>iii) Assist Mrs Bell to seek additional funding, possibly through the disability sector, toward the cost of the disability swing.</li> </ul> </li> </ul> |
| <b>Woolmers Bridge</b>                                                                                                                                              |               |                    | <ul style="list-style-type: none"> <li>Jan 2017: Lange Design contracted to develop landscape concept plan and landscape construction documents</li> <li>Application submitted for the Bridge Renewal Program. Outcome anticipated late October 2017.</li> <li>12 tonne load limit placed on structure on 6 June.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Perth</b>                                                                                                                                                        |               |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Recreation Ground Master Plan</b><br>(Lange Design)                                                                                                              | Jul-15        | Oct-16             | <ul style="list-style-type: none"> <li>External funding sources being pursued</li> <li>17 Jan 2017: Northern Economic Stimulus Package funding secured for the oval lighting upgrade</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Community Centre Development Plan,</b><br>(Loop Architecture)<br>addressing collective & shared<br>functions with adjacent Primary<br>School & Recreation Ground | Oct-15        |                    | <ul style="list-style-type: none"> <li>Briefing notes from key stakeholder sessions received 25 Feb 2016</li> <li>Draft concept plans submitted to Council</li> <li>Draft concepts to be directed to workshop in September 2017.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Town Structure Plan</b><br>(GHD)                                                                                                                                 |               |                    | <ul style="list-style-type: none"> <li>Community feedback on draft plan closed 18 November 2016. Two design strategy options submitted.</li> <li>Perth Structure Plan adopted by Council on 10 April 2017.</li> <li>Session for Perth business owners/managers held 15 August 2017.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Sheepwash Creek Open Space Plan</b><br>(Lange Design, GHD Woodhead)                                                                                              |               |                    | <ul style="list-style-type: none"> <li>Contract with NRM North signed December 2016 to access funds through National Landcare Program Investment in Tamar River Recovery Plan</li> <li>Dec 2016: West Perth Flood Mitigation Working Group established</li> <li>Draft concept plans received from GHD Woodhead</li> <li>Lange Design requested to prepare Water Sensitive Urban Design (WSUD) for the open space on eastern side of subdivision.</li> <li>On-site works commenced.</li> </ul>                                                                                                                                                                                                                                                             |
| <b>Ross</b>                                                                                                                                                         |               |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Swimming Pool Master Plan</b><br>(Loop Architecture)                                                                                                             | Dec 15        |                    | <ul style="list-style-type: none"> <li>Draft Master Plan received May 2016: structural assessment approved August 2016</li> <li>Final plan received June 2017</li> <li>Final report to be presented to workshop September 2017.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Village Green Master Plan</b><br>(Lange Design, Loop Architecture)                                                                                               | Jun-16        | Dec-16             | <ul style="list-style-type: none"> <li>Council accepted Master Plan in principle at 12 December 2016 Council Meeting.</li> <li>13 Jan 2017: cost estimate for design and documentation, tender process and project management received from JMG</li> <li>17 Jan 2017: Council advised State Govt has approved \$300,000 for the implementation of the Master Plan through the Northern Economic Stimulus package</li> <li>Feb 2017: Application lodged with the Building Better Regions Fund for \$237,660 to enable the master plan to be implemented in its entirety. Application unsuccessful.</li> <li>Feb 2017: Lange Design and Loop Architecture contracted to</li> </ul>                                                                          |

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| Strategic Plans<br>By Location & Consultant      | Start<br>Date | Completion<br>Date | Current Status                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------------------------|---------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                  |               |                    | manage the implementation of the master plan                                                                                                                                                                                                                                                                                                                            |
|                                                  |               |                    | <ul style="list-style-type: none"> <li>Concept design presented to Council workshop on 8 May.</li> </ul>                                                                                                                                                                                                                                                                |
| <b>Western Junction</b>                          |               |                    |                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Launceston Gateway Precinct Master Plan</b>   | Oct-15        | May-16             | <ul style="list-style-type: none"> <li>Council approved the preparation of a brief for the precinct master plan at the Sept 2016 Council Meeting</li> </ul>                                                                                                                                                                                                             |
| Freight Demand Analysis Report (SGS) Master Plan |               |                    |                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Translink Stormwater Upgrade Project</b>      |               |                    | <ul style="list-style-type: none"> <li>Applications lodged with National Stronger Regions Fund 2015 &amp; 2016: unsuccessful</li> <li>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). Application unsuccessful.</li> </ul> |

### 16 STRATEGIC PROJECTS OUTCOMES AND DELIVERY 2017-2027

Prepared by: Departmental Managers

Progress Report:

|                                                   | Not Started (obstacles) |                   | On Hold           |             | On Track |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Completed |
|---------------------------------------------------|-------------------------|-------------------|-------------------|-------------|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Underway                                          |                         | 2017<br>-<br>2020 | 2020<br>-<br>2027 | Ongoing     | Status   | Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |           |
| GOVERNANCE                                        |                         |                   |                   |             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           |
| Local Government Reform                           | ✓                       | Review            | Review            | ✓           |          | Resource Sharing Study launch held 4 August.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |           |
| Elected Members Development and Annual Plans      |                         | ✓                 | Review            | ✓           |          | Policy and Annual Plan to be prepared.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |
| People and Culture Plan                           | ✓                       | ✓                 | Update            | ✓           |          | Framework utilised for recruitment is best practice. Annual Enterprise Agreement increases have now been completed and came in to effect first full pay period after 1 July 2017. Employment relations are professional, fair and consistent, when performance discussions need to take place. Policy and Procedure development, review and implementation continuing. Performance appraisals for 2017 are progressing. Skills funding application for staff training approved and training confirmed. NMC indoor staff uniform, complete with logo will go live from 1 Nov 2017. |           |
| Best Business Practice, Governance and Compliance | ✓                       | Update            | Update            | ✓           |          | Legislative Audit in progress. Delegations review in progress. Policy Manual update in progress. All tasks ongoing.                                                                                                                                                                                                                                                                                                                                                                                                                                                               |           |
| Media and Marketing                               |                         | Update            | Update            | ✓           |          | 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 |          | Building Asset Management Plan updated for building componentisation, adopted by Council at May 2017 meeting.                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |           |
| Annual Budget and Quarterly Review                | ✓                       | ✓                 | Review            | 2017 - 2027 |          | 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 |          | Website redevelopment at final design stage, quotes sought for financial server upgrades, and for hosting ECM in cloud.                                                                                                                                                                                                                                                                                                                                                                                                                                                           |           |

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



|                                                                             | Underway | 2017<br>-<br>2020 | 2020<br>-<br>2027 | Ongoing     | Status | Comments                                                                                                                                                                                                                                            |
|-----------------------------------------------------------------------------|----------|-------------------|-------------------|-------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Emergency Management                                                        | ✓        | ✓                 | Review            | 2017 - 2027 |        | Next municipal emergency meeting scheduled in October 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      |        | LGAT state-wide community satisfaction survey scheduled December 2017. Attendance at the National Local Government Customer Service Network Conference in October 2017.                                                                             |
| <b>DEVELOPMENT SERVICES</b>                                                 |          |                   |                   |             |        |                                                                                                                                                                                                                                                     |
| Land Use and Development Strategy                                           |          | ✓                 | Review            | 2017 - 2018 |        | 4 tenders received and reviewed by committee. Tenderers presented to Council staff July 2017 and invited to provide addendums to tenders. 2 tenderers to be invited to present to Council workshop.                                                 |
| Tasmanian Planning Scheme Integration                                       | ✓        | ✓                 | Review            | 2017 - 2020 |        | Review by State Government's Planning Policy Unit of the Regional Land Use Strategy to ensure alignment with State Planning Provisions discussed with Northern Regional Planning Committee in August 2017. Response sent to PPU, awaiting feedback. |
| <b>REGULATORY &amp; COMMUNITY SERVICES</b>                                  |          |                   |                   |             |        |                                                                                                                                                                                                                                                     |
| <b>Strategic Projects Team</b>                                              |          |                   |                   |             |        |                                                                                                                                                                                                                                                     |
| Economic Development Master Plan - Prepare, Prioritise, Implement           | ✓        | ✓                 | Review            | ✓           |        | In progress                                                                                                                                                                                                                                         |
| <b>Strategic Infrastructure Projects</b>                                    |          |                   |                   |             |        |                                                                                                                                                                                                                                                     |
| 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              | ✓        | ✓                 | ✓                 | ✓           |        | Public consultation session scheduled for 13 September 2017.                                                                                                                                                                                        |
| Ross Town Centre Park Development Master Plan                               | ✓        |                   |                   | 2017 - 2020 |        | Design finalised, development application submitted.                                                                                                                                                                                                |
| Ross Swimming Pool Master Plan                                              | ✓        |                   |                   | 2017 - 2020 |        | Final plan received June 2017. Report to future Council meeting.                                                                                                                                                                                    |
| Cressy Recreation Ground Master Plan                                        |          | ✓                 |                   | 2017 - 2020 |        | Masterplan – anticipated completion mid-August 2017. Community survey completed.                                                                                                                                                                    |
| Cressy Swimming Pool Master Plan                                            |          | ✓                 |                   | 2017 - 2020 |        | Final plan received June 2017. Report to future Council meeting.                                                                                                                                                                                    |
| Evandale Morven Park Master Plan                                            |          | ✓                 |                   | 2017 - 2020 |        | Initial consultation complete, priorities identified, awaiting concept plan - anticipated mid-August 2017.                                                                                                                                          |
| Feasibility Study: Investment in Ben Lomond Ski Field Northern Tasmania     | ✓        | ✓                 |                   | ✓           |        | Study being driven by external stakeholders, Council support provided when requested.                                                                                                                                                               |

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



|                                                        | Underway | 2017<br>-<br>2020 | 2020<br>-<br>2027 | Ongoing     | Status | Comments                                                                                                                                                                                                                                                                   |
|--------------------------------------------------------|----------|-------------------|-------------------|-------------|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Economic Development</b>                            |          |                   |                   |             |        |                                                                                                                                                                                                                                                                            |
| 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                                                                                                                                                                                                                                           |
| <b>Community Development</b>                           |          |                   |                   |             |        |                                                                                                                                                                                                                                                                            |
| 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.                                                                                                                                                                                                                                                         |
| <b>Regulatory</b>                                      |          |                   |                   |             |        |                                                                                                                                                                                                                                                                            |
| Legislative Audit                                      | ✓        |                   |                   | ✓           |        | Review of legislation complete. Report tabled at June 2017 Council meeting                                                                                                                                                                                                 |
| Delegations Reviews                                    | ✓        |                   |                   | ✓           |        | Ongoing review progressing                                                                                                                                                                                                                                                 |
| Council Policy Manual Review                           | ✓        |                   |                   | ✓           |        | Policies due for review, relevant managers and officers notified, schedule for review in place                                                                                                                                                                             |
| <b>WORKS &amp; INFRASTRUCTURE</b>                      |          |                   |                   |             |        |                                                                                                                                                                                                                                                                            |
| 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 |        | Building permit anticipated mid-September, tenders to be sought.                                                                                                                                                                                                           |
| 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.                                                                                                                                                                                                                            |
| 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. Draft masterplan to August Council meeting..                                                                                                                                                                                                              |
| Sheepwash Creek                                        | ✓        | ✓                 |                   |             |        | Works progressing, sediment basin concreting complete, remaining works weather dependent.                                                                                                                                                                                  |

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



### 17 ANIMAL CONTROL UPDATE

*Prepared by: Tammi Axton, Animal Control Officer*

**Kennel Licences** – renewals have been coming in and licences are being re issued.

**Registration Audit of the Municipality** – The registration audit is coming along nicely with 259 unregistered dogs identified just in the towns of Nile, Cressy and Longford.

**Attacks** – There has been an increase in dog attacks within the municipality over the last couple of months. Flyers have been dropped in mail boxes, an article placed in the Country Courier and posts on Councils Facebook page to make the community aware of the responsibilities of keeping their dogs contained.

**Microchipping**- 10 dogs were microchipped in July. With registrations due, there has been an increase in Microchipping.

### 18 NTDC LTD QUARTERLY ORGANISATION PROGRESS REPORT TO COUNCIL MEMBERS: AUGUST 2017

*Provided by: Maree Tetlow, CEO, NTDC*

The CEO of NTDC has provided the following quarterly report in accordance with Section 21 of the *Local Government Act 1993*.

Welcome to the newly incorporated NTDC!

As of March 2017 the new NTDC Ltd formed. The organisation has made a few changes to streamline the business, lower overheads and align ourselves with the business and entrepreneurial sector. We have moved into a collective work space, “Co-Work Launceston” at 93 York St Launceston and interact with other small business and innovators that supports economic development.

#### 1. NTDC’s Role in the Launceston City Deal – Working to Gain the Benefit for the Whole Region!

The Northern Tasmania Development Corporation Ltd (NTDC) has been appointed as the lead agency to develop and be the custodian of a Regional Economic Development Plan (The Plan) as outlined in the City Deal of April 2017, with completion due in 2018.

The Plan will provide a shared understanding of where future economic and jobs growth will come from. This strategic outlook will help coordinate future government investments, encourage new private sector investment, improve planning and provide support for ongoing regulatory reform. The Plan will be action orientated and will cover the three financial years FY2019 – FY2021. Although we are aware that Council Members would not consider a new ‘plan’ to be a priority for NTDC – it was considered that by 2018 (when the Plan is due to be released) the new Plan will be a natural revision of the 2015 Northern Regional Futures Plan.

NTDC will work closely with Council Members in planning the consultation phase, to ensure we are adding-value and coordinated in our approach.

#### 2. Resources for NTDC

To assist NTDC with the development of the plan and our approach to engage with Council Members the business community and the sectors where appropriate – the Tasmanian Government have allocated NTDC Ltd \$140,000 for 2017-18. It is envisaged that some of these funds will be allocated to consultancy support and the remainder to appoint a Project Officer to coordinate the consultation and develop an Opportunities Database (and document impediments and issues) as part of The Plan.

#### 3. Regional Prioritisation of Projects

NTDC tabled a methodology for prioritising projects at a regional level at the May Council Members meeting in Launceston. After some agreed changes and fine-tuning from that meeting, NTDC now has a methodology to prioritise the top regional projects i.e. Tier 1 projects (>\$50M) and Tier 2 projects (<\$50M), in the lead up to State and Federal elections. NTDC will be requesting each LGA’s projects for consideration in August.

#### 4. Working with Council Members

The Chair, the CEO and various NTDC Directors have met with all seven (7) councils to provide an overview on NTDC Ltd organisational progress and plans. These sessions were also an opportunity to hear from councillors on their priority issues on both local government and economic development issues within their municipalities.

# MINUTES – ORDINARY MEETING

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NTDC has provided the following support to Councils:

### **a) Valley Central Industrial Estate - Meander Valley Council**

NTDC has been working with Meander Valley Council to assist them with a 'road block' with the Environmental Protection Agency (EPA) that could impact up to \$500 million worth of industrial development on the Valley Central Industrial Estate. Other Council Members have also registered their concern regarding the EPA's process.

After meeting, discussions and correspondence the EPA are undertaking a review of their processes and have committed to consulting with Council Members to gather specific information.

NTDC has also provided advice and support to Meander Valley Council to escalate issues in TasNetworks and provided some advice on the Bio-Energy Project feasibility work.

### **b) Flinders Council – Home Loans and Banking**

John Pitt and Maree Tetlow met twice with representatives of Bendigo Bank (the new bank branch on FI) to discuss the need for equity of access of home loans on Flinders similar to that of the rest of the State. It appears that there has been some improvements over the past few months, but the availability of Loan Mortgage Insurance (LMI) for loans over 80% of the value of the home continues to be a problem. Also the cost of gaining home valuations is an issue, as potential home loan applicants must pay high costs of Valuers travelling to the island to provide this service. NTDC is working to overcome these barriers.

Congratulations to Flinders Council for their win in securing \$11 million for upgrading mobile and communications infrastructure – what a great outcome for future development on the island!

### **c) Launceston Gateway Project (Translink) – Northern Midlands Council (NMC)**

NTDC has supported NMC with their efforts to continue to develop the Launceston Gateway Project out at the Launceston Airport Precinct. The interest and feasibility of the project has been renewed with the advice by Toll of their intended investment in their Boland Street Launceston depot, and the community concerns with the trucks traversing the City and especially with the announced plans for a more pedestrianised City as a result of the UTASS Transformation Project and the City Heart Project.

Discussions have been held between some of the parties to gain their level of interest and agreed next step is to produce a concept design of how the Launceston Gateway site will operate to table with interested logistics companies.

### **d) Review of Forest Areas – Break O'Day Council (BODC)**

BODC have engaged with NTDC on the future use of some of their forestry reserves post plantation maturity. This is a very early stage project and NTDC has participated in some of the early testing of the concepts and provided some technical expertise at this stage.

Congratulations also to BODC on the grant announced for the Mountain Biking Project – Stage 2.

## **5. Other NTDC Activities**

### **a) Agri-Tourism Day – Northern Midlands**

In July NTDC (through Chris Griffin of TNT and Greg Bott) worked to encourage farmers, initially in the NMC area, to consider extending their operations to consider hosting visitors.

Advocacy work has also been underway by NTDC to escalate the lamb processing issues and investigate the opportunity around a 'Lamb Tasmania' collaborative effort to increase supply and branding of quality Tasmanian Lamb.

### **b) Food Cluster Development**

The NTDC Board have approved the allocation of \$20,000 of NTDC's budget to develop a Food Cluster in the North and North East. The purpose of a Food Cluster is to support the development of new food businesses, and expand those already in business – with an emphasis on interstate and international exporting. The key KPI's will be about growing business revenues, new jobs and new private-sector investments.

NTDC has also had initial discussions with Cradle Coast Authority to secure some funds to ensure that our food businesses work across the two regional areas. Dr Tom Lewis will be appointed to develop the cluster and seek matching funding from appropriate Commonwealth agencies. Once the funding is secured Tom Lewis and NTDC will

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



be in touch with all Council Members about potential participants. The Food Cluster participants will decide what priority skills, projects are needed to achieve the purpose.

### c) Forestry and Bio-Energy

NTDC's Chair, John Pitt, has been working to bring together the forestry players to understand the future value-adding projects that could be developed in parallel with further investment (announced as part of City Deal) into the UTAS R&D in Wood Science and Forestry areas. John is keen to ensure we have a coordinated approach in our region to ensure we maximise our forestry resources and value add into areas such as bio-energy plants, bio-compounds (from wood), new wood construction products etc.

### 6. Changes to Key Council Personnel

#### a) Farewell Robert Dobrzynski and Welcome (back) Michael Stretton, City of Launceston

Robert continues to work on the Launceston City Deal and contribute at the City Deal Executive Board level. Thank you Robert for your guidance on how we maximise the opportunities of the City Deal for the Northern Region.

Robert departs in October and Michael Stretton, GM of Waratah Wynyard (and ex Director of Development Services in Launceston) commences around the same time. We look forward to welcoming Michael back to Launceston!

#### b) Welcome Justine Brooks-Bedelph, General Manager of George Town Council

Justine has been appointed internally from managing the Development Services area to General Manager of George Town Council. Justine commenced on 31 July, congratulations Justine!

Raoul Harper has finished his consultancy role supporting George Town Council through the GM appointment process, and has advised he is about to take a month's leave surfing on a remote Indonesian island. He looks forward to working in the region when he returns. Raoul can be contacted via email at: [bayoffires@mac.com](mailto:bayoffires@mac.com)

If you would like more information on any of these subjects – or you would like to share your views on an opportunity or impediment – don't hesitate to contact us.

## 19 TASMANIAN PLANNING COMMISSION ASSESSMENT OF REPRESENTATIONS ON THE NORTHERN INTERIM PLANNING SCHEME AND RELATED URGENT AMENDMENTS

Prepared by: Paul Godier, Senior Planner

The Tasmanian Planning Commission (TPC) formed a Panel to assess the six Northern Region Interim Planning Schemes. The Panel advised that it had identified a number of errors and anomalies in and between the Interim Schemes in relation to drafting, formatting, clause numbering, and references.

The Panel has determined that the appropriate statutory process to correct these various errors in each of the six schemes is by issuing a notice to the Minister recommending that he issue an authorisation for an urgent amendment.

The Panel invited Council's comment on the proposed amendments. Council considered the matters raised by the Panel at its December 2016 meeting and supported the proposed urgent amendments.

Council's advice that it supports the proposed urgent amendments was subsequently forwarded to the TPC.

The TPC has advised that it has finalised its assessment, and urgent amendments to the interim scheme arising out of the assessment have been made. A copy of the approved amendments is attached.

### DECISION

Cr Goninon/Cr Goss

That the Information items be received.

Carried unanimously

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



### 251/17 MONTHLY REPORT: DEVELOPMENT SERVICES

Responsible Officer: Des Jennings – General Manager

#### 1 PURPOSE OF REPORT

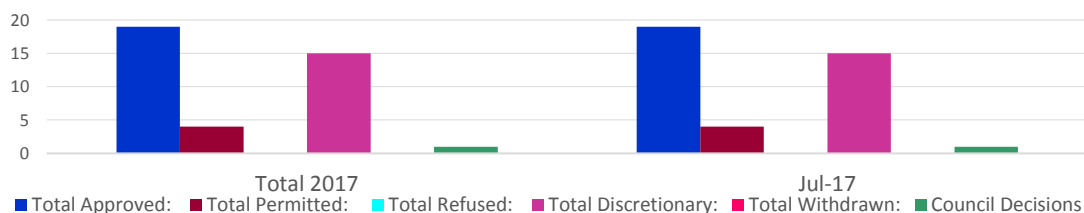
The purpose of this report is to present the Development Services activities as at the month end.

#### 2 DEVELOPMENT SERVICES REPORTING

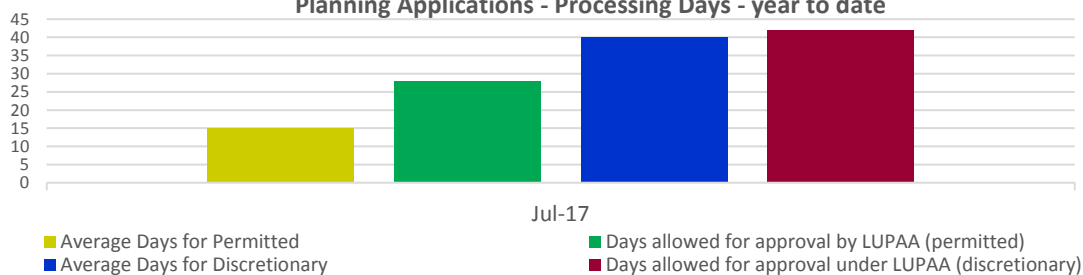
##### 2.1 Planning Decisions

|                                        | Total | Jul-17 |
|----------------------------------------|-------|--------|
| Total Approved:                        | 19    | 19     |
| Total Permitted:                       | 4     | 4      |
| Average Days for Permitted             |       | 15     |
| Days allowed for approval by LUPAA     |       | 28     |
| Total Exempt under IPS:                | 0     | 0      |
| Total Refused:                         | 0     | 0      |
| Total Discretionary:                   | 15    | 15     |
| Average Days for Discretionary:        |       | 40     |
| Days allowed for approval under LUPAA: |       | 42     |
| Total Withdrawn:                       | 0     | 0      |
| Council Decisions:                     | 0     | 0      |

Planning Applications Processed - year to date



Planning Applications - Processing Days - year to date



| July 2017                  |                                                                                                                                                                        |                                                                      |                           |                  |                      |
|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|---------------------------|------------------|----------------------|
| Project                    | Details                                                                                                                                                                | Address                                                              | Applicant                 | No of LUPAA days | Perm / Disc / Exempt |
| <b>DELEGATED DECISIONS</b> |                                                                                                                                                                        |                                                                      |                           |                  |                      |
| P17-008                    | Partially retrospective conversion of carport to laundry/store room (heritage listed place), including access over CT44534/6 and parking area within CT153287/1        | 26 Tannery Road, LONGFORD                                            | D Hill & K Slater         | 42               | D                    |
| P17-055                    | 2-lot subdivision & new access (scenic corridor)                                                                                                                       | 16523 Midland Highway, PERTH                                         | Woolcott Surveys          | 42               | D                    |
| P17-087                    | Replacement bridge, road realignment, tree removal & partial hedge removal (Heritage Precinct, Scenic Corridor, flood hazard area & works within 50m of a watercourse) | Woolmers Lane (inc CT27652/1; 150964/1; 83812/1; 168364/1), LONGFORD | Northern Midlands Council | 42               | D                    |
| P17-088                    | Multiple dwellings x3 on proposed lot 2 (vary setbacks)                                                                                                                | 21 Frederick Street, PERTH                                           | Prime Design              | 42               | D                    |

# MINUTES – ORDINARY MEETING

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July 2017

| Project                            | Details                                                                                                                                                                                                                                                                                                                                                  | Address                                                                  | Applicant                    | No of LUPAA days | Perm / Disc / Exempt |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|------------------------------|------------------|----------------------|
| <b>DELEGATED DECISIONS</b>         |                                                                                                                                                                                                                                                                                                                                                          |                                                                          |                              |                  |                      |
| P17-109                            | Subdivision (3-lots)                                                                                                                                                                                                                                                                                                                                     | 63 Mulgrave Street, PERTH                                                | 6ty0                         | 34               | D                    |
| P17-125                            | Carport & garden shed (vary side setback & vary rear setback to subdivision boundary approved under P15-197) - Heritage Precinct                                                                                                                                                                                                                         | 24 Macquarie Street, EVANDALE                                            | C Wallis                     | 42               | D                    |
| P17-129                            | Distribution pipeline (54km), 2x pump stations & associated works including vegetation removal; & including heritage-listed places, for the North-East Irrigation Scheme (Utilities - Rural Resource Zone; partial Landslip Prone Area, Flood Prone Area, Scenic Management Area, Priority Habitat, ANEF Contours, & works within 50m of a water course) | Rural properties at White Hills, Relbia, Evandale & Nile areas, EVANDALE | Tasmanian Irrigation Pty Ltd | 42               | D                    |
| P17-135                            | Shed (6m x 12m)                                                                                                                                                                                                                                                                                                                                          | 1052 Bishopsbourne Rd, BISHOPSBOURNE                                     | B Garcie                     | 28               | P                    |
| P17-137                            | Dwelling & change of use of existing building to an outbuilding (vary setbacks in rural zone; within irrigation district & potential landslip hazard area)                                                                                                                                                                                               | 93 Waddles Rd, WHITE HILLS                                               | A Offord                     | 42               | D                    |
| P17-142                            | Dwelling addition, carport (vary [E] setback, combined floor area of outbuildings & siting) & tree removal (native vegetation)                                                                                                                                                                                                                           | 38 Devon Hills Road, DEVON HILLS                                         | D & W Dalton                 | 42               | D                    |
| P17-147                            | Change of use to Visitor Accommodation (heritage precinct)                                                                                                                                                                                                                                                                                               | 9 Smith Street, LONGFORD                                                 | Mr S Berggren                | 42               | D                    |
| P17-149                            | Garage (10m x 5m) - vary internal front setback to 0.5m (Heritage precinct)                                                                                                                                                                                                                                                                              | 39b Marlborough Street, LONGFORD                                         | L Flood                      | 42               | D                    |
| P17-150                            | Garage (6m x 6m) - vary setbacks in rural resource zone & within Irrigation District                                                                                                                                                                                                                                                                     | 12 Barton Road, EPPING FOREST                                            | Cyclad Buildings             | 41               | D                    |
| P17-152                            | Shed (7m x 15m) - vary secondary street setback & within 50m of Midland Highway                                                                                                                                                                                                                                                                          | 20 Minerva Drive, PERTH                                                  | Mr B Harwood                 | 40               | D                    |
| P17-154                            | Alterations and additions to existing, new garage, demolish existing garage.                                                                                                                                                                                                                                                                             | 509 Elphinstone Rd, CRESSY                                               |                              | 28               | P                    |
| P17-162                            | Refurbish awning, windows & frames & install signage (heritage precinct)                                                                                                                                                                                                                                                                                 | 20 Marlborough Street, LONGFORD                                          | C Dixon                      | 42               | D                    |
| P17-167                            | Shed (10m x 7m) - vary garage opening widths & proximity to dwelling                                                                                                                                                                                                                                                                                     | 102 Devon Hills Road, DEVON HILLS                                        | G Jenkins                    | 30               | D                    |
| P17-180                            | 6x10m Carport at WTS                                                                                                                                                                                                                                                                                                                                     | 291 Marlborough Street, LONGFORD                                         | Northern Midlands Council    | 2                | P                    |
| P17-181                            | Carport over existing disposal unit                                                                                                                                                                                                                                                                                                                      | 100 Sprent Street, CAMPBELL TOWN                                         | Northern Midlands Council    | 2                | P                    |
| <b>COUNCIL DECISIONS</b>           |                                                                                                                                                                                                                                                                                                                                                          |                                                                          |                              |                  |                      |
| -                                  | -                                                                                                                                                                                                                                                                                                                                                        |                                                                          |                              |                  |                      |
| <b>COUNCIL DECISIONS - REFUSAL</b> |                                                                                                                                                                                                                                                                                                                                                          |                                                                          |                              |                  |                      |
| -                                  | -                                                                                                                                                                                                                                                                                                                                                        |                                                                          |                              |                  |                      |

## 2.2 Planning Compliance – Permit Review

### Permit Reviews Undertaken

|                                                                            | 2016/2017 | This Month | 2017/2018 |
|----------------------------------------------------------------------------|-----------|------------|-----------|
| Number of Inspections                                                      | 909       |            |           |
| Property owner not home or only recently started (Recheck in three months) | 307       |            |           |
| Complying with all conditions / signed off                                 | 312       |            |           |
| Not complying with all conditions                                          | 91        |            |           |
| Reinspections                                                              | 184       |            |           |
| Building Notice Orders issued                                              | 2         | 1          | 1         |

## 2.3 Matters Awaiting Decision by TPC & RMPAT

| TPC   | Tasmanian Planning Commission                                                                                                                                                                                                                                     |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| IPS   | Northern Midlands Interim Planning Scheme 2013 – effective date 1.6.13. Interim Scheme amended by TPC to correct errors, anomalies, and inconsistencies raised in representations on the Northern Midlands Interim Planning Scheme 2013, effective 4 August 2017. |
| TPS   | Tasmanian Planning Scheme – State Planning Provisions (SPP). The SPPs came 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.       |
| 01/17 | Rezone part of 6-8 Bridge St, Ross to Local Business, and use as Shop. Draft amendment being advertised until 5 September 2017.                                                                                                                                   |

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### RMPAT Resource Management & Planning Appeals Tribunal

22/17P P16-077 - Appeal against conditions - Tyre Storage and Shredding. Hearing date adjourned until February 2018.

#### Decisions received

##### TPC

-

##### RMPAT

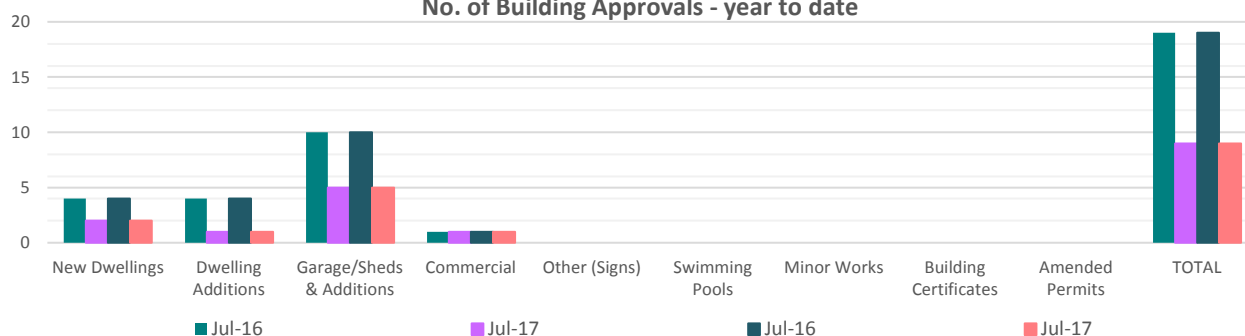
-

## 2.4 Building Approvals

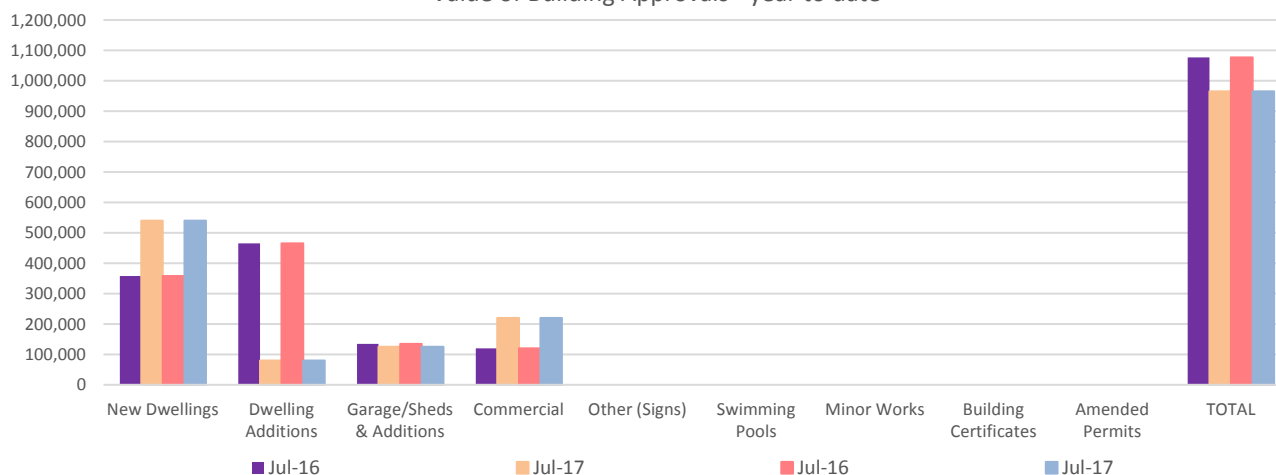
The following table provides a comparison of the number and total value of building works for 2016/17 and 2017/18.

|                          | YEAR 2016/2017 |                  |           |                  | YEAR 2017/2018 |                |           |                |
|--------------------------|----------------|------------------|-----------|------------------|----------------|----------------|-----------|----------------|
|                          | Jul-16         |                  | Jul-16    |                  | Jul-17         |                | Jul-17    |                |
|                          | No.            | Total Value      | No.       | Total Value      | No.            | Total Value    | No.       | Total Value    |
|                          |                | \$               |           | \$               |                | \$             |           | \$             |
| New Dwellings            | 4              | 358,015          | 4         | 358,015          | 2              | 539,805        | 2         | 539,805        |
| Dwelling Additions       | 4              | 465,032          | 4         | 465,032          | 1              | 80,000         | 1         | 80,000         |
| Garage/Sheds & Additions | 10             | 134,380          | 10        | 134,380          | 5              | 125,600        | 5         | 125,600        |
| Commercial               | 1              | 120,000          | 1         | 120,000          | 1              | 220,000        | 1         | 220,000        |
| Other (Signs)            |                |                  |           |                  |                |                |           |                |
| Swimming Pools           |                |                  |           |                  |                |                |           |                |
| Minor Works              |                |                  |           |                  |                |                |           |                |
| Building Certificates    |                |                  |           |                  |                |                |           |                |
| Amended Permits          |                |                  |           |                  |                |                |           |                |
| <b>TOTAL</b>             | <b>19</b>      | <b>1,077,427</b> | <b>19</b> | <b>1,077,427</b> | <b>9</b>       | <b>965,405</b> | <b>9</b>  | <b>965,405</b> |
| <b>Inspections</b>       |                |                  |           |                  |                |                |           |                |
| Building                 | <b>23</b>      |                  | <b>23</b> |                  | <b>4</b>       |                | <b>4</b>  |                |
| Plumbing                 | <b>30</b>      |                  | <b>30</b> |                  | <b>17</b>      |                | <b>17</b> |                |

No. of Building Approvals - year to date



Value of Building Approvals - year to date



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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 is 40 days (39 days last month) (42 days allowed by LUPAA).

Permit reviews exceeded the 2015/2016 year total of 789, with 909 being inspected in 2016/2017. Inspections to resume upon commencement of Building & Compliance Officer.

There were 9 building approvals valued at \$965,4057 (year to date) for 2017/2018, compared to 19 building

# MINUTES – ORDINARY MEETING

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approvals valued at \$1,077,427 (year to date) for 2016/2017.

### RECOMMENDATION

That the report be noted.

### DECISION

Cr Goss/Cr Polley

That the report be noted.

Carried unanimously

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### 252/17 JBS LONGFORD ABATTOIR OPERATIONS

*File:* 113000.03  
*Responsible Officer:* Des Jennings, General Manager  
*Report prepared by:* Paul Godier, Senior Planner

#### 1 PURPOSE OF REPORT

This report seeks Council's advice as to whether or not the Council requires a Development Application for increased production by the Longford abattoir to 50,000 tonnes of cold packed product per annum.

#### 2 INTRODUCTION/BACKGROUND

The Environment Protection Authority Tasmania has formally requested JBS Australia Pty Limited to obtain advice from the Northern Midlands Council as to whether or not the Council requires a Development Application for increased production by the Longford abattoir to 50,000 tonnes of cold packed product per annum.

JBS advises that:

- The current licence for the site (licence # 1567) has not been updated since 21/2/1977.
- The licence reflects 8,000 cattle per annum and 16,000 sheep per annum or 8,000 tonnes of cold pack product per annum.
- The site has maintained a production volume capacity of up to 460 beef per day (120,000 per annum) and 1,700 sheep per day (425,000 per annum) and effectively can operate at this volume for 250 days per year subject to stock availability.
- The plant actually processed 115,927 beef and 378,714 sheep for the January – December 2015 year.
- They have been requesting the EPA to revise the licence since January 2010.

The matter was considered at Council's November 2016 meeting where Council resolved to require a development application for the increased production.

JBS was advised of this requirement and has requested that Council review its decision. To assist in this review, advice was sought from the EPA as to what process they would undertake if Council did not require a development application.

#### 3 STRATEGIC PLAN 2017-2027

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

- Lead –
  - Leaders with Impact
    - ♦ Communicate – Connect with the community
- Progress –
  - Economic Development – Supporting Growth & Changes
    - ♦ Minimise industrial environment impact on amenity
- Place –
  - Environment – Cherish & Sustain our Landscapes

Core Strategies:

  - ♦ Meet environmental challenges

#### 4 POLICY IMPLICATIONS

No policy implications are identified.

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### 5 STATUTORY REQUIREMENTS

#### 5.1 Environmental Management and Pollution Control Act

An abattoir producing 100 tonnes or more of meat or meat products per year is a Level 2 Activity under the *Environmental Management and Pollution Control Act*.

### 6 FINANCIAL IMPLICATIONS

No financial implications to Council are identified.

### 7 RISK ISSUES

No risk issues are identified.

### 8 CONSULTATION WITH STATE GOVERNMENT

The EPA has requested JBS to obtain advice from the Northern Midlands Council concerning whether or not the Council requires a Development Application for increased production by the Longford abattoir to 50,000 tonnes of cold packed product per annum.

If the Council does not require a development application, the Director of the EPA has advised that, to ensure environmental permit conditions reflect the activity being undertaken, he would cause an environment protection notice to be issued to vary the current environmental permit conditions as appropriate. This is providing any change would not result in the activity including a separate level 2 activity, and that the production increase in itself is unlikely to cause a significant change in the activity's pollution emissions such that the current environmental permit conditions as a whole are no longer relevant.

It is noted that the review of environmental conditions entailed by this action would not include any formal consultation process, unlike assessment in relation to the referral of a planning application pursuant to section 25 of the *Environmental Management and Pollution Control Act*.

### 9 COMMUNITY CONSULTATION

Community consultation has not been undertaken on this matter.

### 10 OPTIONS FOR COUNCIL TO CONSIDER

Council can decide that:

- The increased production levels do not require a Development Application, and rely on an Environment Protection Notice issued by the EPA to ensure environmental permit conditions reflect the activity being undertaken; or
- It requires a Development Application for increased production by the Longford abattoir to 50,000 tonnes of cold packed product per annum.

### 11 OFFICER'S COMMENTS/CONCLUSION

The Longford abattoir has existing approvals for use as an abattoir, and the continued use of the abattoir does not require further planning approval.

The *Land Use Planning & Approvals Act 1993* and the *Northern Midlands Interim Planning Scheme 2013* do not regulate the amount of production at an abattoir. The *Environmental Management and Pollution Control Act* does regulate the amount of production at an abattoir.

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It is considered that the increased production is a matter for assessment by the EPA under the *Environmental Management and Pollution Control Act*, not for Council under the *Land Use Planning & Approvals Act*.

### 12 ATTACHMENTS

12.1 9 June 2017 EPA response

#### RECOMMENDATION 1

That the matter be discussed.

#### RECOMMENDATION 2

That Council advise JBS Australia and the EPA that as the *Land Use Planning & Approvals Act 1993* and the *Northern Midlands Interim Planning Scheme 2013* do not regulate the amount of production at the abattoir, a development application is not required for the increase in production.

#### DECISION

Cr Polley/Cr Calvert

That the matter be discussed.

Carried unanimously

Cr Polley/Cr Knowles

That Council advise JBS Australia and the EPA that as the *Land Use Planning & Approvals Act 1993* and the *Northern Midlands Interim Planning Scheme 2013* do not regulate the amount of production at the abattoir, a development application is not required for the increase in production.

Carried unanimously

# MINUTES – ORDINARY MEETING

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### 253/17 DRAFT BYLAW: PLACEMENT OF SHIPPING CONTAINERS

*Responsible Officer:* Des Jennings, General Manager

*Report prepared by:* Paul Godier, Senior Planner

#### 1 PURPOSE OF REPORT

This report seeks Council's endorsement of the draft Placement of Shipping Containers By-Law.

#### 2 INTRODUCTION/BACKGROUND

Initial consultation was undertaken on the draft Placement of Shipping Containers By-Law with key stakeholders and a report brought to the April 2017 Council meeting.

At that meeting, Councillors raised questions which were discussed at its July workshop and are addressed in 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
    - ♦ Lead – Councillors represent honestly with integrity
    - ♦ Manage – Management is efficient and responsive
  - Best Business Practice & Compliance  
Core Strategies:
    - ♦ Council complies with all Government legislation
- People –
  - Sense of Place – Sustain, Protect, Progress  
Core Strategies:
    - ♦ Developments enhance existing cultural amenity
- 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

Council does not currently have a formal policy dealing with the placement of shipping containers and is this is not considered to be a matter that can be resolved by policy rather than regulation.

#### 5 STATUTORY REQUIREMENTS

The introduction of a by-law is regulated by the Local Government Act 1993. Section 156 states that a council which intends to make a by-law is to pass a resolution by an absolute majority to that effect.

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### 6 FINANCIAL IMPLICATIONS

A by-law to regulate the placement of shipping containers will require an increased input of staff hours in regulating the by-law.

### 7 RISK ISSUES

There is a risk that without a by-law, the placement of shipping containers will proliferate, with a negative impact on the amenity of the municipality.

### 8 CONSULTATION WITH STATE GOVERNMENT

Referral to the Director of Local Government will occur if Council passes a formal resolution of its intention to make a by-law.

### 9 COMMUNITY CONSULTATION

Consultation with Council's Local District Committees has been undertaken. The Ross Local District Committee asked that Council consider including provisions to remove non-compliant containers.

The Campbell Town Local District Forum observed the placement of shipping containers has increased within the township and raised concern was raised regarding the process to manage the removal of existing shipping containers under the proposed by-law.

### 10 OPTIONS FOR COUNCIL TO CONSIDER

Council can:

- Endorse the draft by-law as attached; or
- Require amendments to the draft by-law;
- Elect not to pursue the draft by-law.

### 11 OFFICER'S COMMENTS/CONCLUSION

Legal Advice to Councillors questions raised at the April meeting is as follows:

***When a property is sold, would the purchaser be required to apply for a planning permit for any existing shipping container on the property?***

*If the new owner of the land:*

1. *does not change the use of the existing shipping container; and*
2. *does not modify the shipping container in a way that amounts to 'development',*  
*the mere fact that the land has changed hands does not trigger a requirement to obtain planning approval under Council's Interim Scheme.*

*The new owner would need to do something new with/to the existing shipping container that amounts to a change of use or a form of development.*

***Are there any other ways we can require planning applications for existing shipping containers?***

*The vast majority of shipping containers placed on residential land are used in conjunction with the approval residential use.*

*The result is that separate planning approval is not required for the shipping container; the existing residential approval will cover a container which, in effect, forms part of the approved residential use and does not itself amount to a discrete form of development.*

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*Council can potentially require a land owner to obtain separate planning approval with respect to a shipping container if:*

- 1. the use of the shipping container changes in a way that triggers a requirement to obtain a separate use approval; and/or*
- 2. the shipping container is developed in a way that triggers a requirement to obtain a separate development approval (this can also trigger building regulation).*

*An example of this is a shipping container which is converted from residential storage to a discrete habitable space used for 'home occupation' or some other purpose unrelated to the residential use.*

*In practice each case will be unique and will need to be carefully assessed.*

### ***"Wholly within a building"***

*The term 'Building' is defined in Part 4 of the draft By-law with reference to the definition of this term given in section 3(1) of the Land Use Planning and Approvals Act 1993.*

*That definition provides as follows:*

***building*** includes –

- (a)*** a structure and part of a building or structure; and
- (b)*** fences, walls, out-buildings, service installations and other appurtenances of a building; and
- (c)*** a boat or a pontoon which is permanently moored or fixed to land;

*It is arguable that the erection of a roofed structure with open sides is a 'building' for the purposes of this definition because it is a 'structure'. This argument could be used by land owners to circumvent the intent of the exemption (i.e. shipping containers stored wholly within an enclosed building) by simply building an open sided roof (which may itself require planning and/or building approval) and placing shipping containers under it.*

*Accordingly, I suggest the following revised version of the exception in Part 5, clause 3(c) of the draft By-law:*

***"placed wholly within a lawfully constructed Building which is enclosed by walls on all sides."***

*If a land owner joined two or more shipping containers together and affixed a roof to the shipping containers this would most likely trigger planning and/or building regulation and the matter could be handled under those regimes.*

*As a general comment, when preparing a by-law it is difficult to anticipate how people may attempt to circumvent the controls. I recommend addressing the more generally applicable matters and then, if required, modifying or replacing the by-law in the future in order to respond to any particularly creative attempts to defeat the By-law.*

The proposed by-law will allow Council to take action on shipping containers where the planning scheme does not allow for such. Public consultation has raised the issue that the by-law should apply to existing shipping containers, however the by-law cannot do this because section 150 (1) (a) of the Local Government Act 1993 states that a council must not make a by-law which applies retrospectively.

## **12 ATTACHMENTS**

### **12.1 Draft Placement of Shipping Containers By-Law**

#### **RECOMMENDATION 1**

That the matter be discussed.

#### **RECOMMENDATION 2**

That, in accordance with s.156 of the *Local Government Act 1993*, Council resolves that it intends to make

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the proposed Placement of Shipping Containers By-Law No. 1 of 2017 to regulate the placement of shipping containers in the Northern Midlands municipality.

### DECISION

Cr Goss/Cr Knowles

That the matter be discussed.

Carried unanimously

Cr Knowles/Cr Goss

That, in accordance with s.156 of the *Local Government Act 1993*, Council resolves that it intends to make the proposed Placement of Shipping Containers By-Law No. 1 of 2017 to regulate the placement of shipping containers in the Northern Midlands municipality.

Carried unanimously

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### 254/17 NRM NORTH: ASSOCIATION REPRESENTATION

*Responsible Officer:* Des Jennings, General Manager

*Report prepared by:* Gail Eacher, Executive Assistant

#### 1 PURPOSE OF REPORT

The public officer of NRM has requested council re-nominate representatives prior to the AGM which is scheduled for Wednesday, 27 September 2017.

#### 2 INTRODUCTION/BACKGROUND

The Northern Midlands Council is a Group A member organisation of the Northern Tasmanian Natural Resource Management Association Inc. (NRM). The public officer of NRM has advised that their AGM is scheduled for Wednesday 27 September 2017, prior to which time Council must re-nominate its representatives or appoint alternate representatives for the coming year. Currently, Council is represented by Cr Mary Knowles and Council's NRM Committee is represented by Cr Dick Adams.

#### 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
  - Economic Development – Supporting Growth & Changes
    - ♦ Towns are enviable places to visit, live & work
    - ♦ Minimise industrial environment impact on amenity
- People –
  - 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
- Place –
  - Environment – Cherish & Sustain our Landscapes  
Core Strategies:
    - ♦ Cherish & sustain our landscapes
    - ♦ Meet environmental challenges
    - ♦ Eco-tourism strongly showcases our natural beauties

#### 4 FINANCIAL IMPLICATIONS

Subscription for Group A Association Membership is \$20 (including GST), per appointment.

#### 5 OPTIONS FOR COUNCIL TO CONSIDER

Council may choose to

- confirm the appointment of Cr Mary Knowles as its Representative and Cr Dick Adams to the NRM Steering Committee; or
- appoint alternate Councillors or Council officers.

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### 6 ATTACHMENT

6.1 Letter dated 17 July 2017.

#### RECOMMENDATION 1

That the matter be discussed.

#### RECOMMENDATION 2

That Council

a) confirm the appointment of Cr Mary Knowles as its Representative and Cr Dick Adams to the NRM Steering Committee;

OR

b) nominate \_\_\_\_\_ as its representative and \_\_\_\_\_ as its NRM Steering Committee representative to the Association.

#### DECISION

Cr Knowles/Cr Adams

That the matter be discussed.

Carried unanimously

Cr Polley/Cr Lambert

That Council confirm the appointment of:

- Cr Mary Knowles as its Representative; and
- Cr Dick Adams to the NRM Steering Committee; and
- Cr Goninon be appointed as proxy.

Carried unanimously

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### 255/17 STATE ROADS MAINTENANCE

*Responsible Officer:* Des Jennings, General Manager

*Report prepared by:* Des Jennings, General Manager

#### 1 PURPOSE OF REPORT

Mayor Downie has requested that a report be brought before Council to initiate discussion on a formal approach to StateRoads to explore the possibility of entering into a Memorandum of Understanding (MOU) that would allow Council to assist with road repairs and maintenance. In particular, when damage is caused at times of emergency, for example flooding that can have a significant impact Statewide.

#### 2 INTRODUCTION/BACKGROUND

During 2016 the State faced significant flood damage, which placed significant pressure on the State agencies and councils.

Council would recall that Leighlands Road was closed for an extended period due to flood damage.

It is believed that an opportunity exists whereby Council may provide assistance to the State to progress remedial works to open roads as quickly and efficiently as possible to the standard require by StateRoads.

Other opportunities may also exist in the areas of road maintenance.

#### 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
    - ♦ Manage – Management is efficient and responsive
  - Money Matters  
Core Strategies:
    - ♦ Efficiency in resource sharing and Council reform
  - Workforce Standards  
Core Strategies:
    - ♦ Emergency Management & Safety Plans work well

#### 4 POLICY IMPLICATIONS

N/a.

#### 5 STATUTORY REQUIREMENTS

N/a.

#### 6 FINANCIAL IMPLICATIONS

No financial implications exist with regard to entering into discussions, relevant financial implications would be identified through discussions. Works would be undertaken largely on a cost recovery basis.

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### 7 RISK ISSUES

There are no risks identified in commencing discussions with StateRoads. Any risks identified prior to entering into an agreed MOU will need to be mitigated and reported to Council.

### 8 CONSULTATION WITH STATE GOVERNMENT

If Council was to agree to raising with StateRoads the entering into an agreed MOU to support StateRoads maintenance program, officers of Council would approach StateRoads to initiate discussions to explore the matter.

### 9 COMMUNITY CONSULTATION

N/a.

### 10 OPTIONS FOR COUNCIL TO CONSIDER

To support or not support an approach to StateRoads to discuss the opportunity for Northern Midlands Council to undertake maintenance works on State road infrastructure.

### 11 OFFICER'S COMMENTS/CONCLUSION

Council's consideration and direction on the matter is sought.

### 12 ATTACHMENTS

Nil.

### RECOMMENDATION 1

That the matter be discussed.

### RECOMMENDATION 2

That Council approach StateRoads to initiate discussion on the possibility of Council taking-up maintenance works on State road infrastructure.

### DECISION

Cr Goninon/Cr Goss

That the matter be discussed.

Carried unanimously

Cr Goninon/Cr Calvert

That a report on possible works and options be considered by Council.

Carried unanimously

*Mayor Downie adjourned the meeting for the meal break at 6.02pm.*

*Mayor Downie reconvened the meeting after the meal break at 6.45pm, at which time Ms Boer attended the meeting.*

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### 256/17 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

No questions were forthcoming from the gallery.

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### 257/17 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 Goninon/Cr Adams

That the Council intends to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993* for Agenda item PLAN 1 - 4.

Carried unanimously

## 2 STATEMENTS

### **PLAN 3 P17-166 - Midland Highway, Illawarra Road & adjoining properties, PERTH**

#### Mr Ted Ross (obo Department of State Growth)

Mr Ross advised that

- the Department had worked with Council and landowners and would continue to do so.
- the proposal has the support of the majority of stakeholders.
- the proposal provides good access, reduces the number of heavy vehicles entering Perth and improves freight efficiencies.
- the Department supports the recommendation and conditions in the report.

#### Mr Hugh Mackinnon

Mr Mackinnon outlined the effect of the proposal on his property, stating that his property frontage onto the proposed highway was approximately 10km (including the future stage from Pateena Road to Longford).

He pointed out that it was his understanding that the objectives of the Development Application are to provide a highway with a 110km speed limit, to cope with the movement of vehicles to 2043 and to allow for the future development of Perth.

Mr Mackinnon advised that he is concerned about noise levels and mitigation measures to be taken; that the GHD report is a historical account and makes no allowances for noise to 2043, and doesn't take into account the future development of Perth.

He noted that noise had been raised as an issue at all the meetings he attended and that noise is an issue at Devon Hills in relation to Stage 1 of the Link Road.

Mr Mackinnon cited the Austroads National Roads Policy, in relation to Highway 1, on noise mitigation and is concerned that the Tasmanian provisions were published as guidelines only. He pointed out that there was no noise mitigation provision for the western bypass of Perth and that vegetation would not have a significant impact on noise. He urged Council, for the future development of Perth, to secure the building of infrastructure to mitigate noise.

#### Ms Dee Alty

Ms Alty advised that she had attended the public meetings and received a written response to her enquiries. She commented on the lack of a Perth entry/exit at Illawarra Road, cutting off the two communities; and the lack of access of those who prefer to use a local road, especially those of young and elderly drivers, as well as cyclists. She queried the bicycle access provision between Perth and Longford, and the use of the roundabout.

Ms Alty cited the impending publication of a Public Works Committee review, which she advised would contain relevant information in relation to roundabouts, road surfaces, etc. and queried the timing of the application given that the review was to be released shortly.

Ms Alty referred to a petition of 240 Tasmanian residents which had been presented to Minister Hidding in relation to the lack of a Perth entry/exit at Illawarra Road. She requested that Council defer a decision until all petitions and the Public Works Committee review were considered.

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### 258/17 PLANNING APPLICATION P17-175 12A ELIZABETH STREET, PERTH

*File Number:* 104600.042; CT135915/2  
*Responsible Officer:* Des Jennings, General Manager  
*Report prepared by:* Erin Boer, Planning Officer

#### 1 INTRODUCTION

This report assesses an application for 12A Elizabeth Street, Perth to construct a garage (12m x 7m, apex 4.57m) & attached lean-to (8m x 5m) - vary side [w] and rear [n] setbacks.

#### 2 BACKGROUND

**Applicant:**

D Shephard

**Owner:**

D L Shephard & A J Shephard

**Zone:**

General Residential

**Codes:**

Not in a Special Area

**Classification under the Scheme:**

Residential (Single Dwelling)

**Existing Use:**

Dwelling

**Deemed Approval Date:**

17-Aug-2017. Extension of time received till the 25-Aug-2017.

**Recommendation:**

Approve

#### Discretionary Aspects of the Application

- Variations to development standards of the General Residential Zone (rear and side setbacks – clause 10.4.2).

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

#### 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 a garage (12m x 7m, apex 4.57m) & attached lean-to (8m x 5m), resulting in an 'L-shape' shed in the north-western corner of the lot.



NORTHERN  
MIDLANDS  
COUNCIL

dwelling

swimming pool

offset 1000

offset 1000

new outbuilding 12m x 12m

outbuilding

small shed

BOUNDARY 55.14m

existing stormwater

LAWN AREA

connect downpipes to new 1000 uPVC and connect into existing stormwater pipe or sump pit

note site level fall  $>1^\circ$

LAWN AREA

garage

BOUNDARY 75.28m

LAWN AREA

GARAGE

DWELLING

1000 uPVC

lot 101

lot 102

lot 103

lot 104

lot 105

lot 106

lot 107

lot 108

lot 109

lot 110

lot 111

lot 112

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lot 114

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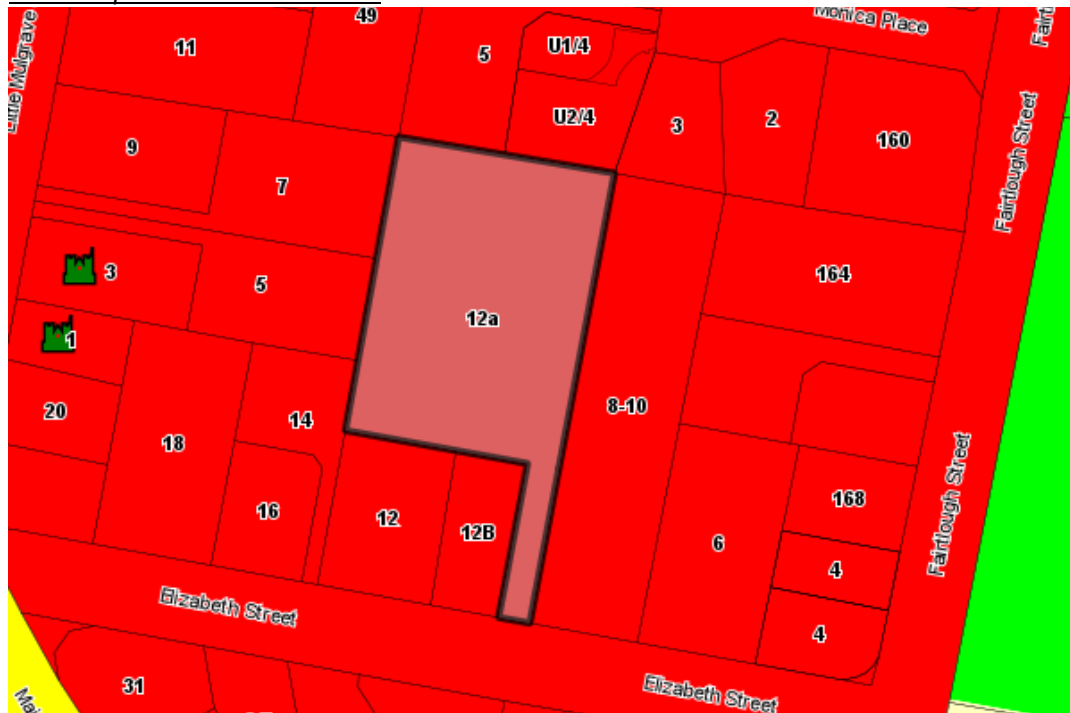
The architectural drawings include a plan view and five elevation views. The plan view shows a rectangular building with a total width of 12,000 and a total depth of 12,000 (7,000 + 5,000). It features a rear door (RD) and two parking areas (PA). The left elevation shows a building with a total width of 12,000 and a height of 4,574, with a finished floor line (F.F.L.) indicated. The right elevation shows a building with a total width of 12,000. The front elevation shows a building with a total width of 12,000 (5,000 + 7,000) and a height of 9,300, featuring a gabled roof with a 20-degree pitch and a 5-degree overhang. The rear elevation shows a building with a total width of 12,000 (7,000 + 5,000).

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### 4.2 Zone and land use

#### Zone Map –General Residential



The land is zoned *General Residential*, and is not in a special area.

The relevant Planning Scheme definitions are:

|                 |                                                                                                                                                                                                                                                         |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| single dwelling | 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.                                                                                              |
| dwelling        | means a building, or part of a building, used as a self-contained residence and which includes food preparation facilities, a bath or shower, laundry facilities, a toilet and sink, and any outbuilding and works normally forming part of a dwelling. |
| outbuilding     | means a non-habitable detached building of Class 10a of the Building Code of Australia and includes a garage, carport or shed.                                                                                                                          |

Residential (Single Dwelling) is *No Permit Required* in the zone; however, the application became discretionary due to variations to the rear and side setbacks.

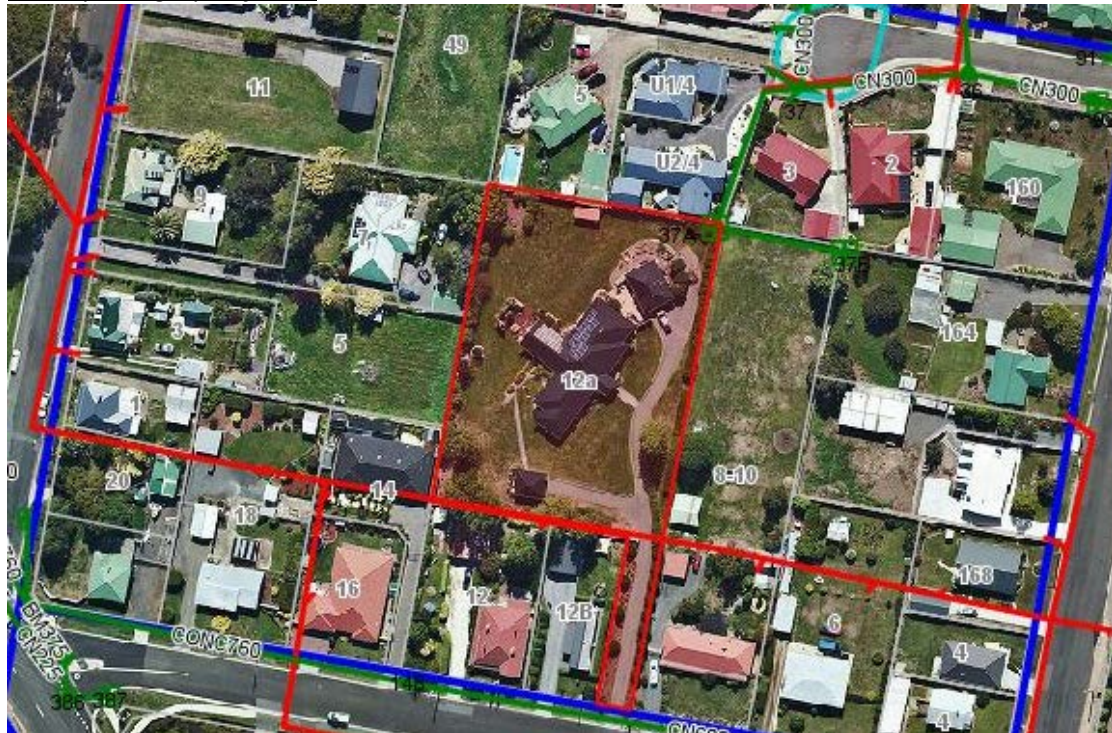
### 4.3 Subject site and locality

The author of this report carried out a site visit on the 14-Jul-2017 when placing the site notice at the property, and conducted an on-site visit with the applicant on the 9-Aug-2017. The subject site consists of a 4468m<sup>2</sup> level internal lot, and contains an existing dwelling, garage and storage shed. A sewer main runs along the southern side of the lot, while stormwater infrastructure is located in the north-eastern corner.

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Aerial photograph of area



Photographs of subject site



^ Stake located at 1.5m from the western side boundary

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^Shed location pegged out – looking north west. Pittosporums to be relocated where possible



^ Overview of proposed shed location. Pittosporums to be relocated where possible

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^ Subject site looking toward northern boundary

#### 4.4 Permit/site history

Relevant permit history includes:

- 100/01 N & C Baker – Dwelling & Garage
- P13-277 Protek – Solar Panels

#### 4.5 Representations

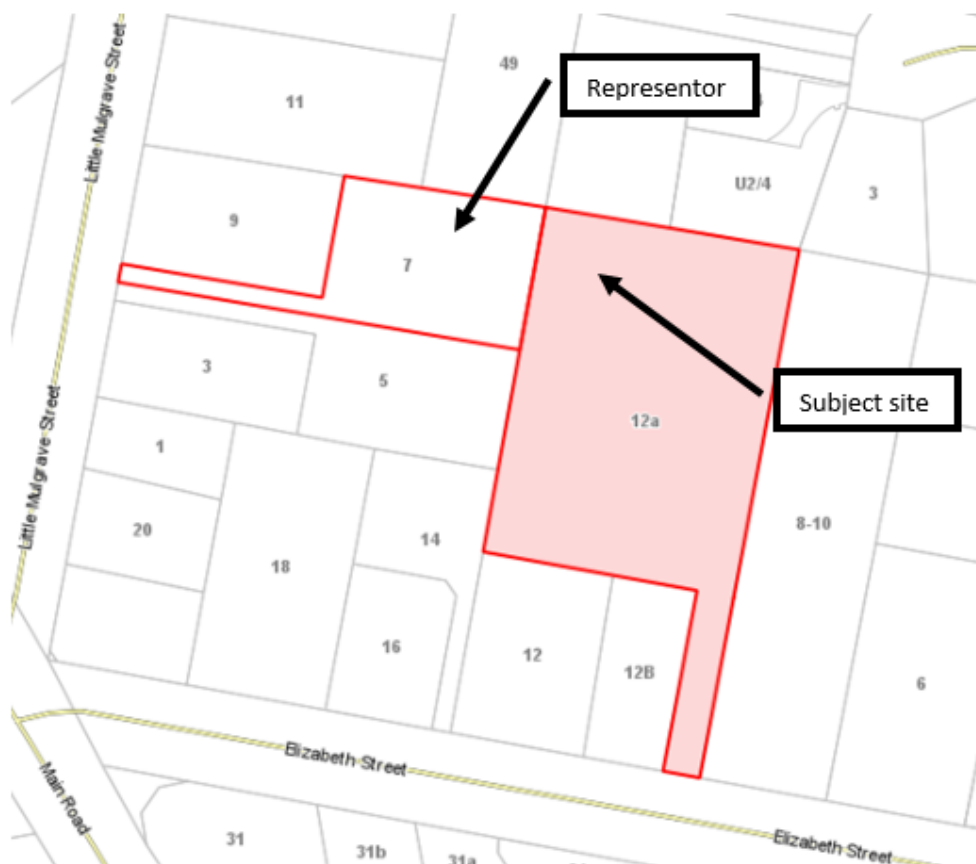
Notice of the application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*. A review of Council's Records management system after completion of the public exhibition period revealed that a representation (attached) was received from:

- D & L Buckney, 7 Little Mulgrave Street, Perth

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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

- Overshadowing (and subsequent dampness of the overshadowed area).

#### Planner's comment:

Shadow diagrams were provided with the proposal and indicate that any overshadowing would be limited to before 10.30am on the 21 June (shortest day). The area to be shaded by the proposed shed consists of a garden bed and is already subject to significant shading due to existing vegetation and a 1.8m high boundary fence. It is unlikely that the proposed shed will result in any substantial increase in overshadowing and it is not considered to cause an unreasonable loss of amenity. The proposed shed may also help to reduce dampness in this area, by collecting stormwater and directing it away from the boundary.

### Issue 2

- Although not included in the representation, an on-site discussion with the representor on the 3-Aug-2017, identified that visual impacts were also a concern, mainly due to the outlook of the living areas of the representor's dwelling being toward the proposed shed.

#### Planner's comment:

The outlook of the representor's property is currently toward their garden bed and boundary fence, with additional screening provided above the boundary fence by established Pittosporums on the applicant's property (see photograph below). Unfortunately, these plantings will require removal to allow for a 1m clear work space surrounding the proposed garage, as required by the shed contractor, to meet WH&S requirements.

An on-site visit was also undertaken with the applicant on the 9-Aug-2017, who noted that they would like to retain the plantings, but was unsure that they would survive being re-planted, post-construction. As a compromise, the applicant was willing to move the shed to 1.5m from the

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western boundary, which would remove the variation to this side boundary and allow for re-planting of screening plants along the boundary fence. A condition may be placed on the permit accordingly. Additional screening vegetation could also be planted on the representor's side to assist their outlook. As the two trees on the boundary are deciduous, further screening from the canopy of the trees will become available during Spring and Summer.



^View from representor's property toward the proposed garage site

### 4.6 Referrals

The application did not require any referrals.

### 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>                                                                                                                                |
| <b>Assessment:</b> 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>                                                                                                                                              |
| <b>Assessment:</b> 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)                                                                                                                                                                                                                                                                                                       |
|                                                           | X   | (a) | to be within building envelope<br>(i) frontage setback (as above), or 4.5m from rear boundary of adjoining frontage lot for internal lot<br>(ii) 45 degrees from the horizontal at a height of 3m above natural ground level, 4m rear setback, and max height 8.5m AND                                                                                          |
|                                                           | X   | (b) | 1.5m side setback or built to the boundary (existing boundary wall within .2m of boundary or; 9m or ⅓ 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) (i) POS of 24m² in one location in one location                                                                                                                                                                                                                                                                                                             |
|                                                           | ✓   |     | (b) (i) 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                         |     |     |                                                                                                                                                                                                                                                                                                                                                                 |
| Existing                                                  |     | 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         |     |     |                                                                                                                                                                                                                                                                                                                                                                 |
|                                                           | N/a | 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:<br>(a) side boundary – 3m<br>(b) rear boundary – 4m |
|                                                           | N/a | A2  | Window or glazed door to habitable room with floor level over 1m must<br>(a) (i) 3m setback from side boundary; and<br>(ii) 4m setback from rear boundary;                                                                                                                                                                                                      |
|                                                           | N/a |     | (b) (i) offset horizontally 1.5m from glazing of habitable room of another dwelling; or<br>(ii) sill height or fixed obscure glazing 1.7m above floor level, or                                                                                                                                                                                                 |

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|                                                    |     |       |                                                                                                                                                     |
|----------------------------------------------------|-----|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                    |     | (iii) | permanently fixed external screen for the full length of the glazing, to 1.7 m above floor level, with a uniform transparency of not more than 25%. |
| <b>10.4.7 Frontage fences for single dwellings</b> |     |       |                                                                                                                                                     |
|                                                    | 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                                                                                                                                   |
|                                                    | N/a | (b)   | 1.8m if above 1.2m has openings which provide a minimum 50% transparency                                                                            |
| <b>Easements</b>                                   |     |       |                                                                                                                                                     |
|                                                    | ✓   |       | No construction over an easement                                                                                                                    |

The application meets the acceptable solutions of the General Residential zone, except for the variation to the side and rear setbacks. Due to the concerns raised by the representor regarding visual impacts and overshadowing, the applicant is willing to shift the garage to 1.5m from the western boundary, which will assist in lessening the visual impact and also allow for screening vegetation to be reinstated along the boundary. Due to the overshadowing created by the existing fence and vegetation, it is unlikely that moving the shed will have an appreciable impact on overshadowing. A condition may be placed on the permit requiring a revised site plan to stipulate the new shed location.

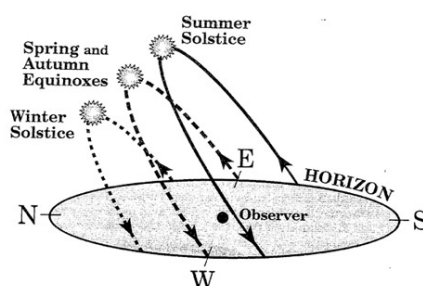
Accordingly, the only remaining variation will be to the rear northern boundary and the development relies on the following performance criteria:

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P3 | <p>The siting and scale of a dwelling must:</p> <p>(a) not cause unreasonable loss of amenity by:</p> <p>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</p> <p>(ii) overshadowing the private open space of a dwelling on an adjoining lot; or</p> <p>(iii) overshadowing of an adjoining vacant lot; or</p> <p>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</p> <p>(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.</p> |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### Comment –

It is considered that the variation to the rear setback meets the performance criteria P3 as follows:

- a) (i-iii) The variation to the northern boundary will not cause any overshadowing over the habitable rooms or private open space of the property (which contains a dwelling and outbuildings) to the north of the proposed shed, due to the path of the sun during the winter solstice (see below).

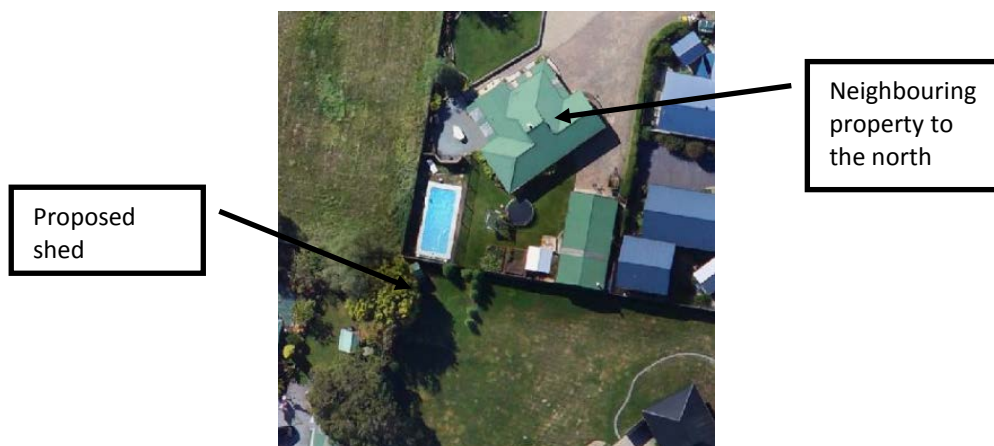


(source: <https://forums.sketchup.com/t/seasonal-shadow-problem>)

- iv) The visual bulk/scale of the shed is likely to be acceptable to the property to the north, due to the fence separating the two properties already being increased in height with a lattice 'topper'. The existing dwelling on the lot is also angled so that the outlook is to the south west, over a vacant parcel of land. A swimming pool is located adjacent to the proposed shed on the northern side of the fence, and the shed will assist in screening this area.

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- b) As the lot is internal, there will be no change to the separation between dwellings when viewed from the streetscape. The setbacks proposed are consistent with the surrounding area.

### Shadow diagrams



shadows at 9.00am - 21 June



shadows at 10.00am - 21 June

shadow diagrams

N



| 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 – no changes. |
| 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                    |

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### 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>A1 The number of car parking spaces must not be less than the requirements of:</p> <p>a) Table E6.1; or</p> <p>b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).</p> | <p>P1 The number of car parking spaces provided must have regard to:</p> <p>a) the provisions of any relevant location specific car parking plan; and</p> <p>b) the availability of public car parking spaces within reasonable walking distance; and</p> <p>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</p> <p>d) the availability and frequency of public transport within reasonable walking distance of the site; and</p> <p>e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and</p> <p>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</p> <p>g) an empirical assessment of the car parking demand; and</p> <p>h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and</p> <p>i) the recommendations of a traffic impact assessment prepared for the proposal; and</p> <p>j) any heritage values of the site; and</p> <p>k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:</p> <p>i) the size of the dwelling and the number of bedrooms; and</p> <p>ii) the pattern of parking in the locality; and</p> <p>iii) any existing structure on the land.</p> |

Comment:

Complies – two parking spaces retained within the garage.

**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> |                                                                                     |

##### 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                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>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</p> <p>A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.</p> | <p>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</p> <p>a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and</p> <p>b) location of the site and the distance a cyclist would need to travel to reach the site; and</p> <p>c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.</p> |

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Comment:

Complies. 1 bicycle space is available with the storage shed on site.

### 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

### 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:<br>a) formed to an adequate level and drained; and<br>b) except for a single dwelling, provided with an impervious all-weather seal; and<br>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 with A1 (a). (b) & (c) are not applicable for single dwellings.

#### 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<br>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:<br>a) the layout of the site and the location of existing buildings; and<br>b) views into the site from the road and adjoining public spaces; and<br>c) the ability to access the site and the rear of buildings; and<br>d) the layout of car parking in the vicinity; and<br>e) the level of landscaping proposed for the car parking. |

Comment:

A1.1 – N/a

A1.2 – Existing. No changes to the existing car parking arrangement are proposed.

|                                                                                                                                                                                                                |                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A2.1 Car parking and manoeuvring space must:<br>a) have a gradient of 10% or less; and<br>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and | P2 Car parking and manoeuvring space must:<br>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 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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|                                                                                                                                   |                                                                                                                                                                              |    |                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking</i> . |    |                                                                                                                                                                   |
| <p>Comment:</p> <p>A2.1 (a) – Complies.</p> <p>(b) – N/a</p> <p>(c) – Complies (existing).</p> <p>A2.2 – Complies (existing).</p> |                                                                                                                                                                              |    |                                                                                                                                                                   |

**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                                                                                            | 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.                                      |
| <p>Comment:</p> <p>N/a</p>                                                                    |                                                                                         |                      |                                                                                                                                                  |

### 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.                                                                          |
| <p>Comment:</p> <p>N/a – private residence.</p>                      |                                                                                                                                                                                           |                      |                                                                                                           |

### 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 adequate space must be provided for |

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|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| a) at least one loading bay must be provided in accordance with Table E6.4; and                                                                                              | 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 <i>Australian Standard AS/NZS 2890.3 2002</i> for the type of vehicles that will use the site. |                                                                                                                                                    |
| Comment:<br>N/a                                                                                                                                                              |                                                                                                                                                    |

### 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                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <p>A1.1 Bicycle parking spaces for customers and visitors must:</p> <p>a) be accessible from a road, footpath or cycle track; and</p> <p>b) include a rail or hoop to lock a bicycle to that meets <i>Australian Standard AS 2890.3 1993</i>; and</p> <p>c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and</p> <p>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</p> <p>A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</p> | <p>P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.</p>                 |
| <p>A2 Bicycle parking spaces must have:</p> <p>a) minimum dimensions of:</p> <p>i) 1.7m in length; and</p> <p>ii) 1.2m in height; and</p> <p>iii) 0.7m in width at the handlebars; and</p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                        | <p>P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.</p> |

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 -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.

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- 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.

| 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                                  | 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 &amp; Approvals Act 1993</i> . |

| STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES                  |
|--------------------------------------------------------------|
| <i>Strategic Plan 2017-2027</i><br><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 the variation to the side and rear setbacks. The applicant has agreed to shift the shed further from the western boundary which will allow for the side setback requirements of the zone to be achieved, eliminating this variation. The main considerations for side/rear setback variations are the potential for overshadowing and visual impacts.

The relocation of the shed 0.5m further from the boundary will allow for plantings to be re-established along the western boundary, which will hopefully assist in alleviating the representor's concerns regarding overshadowing and visual impacts.

The site is not in any special areas and no referrals were required as part of the assessment process.

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, except that the shed be moved 0.5m further from the boundary and landscaping be established along the western boundary.

### 8 ATTACHMENTS

- Application & plans
- Representations & applicant's response

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### RECOMMENDATION

That land at 12A Elizabeth Street, Perth be approved to be developed and used for a Garage (12m x 7m, apex 4.57m) & attached lean-to (8m x 5m) in accordance with application P17-175, 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** (*Drawings prepared by Kel Clark, Sheet No's: 1-5, Dated: July 2017 & Shed elevations by Cyclad Buildings, Drawing No: JOB2610 (Quote No. QAAER21050911205704), Dated: undated*), **except as required by condition 2 & 3.**

#### **2 Revised plans**

Prior to the issue of a building permit, a revised site plan shall be provided showing the shed located 1.5m from the western side boundary.

#### **3 Landscaping**

Within 3 months of the completion of the shed, screening vegetation shall be planted between the shed and the western side boundary.

### DECISION

Cr Polley/Cr Knowles

That land at 12A Elizabeth Street, Perth be approved to be developed and used for a Garage (12m x 7m, apex 4.57m) & attached lean-to (8m x 5m) in accordance with application P17-175, 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** (*Drawings prepared by Kel Clark, Sheet No's: 1-5, Dated: July 2017 & Shed elevations by Cyclad Buildings, Drawing No: JOB2610 (Quote No. QAAER21050911205704), Dated: undated*), **except as required by condition 2 & 3.**

#### **2 Revised plans**

Prior to the issue of a building permit, a revised site plan shall be provided showing the shed located 1.5m from the western side boundary.

#### **3 Landscaping**

Within 3 months of the completion of the shed, screening vegetation shall be planted between the shed and the western side boundary.

Carried unanimously

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### 259/17 PLANNING APPLICATION P17-166 MIDLAND HIGHWAY, ILLAWARRA ROAD & ADJOINING PROPERTIES, PERTH

*File Number:* P17-166  
*Responsible Officer:* Des Jennings, General Manager  
*Report prepared by:* Paul Godier, Senior Planner

#### 1 INTRODUCTION

This report assesses an application for Midland Highway, Illawarra Road & adjoining properties, Perth, to construct the Perth Link Roads project.

#### 2 BACKGROUND

|                                                                |                                                                                                                                                                                 |
|----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Applicant:</b><br>Department of State Growth                | <b>Owner:</b><br>Department of State Growth and adjoining landowners                                                                                                            |
| <b>Zone:</b><br>Utilities; Rural Resource; General Residential | <b>Codes:</b><br>Road & Railway Assets code; Flood Prone Areas Code; Car Parking and Sustainable Transport Code; Scenic Management Code; Biodiversity Code; Water Quality Code; |
| <b>Classification under the Scheme:</b><br>Utilities           | <b>Existing Use:</b><br>Road and farmland                                                                                                                                       |
| <b>Deemed Approval Date:</b><br>25 August 2017                 | <b>Recommendation:</b><br>Approve with conditions                                                                                                                               |

#### Discretionary Aspects of the Application

Development and use:

- of a new road in the Rural Resource and General Residential zones;
- of new accesses and junctions;
- of land subject to flooding at a 1% AEP;
- of land within the tourist road corridor;
- that involves the removal of native vegetation;
- of land within 50m of a watercourse.

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

#### Preliminary Discussion

Prior to submission of the application, the applicant undertook public consultation.

#### 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.

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### 4 ASSESSMENT

#### 4.1 Proposal

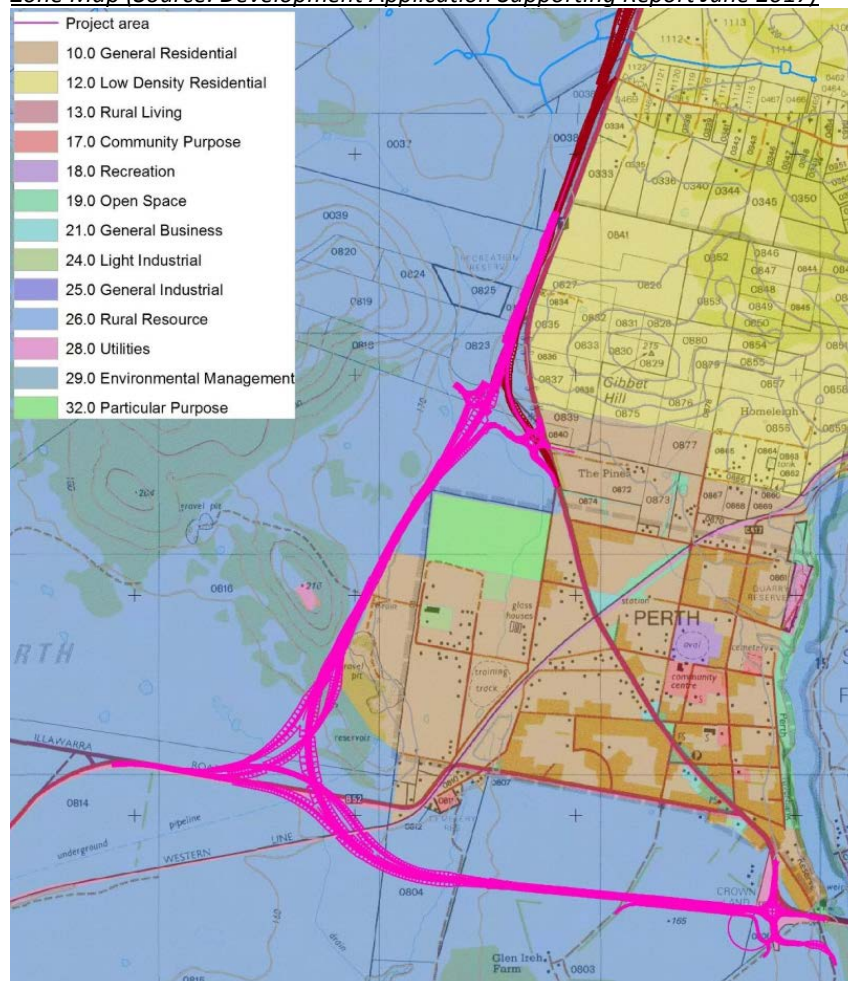
It is proposed to undertake the Perth Link Roads project to realign the Midland Highway around Perth to the west and south, over a length of approximately 5km.

Site Plan - (Source: Development Application Supporting Report June 2017)



#### 4.2 Zone and land use

Zone Map (Source: Development Application Supporting Report June 2017)



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The land is zoned Utilities, Rural Resource and General Residential. The relevant Planning Scheme definition is:

|                  |                                                                                   |
|------------------|-----------------------------------------------------------------------------------|
| <i>Utilities</i> | <i>Use of land for utilities and infrastructure including transport networks.</i> |
|------------------|-----------------------------------------------------------------------------------|

Utilities is Permitted in the Utilities zone and Discretionary in the Rural Resource zone and General Residential zone.

### 4.3 Subject site and locality

The author of this report carried out a site visit on 10 August 2017.

Subject site from southern end of Napoleon St, looking northward



Subject site from northern end of Napoleon St looking southward



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Subject site from northern end of Napoleon St looking northward



Subject site from Drummond St looking westward



Subject site from Eskleigh access road



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### 4.4 Permit/site history

There is no relevant permit or site 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 representations (attached) were received from:

- B Einoder, 35 Drummond Street, Perth.
- R Jones, East Launceston.
- Woolcott Surveys obo Holliejett Investments Pty Ltd, owner of 1 Edward Street and 1-13 Cromwell Street, Perth.
- D Alty, Longford resident.
- R Bullen, 44 Phillip Street, Perth.
- H MacKinnon, 390 Illawarra Road, Longford.

The matters raised in the representations are outlined below followed by State Growth's response.

#### **Representation 1 – B Einoder, 35 Drummond Street, Perth**

- Need for a new wide bridge to cater for trucks passing and keep the current bridge for the local traffic on either side.
- The underpass near Sheepwash Creek is totally unacceptable to all present and future plans. The underpass needs to accommodate a road which will allow Perth people driving to the river for fishing, water-skiing and barbequing to take their car and boat on trailer. The underpass must be wide enough for a tractor, plough, drill, spray and harrows to get through.
- The bridge on the south side of the highway going over Sheepwash Creek is inadequate and must be strong and wide enough also for a tractor, plough, drill, spray and harrows.
- The access road over it to Kelly's farm must also be at the same level as the proposed road from the Perth township to the river and continuous with the access road that runs parallel along the south side of the highway.
- The access road to Glen Ireh farm needs the curve in and out of the farm gate as proposed but also to be continuous with the access road to the easement road and Kelly's farm.
- Can find no plans for the irrigation pipes to get water from the river to northern paddocks. There is no mention of draining the swamp that will develop north of the highway. There are no details regarding fencing and noise reduction.
- The Pateena Road intersection is dangerous. There is no mention of school bus stops or private access off the highway.

#### **State Growth response:**

*The bridge has approximately 30 years of life remaining. Replacing this bridge early would come at a significant cost in both the construction of a new bridge and the depreciation write-down of the existing bridge. This would impact on the ability of the project to complete the full upgrade of other Midland Highway sections as outlined in the Midland Highway 10 Year Action Plan.*

*The roundabout design proposed provides both a gateway to the township of Perth and safe all direction access to residents both sides of the highway. The roundabout also assists in reducing traffic speeds of vehicles travelling from the north before navigating the bridge.*

*Currently traffic volumes south of Perth do not warrant the duplication of the highway. In the future when the bridge is replaced an assessment at this time might require additional lanes. It is prudent that the Department prioritises funding in this way and delivers on the outcomes outlined in the action plan. The Department is satisfied that the plan balances the needs of the local community and motorists.*

*Access to the river has been retained by the provision of a new access road and associated easement. Therefore, there is no need to go through the underpass structure near Sheep Wash Creek to access the river.*

*There are two culverts proposed at the downstream end of Sheep Wash Creek that work in combination to accommodate a 100-year ARI storm event. This is in line with design requirements for the proposal. The*

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*larger of the proposed culverts will also cater as a stock underpass in low creek flows and is of adequate size to provide both stock and tractor access. Larger machinery will need to use the road network to cross the highway.*

*The proposal incorporates the representations requests with regard to the levels of the access roads.*

*It is also agreed that the access road to Glen Ireh Farm can be modified as requested. The revision shall show a continuous easement road to the Kelly farm gate, with a junction to Glen Ireh. The detailed design will ensure these requests are met.*

*Conduits for future services and temporary irrigation pipes will be installed as part of the works, exact locations shall be confirmed during the detailed design phase of the project.*

*Longitudinal drainage will be provided along the length of the highway, on both sides. These drains will discharge to either Sheep Wash Creek or South Esk River, as described in the planning submission.*

*Existing fencing removed as part of the project will be replaced with new fencing of an equal or better standard. The principle adopted is 'like for like' replacement. During the detailed design process, the landowners will have an opportunity to work with the contractor on fencing details. If a higher standard of fencing is selected by the landowner, this may impact on the compensation payable to the landowner.*

*The Pateena Road junction meets all requirements under Austroads design guidelines for 100km/h speed limits and associated Safe Intersection Sight Distance requirements.*

*Private accesses off the highway have been consolidated with safe access provided to all properties via the new interchanges and internal tracks. Both Midland Highway and Illawarra Road will continue to be limited access roadways.*

*There are no public bus stops proposed on the highway. The Department of State Growth Passenger Transport Group have had discussions with bus operators regarding the number and location of bus stops within Perth. The Department has also consulted with other stakeholders and the bus stop on Pateena Road, near the Illawarra Road junction is under consideration for improvement.*

### **Representation 2 – R Jones, East Launceston**

- Safety concerns over a four-lane highway feeding onto a two-lane bridge.
- Need a new wide bridge to cross the river keep the current bridge for the local traffic on either side.

### **State Growth response:**

*Please see response to Representation 1 regarding the existing bridge, which does not form part of this current proposal.*

### **Representation 3 – Woolcott Surveys obo Hollicjett Investments Pty Ltd, owner of 1 Edward Street and 1-13 Cromwell Street, Perth**

- The Western Perth Drainage Study 2011 (Bullock Consulting) and the Western Perth Stormwater Assessment (September 2015, Hydrodynamica) report that in the 1 in 100 year event Edward Street, Drummond Street and Youl Road flood due to undersized culverts at Edward Street, Youl Road, the culvert under the rail line (eastern side of Youl Road) and Drummond Street. The modelling of these reports shows that adjacent private land is inundated in the 1 in 100 year event. Flooding issues and the related concerns of Councillors were raised in several planning applications.
- While the flood study for Sheepwash Creek (Hydrodynamica, July 2016) is referred to in the application does not form part of the information provided with the application.
- The application has not demonstrated that there will not be interference to the natural water course as a result of the increased discharge from the proposed highway.
- The application has not demonstrated that the works will not result in an increase in the extent of flooding on other land or increase the risk to other structures.
- Despite the knowledge of the works necessary to decrease the extent of flooding in the western Perth area, no works to upgrade these culverts has taken place.

### **State Growth response:**

***5.6.1, P1.1 – No hydrology has been submitted to demonstrate compliance and the Hydrodynamica study quoted preceding highway design***

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*Council engaged Hydrodynamica to undertake the referenced hydrology study and report. Council therefore owns this report and State Growth did not have permission to lodge the report as part of the Development Application.*

*The peak flow at the points the highway crosses Sheepwash Creek has been taken from the Hydrodynamica study (Hydrodynamica, July 2016). This flow has been used to verify the size of the proposed culverts.*

*The Hydrodynamica Study (Hydrodynamica, July 2016) also demonstrated that the peak flow in Sheepwash Creek currently occurs during longer duration events (as expected based on the catchment size and the effect of McKinnon's Dam). The proposed works will provide a swifter route for runoff from the impervious areas such that runoff from these areas will flow through Sheepwash Creek well before the peak occurs in Sheepwash Creek. This will then result in (i) a higher total volume of flow down Sheepwash Creek; and (ii) No increase in peak flow in Sheepwash Creek.*

*The proposed highway will collect the catchment and divert flows away from the problem flooding area of Napoleon Street and directly into Sheepwash Creek. This will result in a reduction of nuisance flooding which currently occurs along Napoleon Street.*

*The Hydrodynamica Study (July 2016) and the above (as submitted in the drainage report) demonstrate no increase in flooding.*

### **5.6.1, P1.2 – Development subject to medium risk must demonstrate that the risk is mitigated through to low risk level**

*The proposed development is low risk within the road corridor and the risk downstream of the development does not change.*

### **5.6.1, P1.3 (a) – works will not unduly interfere with natural water course processes through restriction or changes to flows**

*The creek is highly disturbed through Perth; however, provision is made for low flows via a smaller culvert which will mitigate potential environmental impacts due to piping flows. The seasonal timing and magnitude of peak and low flows will not be affected by the works although the total volume of flows may be slightly increased. This is not expected to have adverse environmental effects.*

### **5.6.1, P1.3 (b) – Works will not increase extent of flooding or risk to structures**

*As per (1) above.*

### **5.6.1, P1.3 (d) – No specific mitigation works are proposed.**

*Other than those noted in the submission, no specific mitigation works, are proposed, excepting diversion of flows currently contributing to Napoleon Street flooding. The highway has been included in Hydrodynamica's current (ongoing) works on flood mitigation in the area.*

*The detailed design and construction contract will require the contractor to ensure no increase in peak flow through the Perth Township along Sheepwash Creek as a consequence of the works.*

### **Representation 4 – Dee Alty, Longford resident**

- Objects to the removal of the local access road from Longford to Perth on the grounds that local communities will be cut off from one another and local businesses such as the IGA Longford and Service Tas will lose Perth custom. Further, many older people and those unable to drive will be cut off from community activities at both ends.
- Included questions to the Department of State Growth which had not been properly addressed.

### **State Growth response:**

*The traffic impact comments raised, have all been addressed at Section 10.5 of the planning submission and within the submitted Traffic Impact Assessment, which concludes that the proposal is compliant with Code E4 'Road and Railway Assets Code' and Code E6 'Car Parking and Sustainable Transport Code'.*

*The Department's Traffic Engineering Branch assesses required signage for State Roads and air brake restriction signs will be installed where appropriate as part of the detailed design phase.*

*In response to the representor's query, Illawarra Main Road and the Longford roundabout is a Category 1 State Road and part of the National Land Transport Network. Illawarra Main Road connects the Midland*

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*Highway with the Bass Highway and is maintained by the Department of State Growth through the Department's North-East maintenance contract.*

*The preliminary design process was informed by active engagement with stakeholders, including briefings to Councillors and management, meetings with individual landowners, two public display sessions and an online forum seeking feedback. The proposed design is the balance of addressing comments and concerns raised through the community engagement process and ensuring the safety and efficiency of the State road network.*

### **Representation 5 – R Bullen, 44 Phillip Street, Perth**

Supports the application on the basis that a 20 metre wide landscaping strip is maintained (on private land) and that the edge of the road reserve is no closer to 44 Phillip Street, than shown on the exhibited plans.

Also supports the application on no link road from the new highway into Illawarra Road.

#### **State Growth response:**

*This representation was not a negative representation to the proposal. The representation specifically supported the submitted Landscape Concept Design which will provide visual and acoustic screening, the proposed position of the highway and the proposed no link road from the Western Connection directly onto the Perth Township side of Illawarra Road.*

### **Representation 6 – H Mackinnon, 390 Illawarra Road, Longford**

- HCM/Mountford Nominees Pty Ltd lose key accesses that must be redesigned and replaced to meet the ongoing and increasing operational requirements of the farm.
- The road is deficient in SISD and dangerous for staff, farm machinery, B Double service vehicles etc. the GHD TIA does not take into account the safety and growth needs of private rural land accesses; the impact of daily school bus pull off, turn around and long term safety aspects at Pateena Road; or any vehicle turning facility at Pateena Road.
- No sound projections have been done to protect the future urban developments from new and increased vehicle noise and light interference.
- Public transport needs are addressed but not private bus and school bus needs and safety.
- Paragraph 7.14 of the application gives no consideration to land currently zoned general residential at North West Perth.
- The current vegetation plan is not included in the DA and makes no allowance for the replacement of rural trees lost, reinstatement of the Heritage Highway landscaping concept, and the vegetation needs of adjacent rural businesses and land holders.

#### **State Growth response:**

*The Department recognises the importance of access for farm operations and the relocated accesses are a balance of prioritising the safety of the road and landowner access requirements. Where an existing access to Illawarra Road was either impractical to reinstate/construct in its current location, or it did not meet safety requirements, then a new access has been provided at an alternative location. The Department will continue to work with landowners through the detailed design process to ensure the balance of safe and efficient access arrangements are met.*

*The Department confirms that the junction at Pateena Road will meet the required Safe Intersection Sight Distances for 100 km/h. A complete TIA, as required by E4 'Road and Rail Assets Code', forms part of the submission. The TIA demonstrates compliance with the use standards at Clause E4.6.1 and all relevant development standards.*

*The proposal required a noise assessment under the Department's Tasmanian State Road Traffic Noise Management Guidelines (the Guidelines) and a noise assessment was undertaken in May 2017. The Guidelines are the noise assessment and mitigation tool used for State roads in Tasmania. Noise levels for the majority of residences were modelled as decreasing when comparing 'no build' and 'build' scenarios for the year 2029. Only two dwellings were eligible for mitigation measures, which will be undertaken in consultation with the landowners.*

*Additionally, vegetation screening along the Perth Township edge of the highway will provide amenity screening adjacent to the land allocated for future residential development.*

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*During the pre-lodgement stakeholder engagement process, both the driver of the local school bus route and the owner of TassieLink were consulted to understand and take into consideration their use of the Perth local road network.*

*The representation raises concern that no consideration to the land capability of land currently zoned General Residential has been given. The zoning of the land is known, understood and considered, including its confirmation through the Perth Structure Plan.*

*A landscaping concept design has been submitted as part of the application and includes a 20m wide native screening zone and road landscaping. The landscaping plan will continue to be developed in consultation with landowners, stakeholders and Council.*

### 4.6 Referrals

#### **Council's Works Department**

Precis: Council's Works Department (Jonathan Galbraith, Works Officer in discussion with Leigh McCullagh, Works Manager and Cameron Oakley, consultant hydrologist) recommends the following conditions:  
*All stormwater works shall be carried out in accordance with the GHD Preliminary Design, Drainage Report. The proposed works must not increase the flooding risk in the Western Perth and Sheepwash Creek area for rainfall events up to and including the 1 in 100 ARI event.*

#### **TasWater**

Precis: A TasWater Submission to Planning Authority Notice was issued on 1 August and will be attached to any permit issued.

#### **Department of State Growth**

Precis: No objection.

#### **TasRail (adjoining landowner)**

Precis: The application was referred to TasRail as an adjoining landowner on 17 July and was followed up on the 10<sup>th</sup> and 14<sup>th</sup> of August. As of writing a response had not been received.

#### **Minister administering Crown Lands**

Precis: Application signed by the Minister's delegate.

### 4.7 Planning Scheme Assessment

| UTILITIES ZONE                                                                                 |
|------------------------------------------------------------------------------------------------|
| ZONE PURPOSE                                                                                   |
| <i>To provide land for major utilities installations and corridors.</i>                        |
| <i>To provide for other compatible uses where they do not adversely impact on the utility.</i> |
| <b>Assessment:</b> The proposal is consistent with the zone purpose.                           |

#### **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                            | Performance Criteria                                                                                                                                                                                                                                                                                    |
|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A1 If for permitted or no permit required uses. | P1 The proposal must not unreasonably compromise or reduce the operational efficiency of the utility having regard to:<br>a) existing land use practices; and<br>b) the location of the use in relation to the utility; and<br>c) any required buffers or setbacks; and<br>d) the management of access. |
| Needs to address performance criteria.          | The proposal complies.                                                                                                                                                                                                                                                                                  |

#### **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.

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| Acceptable Solutions                                                                                                         | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>A1 Height must not exceed:</p> <p>a) 6m; or</p> <p>b) 15 m for ancillary antenna and masts for communication devices.</p> | <p>P1 Height must:</p> <p>a) minimise the visual impact having regard to:</p> <ul style="list-style-type: none"> <li>i) prevailing character of the landscape or urban pattern of the surrounding area; and</li> <li>ii) form and materials; and</li> <li>iii) the contours or slope of the land; and</li> <li>iv) existing screening or the ability to implement/establish screening through works or landscaping; and</li> </ul> <p>b) protect the amenity of residential uses in the area from unreasonable impacts having regard to:</p> <ul style="list-style-type: none"> <li>i) the surrounding pattern of development; and</li> <li>ii) the existing degree of overlooking and overshadowing; and</li> <li>iii) methods to reduce visual impact.</li> </ul> |
| NA                                                                                                                           | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p>A2 Buildings must be set back from all boundaries a minimum distance of 3m.</p>                                           | <p>P2 Building setbacks must:</p> <p>a) complement existing building setbacks in the immediate area; and</p> <p>b) minimise adverse impacts on adjoining land uses having regard to:</p> <ul style="list-style-type: none"> <li>i) the form of the building; and</li> <li>ii) the contours or slope of the land; and</li> <li>iii) methods to reduce visual impact; and</li> </ul> <p>c) protect the amenity of adjoining residential uses from unreasonable impacts of overshadowing and overlooking having regard to:</p> <ul style="list-style-type: none"> <li>i) the surrounding pattern of development; and</li> <li>ii) the existing degree of overlooking and overshadowing; and</li> <li>iii) methods to reduce overlooking and overshadowing.</li> </ul>  |
| NA                                                                                                                           | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

### RURAL RESOURCE ZONE

#### ZONE PURPOSE

*To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.*

*To provide for other use or development that does not constrain or conflict with resource development uses.*

*To provide for economic development that is compatible with primary industry, environmental and landscape values.*

*To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.*

**Assessment:** The proposal is consistent with the zone purpose.

### LOCAL AREA OBJECTIVES

- a) **Primary Industries:**
- Resources for primary industries make a significant contribution to the rural economy and primary industry uses are to be protected for long-term sustainability.*
- 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.*
- 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.*
- b) **Tourism**
- 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.*

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*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.*

### c) Rural Communities

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.

**Assessment:** The proposal does not conflict with the local area objectives.

### DESIRED FUTURE CHARACTER STATEMENTS

The visual impacts of use and development within the rural landscape are to be minimised such that the effect is not obtrusive.

**Assessment:** The proposed landscaping makes the proposal consistent with the local area objectives.

## 26.3 Use Standards

### 26.3.1 Discretionary Uses if not a single dwelling

#### Objective

- a) To provide for an appropriate mix of uses that support the Local Area Objectives and the location of discretionary uses in the rural resources zone does not unnecessarily compromise the consolidation of commercial and industrial uses to identified nodes of settlement or purpose built precincts.
- b) To protect the long term productive capacity of prime agricultural land by minimising conversion of the land to non-agricultural uses or uses not dependent on the soil as a growth medium, unless an overriding benefit to the region can be demonstrated.
- c) To minimise the conversion of non-prime land to a non-primary industry use except where that land cannot be practically utilised for primary industry purposes.
- d) Uses are located such that they do not unreasonably confine or restrain the operation of primary industry uses.
- e) Uses are suitable within the context of the locality and do not create an unreasonable adverse impact on existing sensitive uses or local infrastructure.
- f) The visual impacts of use are appropriately managed to integrate with the surrounding rural landscape.

| Acceptable Solutions                            | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A1 If for permitted or no permit required uses. | <p>P1.1 It must be demonstrated that the use is consistent with local area objectives for the provision of non-primary industry uses in the zone, if applicable; and</p> <p>P1.2 Business and professional services and general retail and hire must not exceed a combined gross floor area of 250m<sup>2</sup> over the site.</p>                                                                                                                                                                                                                                                                                                                                                         |
| Needs to address the performance criteria.      | The proposal satisfies the performance criteria.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| A2 If for permitted or no permit required uses. | <p>P2.1 Utilities, extractive industries and controlled environment agriculture located on prime agricultural land must demonstrate that the:</p> <ul style="list-style-type: none"> <li>i) amount of land alienated/converted is minimised; and</li> <li>ii) location is reasonably required for operational efficiency; and</li> </ul> <p>P2.2 Uses other than utilities, extractive industries or controlled environment agriculture located on prime agricultural land, must demonstrate that the conversion of prime agricultural land to that use will result in a significant benefit to the region having regard to the economic, social and environmental costs and benefits.</p> |
| Needs to address the performance criteria.      | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| A3 If for permitted or no permit required uses. | <p>P3 The conversion of non-prime agricultural to non-agricultural use must demonstrate that:</p> <ul style="list-style-type: none"> <li>a) the amount of land converted is minimised having regard to: <ul style="list-style-type: none"> <li>i) existing use and development on the land; and</li> <li>ii) surrounding use and development; and</li> <li>iii) topographical constraints; or</li> </ul> </li> <li>b) the site is practically incapable of supporting an agricultural use or being</li> </ul>                                                                                                                                                                              |

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|                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                     | <p>included with other land for agricultural or other primary industry use, due to factors such as:</p> <ul style="list-style-type: none"> <li>i) limitations created by any existing use and/or development surrounding the site; and</li> <li>ii) topographical features; and</li> <li>iii) poor capability of the land for primary industry; or</li> </ul> <p>c) the location of the use on the site is reasonably required for operational efficiency.</p>                    |
| Needs to address the performance criteria.                                                                                                                          | The proposal satisfies the performance criteria.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| A4 If for permitted or no permit required uses.                                                                                                                     | <p>P4 It must be demonstrated that:</p> <ul style="list-style-type: none"> <li>a) emissions are not likely to cause an environmental nuisance; and</li> <li>b) primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and</li> <li>c) the capacity of the local road network can accommodate the traffic generated by the use.</li> </ul>                                                                                       |
| Needs to address the performance criteria.                                                                                                                          | The proposal satisfies the performance criteria.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p>A5 The use must:</p> <ul style="list-style-type: none"> <li>a) be permitted or no permit required; or</li> <li>b) be located in an existing building.</li> </ul> | <p>P5 It must be demonstrated that the visual appearance of the use is consistent with the local area having regard to:</p> <ul style="list-style-type: none"> <li>a) the impacts on skylines and ridgelines; and</li> <li>b) visibility from public roads; and</li> <li>c) the visual impacts of storage of materials or equipment; and</li> <li>d) the visual impacts of vegetation clearance or retention; and</li> <li>e) the desired future character statements.</li> </ul> |
| Needs to address the performance criteria.                                                                                                                          | The proposal satisfies the performance criteria.                                                                                                                                                                                                                                                                                                                                                                                                                                  |

### 26.4 Development Standards

#### 26.4.1 Building Location and Appearance

| <p><b>Objective</b></p> <p>To ensure that the:</p> <ul style="list-style-type: none"> <li>a) ability to conduct extractive industries and resource development will not be constrained by conflict with sensitive uses; and</li> <li>b) development of buildings is unobtrusive and complements the character of the landscape.</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Acceptable Solutions                                                                                                                                                                                                                                                                                                                       | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>A1 Building height must not exceed:</p> <ul style="list-style-type: none"> <li>a) 8m for dwellings; or</li> <li>b) 12m for other purposes.</li> </ul>                                                                                                                                                                                   | <p>P1 Building height must:</p> <ul style="list-style-type: none"> <li>a) be unobtrusive and complement the character of the surrounding landscape; and</li> <li>b) protect the amenity of adjoining uses from adverse impacts as a result of the proposal.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| NA                                                                                                                                                                                                                                                                                                                                         | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>A2 Buildings must be set back a minimum of:</p> <ul style="list-style-type: none"> <li>a) 50m where a non-sensitive use or extension to existing sensitive use buildings is proposed; or</li> <li>b) 200m where a sensitive use is proposed; or</li> <li>c) the same as existing for replacement of an existing dwelling.</li> </ul>    | <p>P2 Buildings must be setback so that the use is not likely to constrain adjoining primary industry operations having regard to:</p> <ul style="list-style-type: none"> <li>a) the topography of the land; and</li> <li>b) buffers created by natural or other features; and</li> <li>c) the location of development on adjoining lots; and</li> <li>d) the nature of existing and potential adjoining uses; and</li> <li>e) the ability to accommodate a lesser setback to the road having regard to: <ul style="list-style-type: none"> <li>i) the design of the development and landscaping; and</li> <li>ii) the potential for future upgrading of the road; and</li> <li>iii) potential traffic safety hazards; and</li> <li>iv) appropriate noise attenuation.</li> </ul> </li> </ul> |
| NA                                                                                                                                                                                                                                                                                                                                         | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| GENERAL RESIDENTIAL ZONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| ZONE PURPOSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p>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.</p> <p>To provide for compatible non-residential uses that primarily serve the local community.</p> <p>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.</p> <p>To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.</p> |
| <b>Assessment:</b> The proposal does not conflict with the zone purpose.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| LOCAL AREA OBJECTIVES                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>To consolidate growth within the existing urban land use framework of the towns and villages.</p> <p>To manage development in the General residential zone as part of or context to the Heritage Precincts in the towns and villages.</p> <p>To ensure developments within street reservations contribute positively to the Heritage Precincts in each settlement.</p> |
| <b>Assessment:</b> The proposal does not conflict with the local area objectives.                                                                                                                                                                                                                                                                                         |

### 10.3 Use Standards

#### 10.3.1 Amenity

| Objective<br>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 If for permitted or no permit required uses.                                                                                                      | P1 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.                                                                             |
| Needs to address the performance criteria.                                                                                                           | The applicant's noise report, and Council's independent review of it, demonstrates that the proposal is unlikely to cause an environmental nuisance. The proposal satisfies the performance criteria.                                              |
| A2 Commercial vehicles for discretionary uses must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm Saturday and Sunday. | P2 Commercial vehicle movements for discretionary uses must not unreasonably impact on the amenity of occupants of adjoining and nearby dwellings.                                                                                                 |
| NA                                                                                                                                                   | NA                                                                                                                                                                                                                                                 |
| A3 If for permitted or no permit required uses.                                                                                                      | P3 External lighting must demonstrate that:<br>a) floodlighting or security lights used on the site will not unreasonably impact on the amenity of adjoining land; and<br>b) all direct light will be contained within the boundaries of the site. |
| Needs to address the performance criteria.                                                                                                           | Streetlighting will be contained within the boundaries of the site. The proposal satisfies the performance criteria.                                                                                                                               |

#### 10.3.2 Residential Character – Discretionary Uses

| Objective<br>To ensure that discretionary uses support:<br>a) the visual character of the area; and<br>b) the local area objectives, if any.           |                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| Acceptable Solutions                                                                                                                                   | Performance Criteria        |
| A1 Commercial vehicles for discretionary uses must be parked within the boundary of the property.                                                      | P1 No performance criteria. |
| NA                                                                                                                                                     | NA                          |
| A2 Goods or material storage for discretionary uses must not be stored outside in locations visible from adjacent properties, the road or public land. | P2 No performance criteria. |

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|                                                                                                                                                                                                                                |                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| Complies                                                                                                                                                                                                                       | NA                          |
| A3 Waste material storage for discretionary uses must:<br>a) not be visible from the road to which the lot has frontage; and<br>b) use self-contained receptacles designed to ensure waste does not escape to the environment. | P3 No performance criteria. |
| Complies                                                                                                                                                                                                                       | NA                          |

### 10.4.14 Non Residential Development

**Objective**  
To ensure that all non-residential development undertaken in the Residential Zone is sympathetic to the form and scale of residential development and does not affect the amenity of nearby residential properties.

| Acceptable Solutions                            | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A1 If for permitted or no permit required uses. | P1 Development must be designed to protect the amenity of surrounding residential uses and must have regard to:<br>a) the setback of the building to the boundaries to prevent unreasonable impacts on the amenity, solar access and privacy of habitable room windows and private open space of adjoining dwellings; and<br>b) the setback of the building to a road frontage and if the distance is appropriate to the location and the character of the area, the efficient use of the site, the safe and efficient use of the road and the amenity of residents; and<br>c) the height of development having regard to:<br>i) the effect of the slope of the site on the height of the building; and<br>ii) the relationship between the proposed building height and the height of existing adjacent buildings; and<br>iii) the visual impact of the building when viewed from the road and from adjoining properties; and<br>iv) the degree of overshadowing and overlooking of adjoining properties; and<br>d) the level and effectiveness of physical screening by fences or vegetation; and<br>e) the location and impacts of traffic circulation and parking and the need to locate parking away from residential boundaries; and<br>f) the location and impacts of illumination of the site; and<br>g) passive surveillance of the site; and<br>h) landscaping to integrate development with the streetscape. |
| Needs to address the performance criteria.      | The proposal requires acquisition of approximately 1.6 ha of land zoned General Residential, to the west of Napoleon Street. While the land is zoned residential, it is currently used for rural purposes. As such, the proposal satisfies the performance criteria.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| CODES                                           |                            |
|-------------------------------------------------|----------------------------|
| E1.0 BUSHFIRE PRONE AREAS CODE                  | NA                         |
| E2.0 POTENTIALLY CONTAMINATED LAND              | NA                         |
| E3.0 LANDSLIP CODE                              | NA                         |
| E4.0 ROAD AND RAILWAY ASSETS CODE               | See code assessment below. |
| E5.0 FLOOD PRONE AREAS CODE                     | See code assessment below. |
| E6.0 CAR PARKING AND SUSTAINABLE TRANSPORT CODE | See code assessment below. |
| E7.0 SCENIC MANAGEMENT CODE                     | See code assessment below. |
| E8.0 BIODIVERSITY CODE                          | See code assessment below. |
| E9.0 WATER QUALITY CODE                         | See code assessment below. |
| E10.0 RECREATION AND OPEN SPACE CODE            | NA                         |
| E11.0 ENVIRONMENTAL IMPACTS & ATTENUATION CODE  | NA                         |
| E12.0 AIRPORTS IMPACT MANAGEMENT CODE           | NA                         |
| E13.0 LOCAL HISTORIC HERITAGE CODE              | NA                         |

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|                    |    |
|--------------------|----|
| E14.0 COASTAL CODE | NA |
| E15.0 SIGNS CODE   | NA |

### ASSESSMENT AGAINST E4.0 ROAD AND RAILWAY ASSETS CODE

#### E4.6 Use Standards

##### E4.6.1 Use and road or rail infrastructure

|                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Objective</b><br>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.                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Acceptable Solutions</b>                                                                                                                                                                                                                                                         | <b>Performance Criteria</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| NA – does not propose a sensitive use.                                                                                                                                                                                                                                              | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 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 level of safety for all road users, including pedestrians and cyclists.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| NA                                                                                                                                                                                                                                                                                  | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 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:<br>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<br>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<br>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. |
| Complies – does not increase the traffic movements at existing accesses or junctions.                                                                                                                                                                                               | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

#### E4.7 Development Standards

##### E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways

|                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Objective</b><br>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:<br>a) ensure the safe and efficient operation of roads and railways; and<br>b) allow for future road and rail widening, realignment and upgrading; and<br>avoid undesirable interaction between roads and railways and other use or development. |                                                                                                                                                                                   |
| <b>Acceptable Solutions</b>                                                                                                                                                                                                                                                                                                                                                                                     | <b>Performance Criteria</b>                                                                                                                                                       |
| A1 The following must be at least 50m from a railway, a future road or railway, and a                                                                                                                                                                                                                                                                                                                           | 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 |

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|                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| category 1 or 2 road in an area subject to a speed limit of more than 60km/h:                         | of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| a) new road works, buildings, additions and extensions, earthworks and landscaping works; and         | 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) building envelopes on new lots; 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) outdoor sitting, entertainment and children's play areas                                           | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Roadworks and landscaping within 50m of a category 1 road. Needs to address the performance criteria. | The applicant has provided a Traffic Impact Assessment which demonstrates that the Perth Link Roads will improve the safety and efficiency of the Midland Highway. The proposal would improve rail safety as there would be less traffic using the existing rail level crossings in Perth. The proposal provides for grade separation of the rail line from the new highway. The applicant provided a noise assessment report which the Council had independently reviewed and its findings were supported. This identified two houses as being eligible for consideration of noise mitigation measures. |

### 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

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.

NA

A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.

#### Performance Criteria

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.

NA

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.

New accesses and junctions proposed. The application included a Traffic Impact Assessment which demonstrates compliance as follows:

Rationalisation of entry and exit onto the proposed highway is required to provide safe access for neighbouring properties including the Perth residential area and local businesses while meeting the desired safety and efficiency

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outcomes of the upgrade. The proposal will provide for significant social and economic benefit to the State and region by providing for a state highway that complies with the safety requirements for a national highway. The proposed highway includes junction to provide safe access to the local roads and highway. The proposal is not anticipated to increase the use of the existing access or junctions proposed to be upgraded. The road has been designed to meet the AusRAP system with a minimum 3 star rating. This represents an improvement to the existing road safety environment. The modifications to the road network will improve transport efficiency by providing improved highway grades and junction details.

### 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>A1 Where land has access across a railway:</p> <p>a) development does not include a level crossing; or</p> <p>b) development does not result in a material change onto an existing level crossing.</p> | <p>P1 Where land has access across a railway:</p> <p>a) the number, location, layout and design of level crossings maintain or improve the safety and efficiency of the railway; and</p> <p>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</p> <p>c) it is uneconomic to relocate an existing use to a site that does not require a level crossing; and</p> <p>d) an alternative access or junction is not practicable.</p> |
| Complies.                                                                                                                                                                                                 | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

### 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                                                                                                                                                                                                                                                                                                                                                                                                         | Performance Criteria                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>A1 Sight distances at</p> <p>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</p> <p>b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or</p> <p>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</p> | <p>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.</p> |

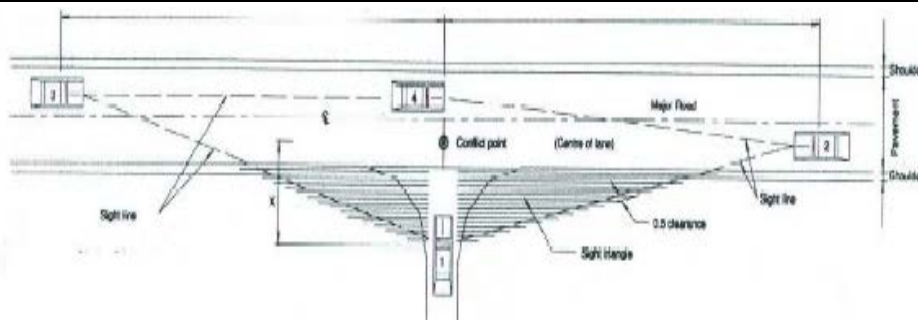


Figure E4.7.4 Sight Lines for Accesses and Junctions

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 | Safe Intersection Sight Distance (SISD) metres, for speed limit of: |                      |
|---------------|---------------------------------------------------------------------|----------------------|
| km/h          | 60 km/h or less                                                     | Greater than 60 km/h |
| 50            | 80                                                                  | 90                   |
| 60            | 105                                                                 | 115                  |
| 70            | 130                                                                 | 140                  |
| 80            | 165                                                                 | 175                  |

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|     |  |     |
|-----|--|-----|
| 90  |  | 210 |
| 100 |  | 250 |
| 110 |  | 290 |

The traffic impact assessment finds that the following sight distances can be achieved:

| Road                                | Design Speed (km/hr) | Minimum SSID achieved |
|-------------------------------------|----------------------|-----------------------|
| Einoder Access (Eskleigh Road)      | 60                   | 123                   |
| TasWater Reservoir Access (highway) | 110                  | 400                   |
| Mountford Access (Illawarra Road)   | 100                  | 262                   |

Of these, the Mountford Access will require removal of vegetation to achieve this sight distance. This is to be a condition of approval.

### ASSESSMENT AGAINST E5.0 FLOOD PRONE AREAS CODE

#### **E5.1 Purpose of the Code**

*E5.1.1 The purpose of this provision is to:*

- ensure that use or development subject to risk from flooding is appropriately located and that adequate measures are taken to protect human life and property and to prevent adverse effects on the environment.*
- determine the potential impacts of flooding through the assessment of risk in accordance with the Australian Standard.*

#### **E5.2 Application of this Code**

*E5.2.1 This code applies to use or development of land:*

- mapped as flood risk on the planning scheme maps; or*
- even if not mapped under subparagraph (a) if it is:*
  - potentially subject to flooding at a 1% annual exceedance probability; or*
  - less than the height indicated on the coastal inundation risk height map; or*
  - identified in a report prepared by a suitably qualified person in accordance with the development application which is lodged or required in response to a request under Section 54 of the Act as actually or potentially subject to flooding at a 1% annual exceedance probability.*

#### **E5.3 Definition of Terms**

|                                                          |                                                                                                                                                                                                                                                                                         |
|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Flooding</i>                                          | <i>means the situation that results when land that is usually dry is covered with water as a result of watercourses overflowing, significant overland flows or water flowing into land associated with a rising tide and/or storms, and may include a combination of these factors.</i> |
| <i>1% Annual Exceedance Probability(AEP) Flood Level</i> | <i>means the level which has a 1% probability of being exceeded in any year.</i>                                                                                                                                                                                                        |

#### **E5.4 Use or Development Exempt from this Code**

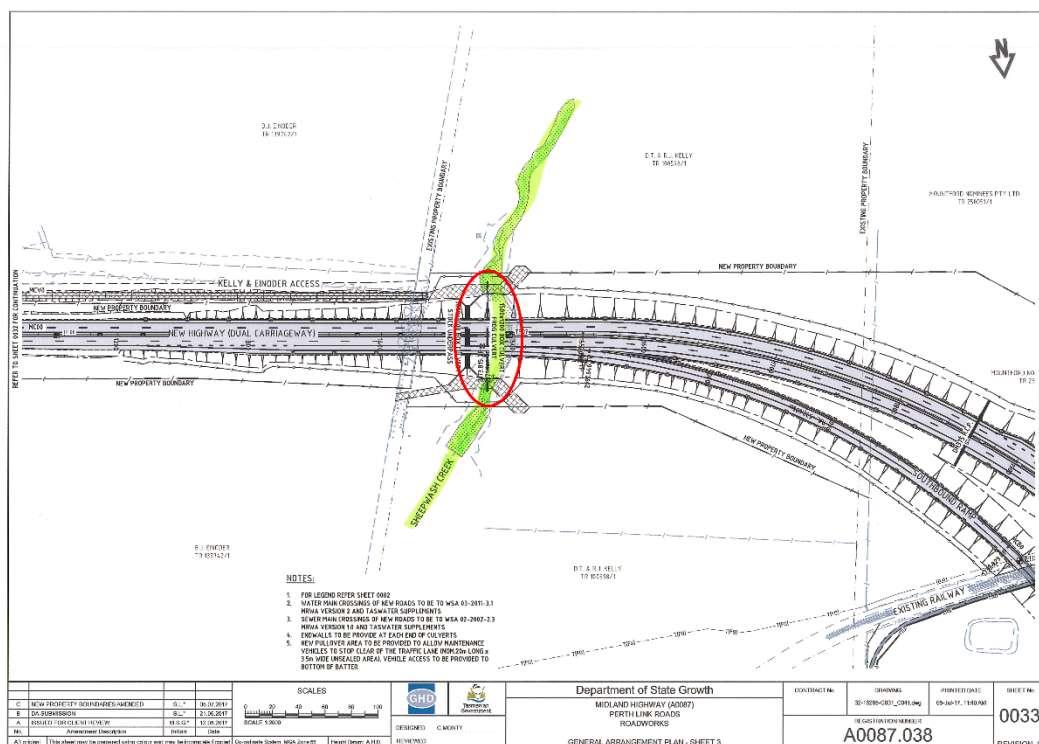
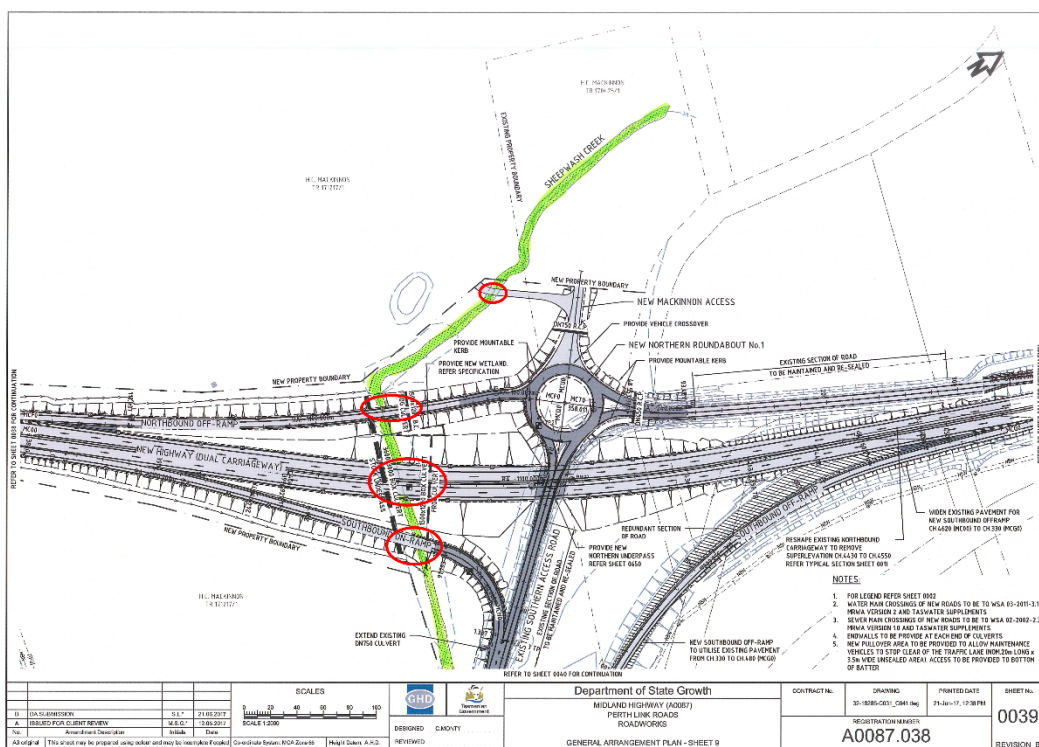
*E5.4.1 The following use or development is exempt from this code:*

- use and development for agriculture (not including development for dairies and controlled environment agriculture) and agricultural infrastructure such as farm tracks, culverts and the like.*
- use and development for Forestry.*
- extensions to existing development where floor area does not increase by more than 10% over the floor area which existed as at the effective date.*

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The proposal will cross Sheepwash Creek in the areas indicated below. It is these sections of the proposal that are subject to the Flood Prone Areas Code.



### E5.5 Use Standards

#### E5.5.1 Use and flooding

##### Objective

To ensure that use does not compromise risk to human life, and that property and environmental risks are responsibly managed.

##### Acceptable Solutions

##### Performance Criteria

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|                                                                                                                                                                                                                                                                 |                                                                                                                     |    |                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A1                                                                                                                                                                                                                                                              | The use must not include habitable rooms.                                                                           | P1 | Use including habitable rooms subject to flooding must demonstrate that the risk to life and property is mitigated to a low risk level in accordance with the risk assessment in E5.7. |
|                                                                                                                                                                                                                                                                 | Complies.                                                                                                           |    | NA                                                                                                                                                                                     |
| A2                                                                                                                                                                                                                                                              | Use must not be located in an area subject to a medium or high risk in accordance with the risk assessment in E5.7. | P2 | Use must demonstrate that the risk to life, property and the environment will be mitigated to a low risk level in accordance with the risk assessment in E5.7.                         |
| The road passes over Sheepwash Creek in the areas indicated above. While Sheepwash Creek is subject to a Moderate likelihood of flooding (1:25 Annual Exceedance Probability), the road will be built above the 1:100 AEP, meaning that the use has a low risk. |                                                                                                                     |    |                                                                                                                                                                                        |

### E5.6 Development Standards

#### E5.6.1 Flooding and Coastal Inundation

##### Objective

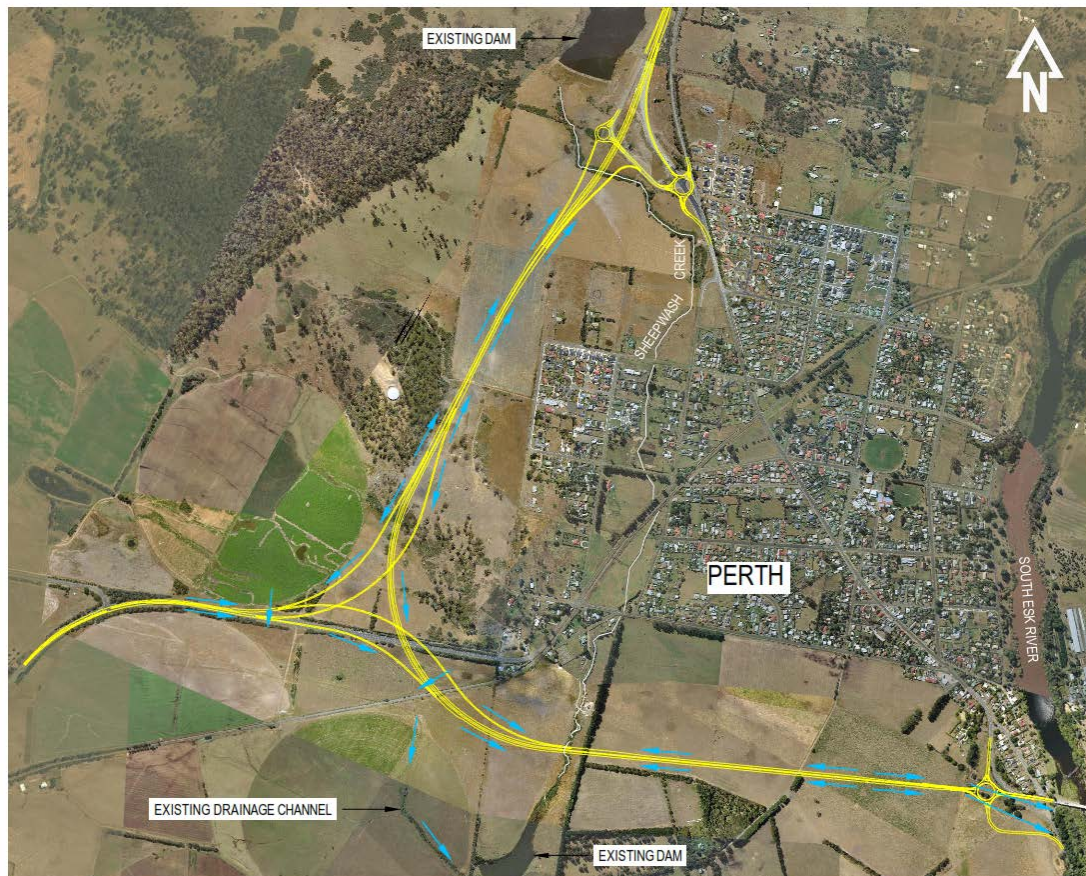
To protect human life, property and the environment by avoiding areas subject to flooding where practicable or mitigating the adverse impacts of inundation such that risk is reduced to a low level.

| Acceptable Solutions |                                            | Performance Criteria |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------|--------------------------------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                                            | P1.1                 | It must be demonstrated that development:<br>a) where direct access to the water is not necessary to the function of the use, is located where it is subject to a low risk, in accordance with the risk assessment in E5.7 a); or<br>b) where direct access to the water is necessary to the function of the use, that the risk to life, property and the environment is mitigated to a medium risk level in accordance with the risk assessment in E5.7.                                                                                                                                                                                                                                                                                        |
|                      | Needs to address the performance criteria. |                      | The road passes over Sheepwash Creek in the areas indicated above. While Sheepwash Creek is subject to a Moderate likelihood of flooding (1:25 Annual Exceedance Probability), the road will be built above the 1:100 AEP, meaning that the use has a low risk.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| A1                   | No acceptable solution.                    | P1.2                 | Development subject to medium risk in accordance with the risk assessment in E5.7 must demonstrate that the risk to life, property and the environment is mitigated through structural methods or site works to a low risk level in accordance with the risk assessment in E5.7.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                      | Needs to address the performance criteria. |                      | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| A1                   | No acceptable solution.                    | P1.3                 | Where mitigation of flood impacts is proposed or required, the application must demonstrate that:<br>a) the works will not unduly interfere with natural coastal or water course processes through restriction or changes to flow; and<br>b) the works will not result in an increase in the extent of flooding on other land or increase the risk to other structures;<br>c) inundation will not result in pollution of the watercourse or coast through appropriate location of effluent disposal or the storage of materials; and<br>d) where mitigation works are proposed to be carried out outside the boundaries of the site, such works are part of an approved hazard reduction plan covering the area in which the works are proposed. |
|                      | Needs to address the performance criteria. |                      | The road has been designed to be above the 1:100 flood level. The mitigation of the flood risk satisfies P1.3 as indicated in the applicant's drainage report as follows:<br><i>Directing the additional catchment directly to Sheepwash Creek is likely to provide a peak flow from the western catchment prior to the peak occurring due to the larger Sheepwash Creek catchment. While the early peak may be increased, the latter larger peak will likely remain the same or be slightly reduced due to the quicker passing of the western catchment flows.</i><br>The drainage report finds that culverts of at least 3.6m span x 2.4m height are required to convey the 1:100 flood flows. 3.6m x 3.6m culverts are proposed.              |

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Drainage Paths – Perth Link Roads (Source: GHD Perth Link Roads Preliminary Drainage Design June 2017)



### E5.7 Risk Assessment

- (a) Where an assessment of risk under the risk assessment table for a use or development is required, it is to be classified through the determination of consequence contained in the criteria in b) together with the likelihood of flood occurrence contained in c).

**Table E5.1 AS/NZS 4360:2004 Risk Consequence and Likelihood Matrix Table**

| Likelihood | Consequences |        |          |        |               |
|------------|--------------|--------|----------|--------|---------------|
|            | Catastrophic | Major  | Moderate | Minor  | Insignificant |
| Moderate   | High         | High   | High     | Medium | Low           |
| Unlikely   | High         | Medium | Medium   | Low    | Low           |
| Rare       | High         | Medium | Medium   | Low    | Low           |

#### b) Consequence Criteria

|              |                                                                                                                                                                                                                                                                                                                                                     |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Catastrophic | Loss of life, loss of significant environmental values due to a pollution event where there is not likely to be recovery in the foreseeable future.                                                                                                                                                                                                 |
| Major        | Extensive injuries, complete structural failure of development, destruction of significant property and infrastructure, significant environmental damage requiring remediation with a long-term recovery time.                                                                                                                                      |
| Moderate     | Treatment required, significant building or infrastructure damage i.e. loss of minor outbuildings such as car ports, public park shelters and the like. Replacement of significant property components such as cladding, flooring, linings, hard paved surfaces. Moderate environmental damage with a short-term natural or remedial recovery time. |
| Minor        | Medium loss – seepage, replacement of floor/window coverings, some furniture, repair of building components of outbuildings and repair and minor replacement of building components of buildings where direct access to the water is required. Minor environmental damage easily remediated.                                                        |

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*Insignificant No injury, low loss – cleaning but no replacement of habitable building components, some repair of garden beds, gravel driveways etc. Environment can naturally withstand and recover without remediation.*

*Inundation of the site, but ground based access is still readily available and habitable buildings are not inundated, including incorporated garages.*

**c) Likelihood – Annual Exceedance Probability**

1:25 (4%) Moderate  
1:50 (2%) Unlikely  
1:100 (1%) Rare

### 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:<br>a) Table E6.1; or<br>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:<br>a) the provisions of any relevant location specific car parking plan; and<br>b) the availability of public car parking spaces within reasonable walking distance; and<br>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<br>d) the availability and frequency of public transport within reasonable walking distance of the site; and<br>e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and<br>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<br>g) an empirical assessment of the car parking demand; and<br>h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and<br>i) the recommendations of a traffic impact assessment prepared for the proposal; and<br>j) any heritage values of the site; and<br>k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:<br>i) the size of the dwelling and the number of bedrooms; and<br>ii) the pattern of parking in the locality; and<br>iii) any existing structure on the land. |
| Comment: There is no car parking requirement set for utilities. The proposal does not require parking.                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

**Table E6.1: Parking Space Requirements**

| Use       | Parking Requirement |                     |
|-----------|---------------------|---------------------|
|           | Vehicle             | Bicycle             |
| Utilities | No requirement set  | No requirement set. |

##### 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:<br>a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and |

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|      |                                                                                                                          |                                                                                                                                                                                                              |
|------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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<br>c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity. |
|------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Comment: There is no bicycle parking requirement set for utilities. The proposal does not require bicycle parking.

### 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: The proposal does not require taxi spaces.

### E6.6.4 Motorbike Parking Provisions

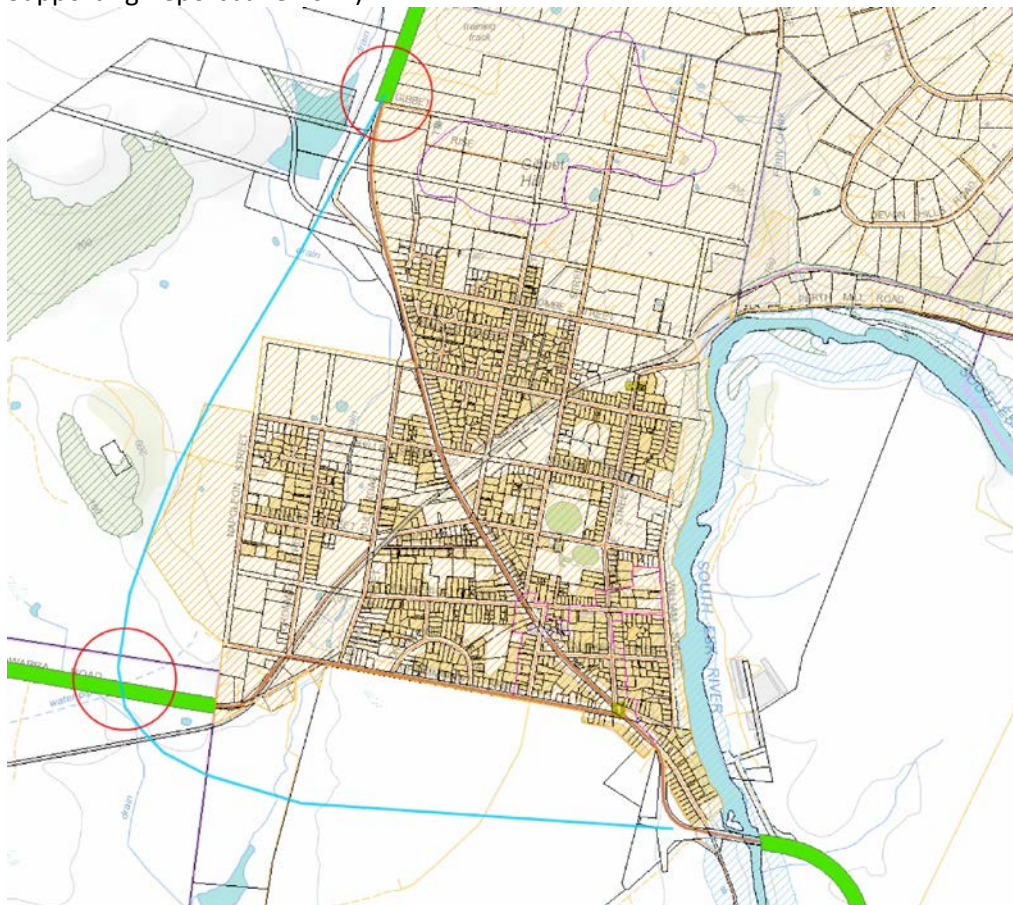
Objective: To ensure that motorbikes are adequately provided for in parking considerations.

| 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: The proposal does not require motorbike parking.

## ASSESSMENT AGAINST E7.0 SCENIC MANAGEMENT CODE

The scenic management code applies to the areas circled red: (Source: Development Application Supporting Report June 2017)



### E7.6 Development Standards

#### E7.6.1 Scenic Management – Tourist Road Corridor

Objective

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- (a) To enhance the visual amenity of the identified tourist road corridors through appropriate:
- i) setbacks of development to the road to provide for views that are significant to the traveller experience and to mitigate the bulk of development; and
  - ii) location of development to avoid obtrusive visual impacts on skylines, ridgelines and prominent locations within the corridor; and
  - iii) design and/or treatment of the form of buildings and earthworks to minimise the visual impact of development in its surroundings; and
  - iv) retention or establishment of vegetation (native or exotic) that mitigates the bulk or form of use or development; and
  - v) retention of vegetation (native or exotic) that provides amenity value to the road corridor due to being in a natural condition, such as native forest, or of cultural landscape interest such as hedgerows and significant, exotic feature trees; and
- (b) To ensure subdivision provides for a pattern of development that is consistent with the visual amenity objectives described in (a).

| Acceptable Solutions                                                                                                                                                   | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A1 Development (not including subdivision) must be fully screened by existing vegetation or other features when viewed from the road within the tourist road corridor. | <p>P1 Development (not including subdivision) must be screened when viewed from the road within the tourist road corridor having regard to:</p> <ul style="list-style-type: none"> <li>a) the impact on skylines, ridgelines and prominent locations; and</li> <li>b) the proximity to the road and the impact on views from the road; and</li> <li>c) the need for the development to be prominent to the road; and</li> <li>d) the specific requirements of a resource development use; and</li> <li>e) the retention or establishment of vegetation to provide screening in combination with other requirements for hazard management; and</li> <li>f) whether existing native or significant exotic vegetation within the tourist road corridor is managed to retain the visual values of a touring route; and</li> <li>g) whether development for forestry or plantation forestry is in accordance with the 'Conservation of Natural and Cultural Values – Landscape' section of the <i>Forest Practices Code</i>; and</li> <li>h) the design and/or treatment of development including: <ul style="list-style-type: none"> <li>i) the bulk and form of buildings including materials and finishes;</li> <li>ii) earthworks for cut or fill;</li> <li>iii) complementing the physical (built or natural) characteristics of the site.</li> </ul> </li> </ul> |
| Needs to address the performance criteria.                                                                                                                             | <p>The development will be within the tourist road corridor at the northern entrance to Perth and where it crosses Illawarra Road.</p> <p>The application proposes to plant the road corridor with a mixture of native grasses/sedges and shrubs towards the boundary with a mature height of up to 1m.</p> <p>This is consistent with the scenic management code given that the scenic management corridor is measured from the frontage with the road, and seeks to protect views from the road.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

### ASSESSMENT AGAINST E8.0 BIODIVERSITY CODE

#### E8.6.1 Habitat and Vegetation Management

##### Objective

To ensure that:

- a) vegetation identified as having conservation value as habitat has priority for protection and is appropriately managed to protect those values; and
- b) the representation and connectivity of vegetation communities is given appropriate protection when considering the impacts of use and development.

| Acceptable Solutions | Performance Criteria |
|----------------------|----------------------|
|----------------------|----------------------|

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>A1.1 Clearance or disturbance of priority habitat is in accordance with a certified Forest Practices Plan or;</p> <p>A1.2 Development does not clear or disturb native vegetation within areas identified as priority habitat.</p> | <p>P1 Clearance or disturbance of native vegetation within priority habitat may be allowed where a flora and fauna report prepared by a suitably qualified person demonstrates that development does not unduly compromise the representation of species or vegetation communities in the bioregion having regard to the:</p> <ul style="list-style-type: none"> <li>a) quality and extent of the vegetation or habitat affected by the proposal, including the maintenance of species diversity and its value as a wildlife corridor; and</li> <li>b) means of removal; and</li> <li>c) value of riparian vegetation in protecting habitat values; and</li> <li>d) impacts of siting of development (including effluent disposal) and vegetation clearance or excavations, in proximity to habitat or vegetation; and</li> <li>e) need for and adequacy of proposed vegetation or habitat management; and</li> <li>f) conservation outcomes and long-term security of any offset in accordance with the <i>General Offset Principles</i> for the RMPS, Department of Primary Industries, Parks, Water and Environment.</li> </ul> |
| <p>Complies – does not propose clearance or disturbance of priority habitat.</p>                                                                                                                                                      | <p>Complies – does not propose clearance or disturbance of priority habitat.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>A2 Clearance or disturbance of native vegetation is in accordance with a certified Forest Practices Plan.</p>                                                                                                                      | <p>P2 Clearance or disturbance of native vegetation must be consistent with the purpose of this Code and not unduly compromise the representation of species or vegetation communities of significance in the bioregion having regard to the:</p> <ul style="list-style-type: none"> <li>a) quality and extent of the vegetation or habitat affected by the proposal, including the maintenance of species diversity and its value as a wildlife corridor; and</li> <li>b) means of removal; and</li> <li>c) value of riparian vegetation in protecting habitat values; and</li> <li>d) impacts of siting of development (including effluent disposal) and vegetation clearance or excavations, in proximity to habitat or vegetation; and</li> <li>e) need for and adequacy of proposed vegetation or habitat management; and</li> <li>f) conservation outcomes and long-term security of any offset in accordance with the <i>General Offset Principles</i> for the RMPS, Department of Primary Industries, Parks, Water and Environment.</li> </ul>                                                                             |
| <p>Needs to address the performance criteria.</p>                                                                                                                                                                                     | <p>The applicant provided an assessment from an environmental consultant that found that:</p> <p><i>Amphibromus simautus</i> (lax swampgrass) was recorded from the small dam between the railway line and Illawarra Road. This species is not reported frequently in Tasmania and is considered of some local significance. If the dam can be maintained undisturbed, the population is likely to persist. (Sheet 0034 shows the dam to remain.)</p> <p><i>Arthropodium strictum</i> (chocolate lily) and <i>Caesia calliantha</i> (blue grasslily) are localised to the better condition grassy forested ridge south of the reservoir. A permit (under the <i>Tasmanian Threatened Species Act 1995</i>) may be required to disturb these species but no special management prescriptions are recommended (i.e. their presence should not constrain project design in any manner).</p> <p><i>Haloragis heterophylla</i> (variable raspwort) is found in a small patch in a roadside drain on the northern side of Illawarra Road and is impractical to avoid.</p>                                                                |

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|  | <p>With regard to the purpose of the Code, the Environmental report found that the project area is within a highly modified landscape and no priority vegetation communities have been identified. There will be minimal clearing of native vegetation as the works will be largely in agricultural land, meaning that the formal offsetting for vegetation is not likely to be warranted.</p> <p>The proposal satisfies the performance criteria.</p> |
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### ASSESSMENT AGAINST E9.0 WATER QUALITY CODE

#### E9.6 Development Standards

##### E9.6.1 Development and Construction Practices and Riparian Vegetation

| <b>Objective</b><br>To protect the hydrological and biological roles of wetlands and watercourses from the effects of development.                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Acceptable Solutions                                                                                                                                                     | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>A1</b> Native vegetation is retained within:<br>a) 40m of a wetland, watercourse or mean high water mark; and<br>b) a Ben Lomond Water catchment area - inner buffer. | <b>P1</b> Native vegetation removal must submit a soil and water management plan to demonstrate:<br>a) revegetation and weed control of areas of bare soil; and<br>b) the management of runoff so that impacts from storm events up to at least the 1 in 5 year storm are not increased; and<br>c) that disturbance to vegetation and the ecological values of riparian vegetation will not detrimentally affect hydrological features and functions. |
| Needs to address the performance criteria.                                                                                                                               | A condition requiring a soil and water management plan is recommended.                                                                                                                                                                                                                                                                                                                                                                                |
| <b>A2</b> A wetland must not be filled, drained, piped or channelled.                                                                                                    | <b>P2</b> No performance criteria.                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Complies.                                                                                                                                                                | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>A3</b> A watercourse must not be filled, piped or channelled except to provide a culvert for access purposes.                                                         | <b>P3</b> A watercourse may be filled, piped, or channelled:<br>a) within an urban environment for the extension of an existing reticulated stormwater network; or<br>b) for the construction of a new road where retention of the watercourse is not feasible.                                                                                                                                                                                       |
| Needs to address the performance criteria.                                                                                                                               | It is proposed to channel Sheepwash Creek via 3.6 x 3.6m culverts and 1.5m x 1.2m culverts for frog connectivity as per State Growth's Green and Gold Frog Guidelines. The applicant advises that the cost of bridges to allow retention of the watercourse is not feasible given the generally low flow nature of the creek.                                                                                                                         |

##### E9.6.2 Water Quality Management

| <b>Objective</b><br>To maintain water quality at a level which will not affect aquatic habitats, recreational assets, or sources of supply for domestic, industrial and agricultural uses.                                                                                      |                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| Acceptable Solutions                                                                                                                                                                                                                                                            | Performance Criteria               |
| <b>A1</b> All stormwater must be:<br>a) connected to a reticulated stormwater system; or<br>b) where ground surface runoff is collected, diverted through a sediment and grease trap or artificial wetlands prior to being discharged into a natural wetland or watercourse; or | <b>P1</b> No performance criteria. |

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| c) diverted to an on-site system that contains stormwater within the site.                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Complies. Stormwater runoff will be controlled using a system of vegetated table drains and concrete culverts. These will discharge to grassed buffer zones and existing drainage lines, outside Perth's existing reticulated stormwater system.                  | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>A2.1 No new point source discharge directly into a wetland or watercourse.</p> <p>A2.2 For existing point source discharges into a wetland or watercourse there is to be no more than 10% increase over the discharge which existed at the effective date.</p> | <p>P2.1 New and existing point source discharges to wetlands or watercourses must implement appropriate methods of treatment or management to ensure point sources of discharge:</p> <ul style="list-style-type: none"> <li>a) do not give rise to pollution as defined under the <i>Environmental Management and Pollution Control Act 1994</i>; and</li> <li>b) are reduced to the maximum extent that is reasonable and practical having regard to: <ul style="list-style-type: none"> <li>i) best practice environmental management; and</li> <li>ii) accepted modern technology; and</li> </ul> </li> <li>c) meet emission limit guidelines from the Board of Environmental Management and Pollution Control in accordance with the <i>State Policy for Water Quality Management 1997</i>.</li> </ul> <p>P2.2 Where it is proposed to discharge pollutants into a wetland or watercourse, the application must demonstrate that it is not practicable to recycle or reuse the material.</p> |
| Needs to address the performance criteria.                                                                                                                                                                                                                        | Sediments and pollutants will be directed to vegetated table drains and concrete culverts, discharging to grassed buffer zones where possible.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

### E9.6.3 Construction of Roads

| Objective<br>To ensure that roads, private roads or private tracks do not result in erosion, siltation or affect water quality. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Acceptable Solutions                                                                                                            | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| A1 No acceptable solution.                                                                                                      | P1 Road and private tracks constructed within 50m of a wetland or watercourse must comply with the requirements of the <i>Wetlands and Waterways Works Manual</i> , particularly the guidelines for siting and designing stream crossings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Needs to address the performance criteria.                                                                                      | <p>The Manual requires for the siting and design of stream crossings:<br/> <i>Explore alternatives to the construction of new crossings. Use existing crossings wherever possible.</i><br/> <i>When selecting structure type, use the following order of preference to minimise environmental impacts – bridge, arch culvert, open bottom box culvert, closed bottom box culvert, pipe culvert.</i><br/> <i>Maintain the natural flow regime by avoiding or minimising changes to channel form and flow volume.</i><br/> <i>Avoid 'perched' culverts which have an outlet of more than 10cm above the level of the downstream waters.</i></p> <p>The applicant notes that the culvert structure type has been designed to have regard to the fauna values of the area in particular State Growth's Green and Gold Frog Management Guidelines 2015. The construction works will be undertaken in accordance with a CEMP which will include sedimentation and erosion control measures to ensure that adequate controls such as sediment traps are incorporated to minimise the disturbance to the existing water courses.</p> |

| SPECIFIC AREA PLANS               |    |
|-----------------------------------|----|
| F1.0 TRANSLINK SPECIFIC AREA PLAN | NA |

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|-----------------------------------------------------------------------------------------------------------|----|
| F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN                                                                | NA |
| <b>SPECIAL PROVISIONS</b>                                                                                 |    |
| 9.1 Changes to an Existing Non-conforming Use                                                             | NA |
| 9.2 Development for Existing Discretionary Uses                                                           | NA |
| 9.3 Adjustment of a Boundary                                                                              | NA |
| 9.4 Demolition                                                                                            | NA |
| 9.5 Subdivision                                                                                           | NA |
| <b>STATE POLICIES</b>                                                                                     |    |
| The proposal is consistent with all State Policies.                                                       |    |
| <b>OBJECTIVES OF LAND USE PLANNING &amp; APPROVALS ACT 1993</b>                                           |    |
| The proposal is consistent with the objectives of the <i>Land Use Planning &amp; Approvals Act 1993</i> . |    |
| <b>STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES</b>                                                        |    |
| <b><i>Strategic Plan 2017-2027</i></b>                                                                    |    |
| <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

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

Discretion to refuse the application is limited to development and use:

- of a new road in the Rural Resource and General Residential zones;
- of new accesses and junctions;
- of land subject to flooding at a 1% AEP;
- of land within the tourist road corridor;
- that involves the removal of native vegetation;
- of land within 50m of a watercourse.

These matters are discussed below:

- a new road in the Rural Resource and General Residential zones;

Section 4.7 above assesses the proposal against the provisions of the Rural Resource zone and General Residential zone. It finds that the proposal satisfies the relevant provisions of those zones.

- new accesses and junctions;

the proposed new accesses and junctions are found to meet the requirements of the scheme, with the Mountford access requiring removal of vegetation to satisfy sight distances before the use commences.

As a result of representation, and by agreement with State Growth, sheet 0032 must be amended so that the Kelly & Einoder Access shown on that plan becomes a continuous easement road to the Kelly farm gate, with a T-junction to Glen Ireh.

- land subject to flooding at a 1% AEP;

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the proposal is subject to the Flood Prone Areas code where it crosses Sheepwash Creek. The road has been designed to be above the 1:100 flood level. The culverts have been sized to convey the 1:100 flood flows.

Representation has raised concern about the highway increasing flooding downstream.

As noted in State Growth's response to this representation:

*The Hydrodynamica Study (Hydrodynamica, July 2016) demonstrated that the peak flow in Sheepwash Creek currently occurs during longer duration events (as expected based on the catchment size and the effect of McKinnon's Dam). The proposed works will provide a swifter route for runoff from the impervious areas such that runoff from these areas will flow through Sheepwash Creek well before the peak occurs in Sheepwash Creek. This will then result in (i) a higher total volume of flow down Sheepwash Creek; and (ii) No increase in peak flow in Sheepwash Creek.*

*The proposed highway will collect the catchment and divert flows away from the problem flooding area of Napoleon Street and directly into Sheepwash Creek. This will result in a reduction of nuisance flooding which currently occurs along Napoleon Street.*

To reinforce this, the following condition is recommended:

*Drainage design must achieve post-development peak flows in Sheepwash Creek no greater than those of the pre-development state based upon the design principles of 1:100 ARI and Storm duration for the catchment.*

- land within the tourist road corridor;

The development will be within the tourist road corridor at the northern entrance to Perth and where it crosses Illawarra Road.

The application proposes to plant the road corridor with a mixture of native grasses/sedges and shrubs towards the boundary with a mature height of up to 1m.

This is consistent with the scenic management code given that the scenic management corridor is measured from the frontage with the road, and seeks to protect views from the road.

- Removal of native vegetation

The applicant provided an assessment from an environmental consultant that found that:

*Amphibromus simautus (lax swampgrass) was recorded from the small dam between the railway line and Illawarra Road. This species is not reported frequently in Tasmania and is considered of some local significance. If the dam can be maintained undisturbed, the population is likely to persist. (Sheet 0034 shows the dam to remain.)*

*Arthropodium strictum (chocolate lily) and Caesia calliantha (blue grasslily) are localised to the better condition grassy forested ridge south of the reservoir. A permit (under the Tasmanian Threatened Species Act 1995) may be required to disturb these species but no special management prescriptions are recommended (i.e. their presence should not constrain project design in any manner).*

*Haloragis heterophylla (variable raspwort) is found in a small patch in a roadside drain on the northern side of Illawarra Road and is impractical to avoid.*

With regard to the purpose of the Code, the Environmental report found that the project area is within a highly modified landscape and no priority vegetation communities have been identified. There will be minimal clearing of native vegetation as the works will be largely in agricultural land, meaning that the formal offsetting for vegetation is not likely to be warranted.

- land within 50m of a watercourse.

The construction works will be undertaken in accordance with a CEMP which will include sedimentation and erosion control measures to ensure that adequate controls such as sediment traps are incorporated to minimise the disturbance to the existing water courses. The following condition is

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recommended:

Before the development commences, a soil and water management plan must be submitted demonstrating:

- a) revegetation and weed control of areas of bare soil; and
- b) the management of runoff so that impacts from storm events up to at least the 1 in 5 year storm are not increased; and
- c) that disturbance to vegetation and the ecological values of riparian vegetation will not detrimentally affect hydrological features and functions

### Other Matters:

- Landscaping

The application includes a concept landscaping design which shows:

- o The road corridor to be planted with a mixture of native grasses and sedges with shrubs up to 1m high towards the boundary.
- o A 20m wide strip planted with native understorey species and trees.
- o The town entrances planted with deciduous avenue trees.

A condition requiring a detailed landscaping plan is recommended.

- Noise mitigation

The application provided a Noise Assessment by GHD. This states that:

The State Noise Strategy (DIER 2011) and the Tasmanian State Road Traffic Noise Management Guidelines (DSG 2015) (TNMG) set the target criteria for State roads and provide guidance to road and land use planners, road designers and the community on how traffic noise on the state road network is managed.

The TNMG states that on road construction and upgrade projects, the Department will aim to meet a design traffic noise level of LA10(18 hour) 63 dB(A) or below for noise sensitive land uses, subject to what is considered reasonable, practical and cost-effective. The Department considers a traffic noise level of 63 dB(A) or less (measured at the building façade), to be acceptable for most adjacent uses for most people.

As levels increase above 63 dB(A) impacts become less acceptable to more people. A level above 68 dB(A) (measured at the building façade) is considered by the Department to be undesirable for sensitive uses.

A baseline noise monitoring and modelling assessment was undertaken by GHD on behalf of the Department of State Growth.

Existing road traffic noise at identified receivers is generally under the 63 dB(A) target criteria. Existing road traffic noise exceeds the 63 dB(A) criterion at 46 receivers.

Project road traffic noise is predicted to exceed the 63 dB(A) target criteria at four receivers for the year 2029 traffic noise model.

Existing noise levels at two of these receivers are greater than 63 dB(A), and 2029 project levels less than 68 dB(A), therefore they are not eligible for mitigation under the TNMG.

Project traffic noise at one receiver is predicted to exceed the upper limit target of 68 dB(A) by 3 dB(A). This receiver was found to be eligible for noise mitigation.

One receiver was identified as being eligible for consideration of noise mitigation measures as a '63-plus' receiver.

Building treatment has been identified as a potentially reasonable and feasible option for these receivers.

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Council had GHD's Noise Assessment reviewed by an independent expert who found that its modelling, assessment and conclusions are reasonable.

It is recommended that the permit include a condition requiring mitigation for modelled traffic noise to be in accordance with the "Tasmanian State Road Traffic Noise Management Guidelines" (Department of State Growth, October 2015).

### 8 ATTACHMENTS

- Application & plans, correspondence with applicant
- Responses from referral agencies
- Representations & applicant's response

### RECOMMENDATION

That land at Midland Hwy, Illawarra Rd & adjoining properties, including: CT151007/1 & ORS, PERTH be approved to be developed and used for a Perth Link Roads Roadworks (bypass) & associated works in accordance with application P17-166, and subject to the following conditions:

#### 1 Layout not altered

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

- A0087.038, Sheet Numbers **002** Revision B; **0010** Revision B; **0110** Revision B; **0012** Revision B; **0030** Revision B; **0031** Revision C; **0032** Revision B; **0033** Revision C; **0034** Revision C; **0035** Revision C; **0036** Revision C; **0037** Revision C; **0038** Revision B; **0039** Revision B; **0040** Revision C; **0041** Revision A; **0060** Revision B; **061** Revision B; **0062** Revision B; **0063** Revision B; **0064** Revision B; **0065** Revision B; **0066** Revision B; **0067** Revision B; **0068** Revision B; **0069** Revision B; **0070** Revision B; **0070** Revision B; **0072** Revision B; **0073** Revision B; **0074** Revision B; **0075** Revision B; **0076** Revision B; **0077** Revision B; **0078** revision B; **0079** Revision B; **0080** Revision B; **0081** Revision B; **0085** Revision B; **0086** Revision B; **0087** Revision B; **0088** Revision B; **0089** Revision B; **0090** Revision B; **0091** Revision B; **0092** Revision B; **0093** Revision B; **0094** Revision B; **0095** Revision B; **0096** Revision B; **0097** Revision B; **0098** Revision B; **0099** Revision B; **0500** Revision B; **0501** Revision B; **0550** Revision B; **0551** Revision B; **0600** Revision B; **0601** Revision B; **0650** Revision B; **0651** Revision B; 0700 Revision B; **0701** Revision B; **0750** Revision B; **0751** Revision B.
- Development Application Supporting Report, June 2017;
- Preliminary Drainage Design, June 2017;
- Perth Link Roads Landscaping Concept Design;
- Traffic Impact Assessment, June 2017;
- Noise Assessment, June 2017;
- Assessment of Potential Impact on Ecological Values of Proposed Perth Links and Associated Connectors, Tasmania, Environmental Consulting Options Tasmania, 21 January 2015 and addendum 17 May 2017;
- Assessment of Potential Habitat Trees for Masked Owl, *Tyto novaehollandiae castanops* at Perth Links site, David James, 2017.

#### 2 Amended plans required

Before the development commences, amended plans must be submitted. When approved the plans will be endorsed and form part of this permit. The plans must amend sheet 0032 so the Kelly & Einoder Access shown on that plan as a continuous easement road to the Kelly farm gate, with a T-junction to Glen Ireh.

#### 3 Soil and Water Management Plan

Before the development commences, a soil and water management plan must be submitted demonstrating:

- a) revegetation and weed control of areas of bare soil; and

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- b) the management of runoff so that impacts from storm events up to at least the 1 in 5 year storm are not increased; and
- c) that disturbance to vegetation and the ecological values of riparian vegetation will not detrimentally affect hydrological features and functions

#### 4 Conduits

Conduits for future services and temporary irrigation pipes must be installed.

#### 5 TasWater conditions

The use and development must in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2017/01126-NMC).

#### 6 Landscaping

- 6.1 Within six months of the development commencing, a detailed landscaping plan to the approval of the General Manager must be submitted. When approved, the plan will be endorsed and will then form part of the permit. The plan must:

- a) be generally in accordance with the landscaping concept design submitted with the application;
- b) specify the type of vegetation and species to be planted;
- c) specify the treatment of the three roundabouts.

- 6.2 Within 12 months of practical completion of the roadworks, landscaping must be completed substantially in accordance with the detailed landscaping and to the satisfaction of the General Manager.

- 6.3 The landscaping must be maintained in accordance with the endorsed plans to the satisfaction of the General Manager.

#### 7 Stormwater management

- 7.1 All stormwater works must be carried out in accordance with the GHD Preliminary Design, Drainage Report.
- 7.2 Drainage design must achieve post-development peak flows in Sheepwash Creek no greater than those of the pre-development state based upon the design principles of 1:100 ARI and Storm duration for the catchment.
- 7.3 Further details, including calculations shall be provided to Council for approval, regarding the drainage of the south-western section of the proposed new road in the area of the intersection with Illawarra Road.

#### 8 Safe Intersection Sight Distance at Pateena Road

Before the use commences, the Safe Intersection Sight Distance of 262m at the Mountford Access No. 1 (Sheet No. 0036) must be provided, including the removal of vegetation as required.

#### 9 Noise mitigation

Mitigation for modelled traffic noise must be in accordance with the "Tasmanian State Road Traffic Noise Management Guidelines" (Department of State Growth, October 2015).

#### DECISION

Cr Calvert/Cr Adams

That the matter be discussed.

Carried unanimously

Cr Calvert/Cr Polley

That land at Midland Highway, Illawarra Road & adjoining properties, including: CT151007/1 & ORS, PERTH be approved to be developed and used for a Perth Link Roads Roadworks (bypass) & associated works in accordance with application P17-166, and subject to the following conditions:

##### **1 Layout not altered**

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

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- A0087.038, Sheet Numbers **002** Revision B; **0010** Revision B; **0110** Revision B; **0012** Revision B; **0030** Revision B; **0031** Revision C; **0032** Revision B; **0033** Revision C; **0034** Revision C; **0035** Revision C; **0036** Revision C; **0037** Revision C; **0038** Revision B; **0039** Revision B; **0040** Revision C; **0041** Revision A; **0060** Revision B; **061** Revision B; **0062** Revision B; **0063** Revision B; **0064** Revision B; **0065** Revision B; **0066** Revision B; **0067** Revision B; **0068** Revision B; **0069** Revision B; **0070** Revision B; **0070** Revision B; **0072** Revision B; **0073** Revision B; **0074** Revision B; **0075** Revision B; **0076** Revision B; **0077** Revision B; **0078** revision B; **0079** Revision B; **0080** Revision B; **0081** Revision B; **0085** Revision B; **0086** Revision B; **0087** Revision B; **0088** Revision B; **0089** Revision B; **0090** Revision B; **0091** Revision B; **0092** Revision B; **0093** Revision B; **0094** Revision B; **0095** Revision B; **0096** Revision B; **0097** Revision B; **0098** Revision B; **0099** Revision B; **0500** Revision B; **0501** Revision B; **0550** Revision B; **0551** Revision B; **0600** Revision B; **0601** Revision B; **0650** Revision B; **0651** Revision B; 0700 Revision B; **0701** Revision B; **0750** Revision B; **0751** Revision B.
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### 2 Amended Plans Required

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### 3 Soil and Water Management Plan

Before the development commences, a soil and water management plan must be submitted demonstrating:

- a) revegetation and weed control of areas of bare soil; and
- b) the management of runoff so that impacts from storm events up to at least the 1 in 5 year storm are not increased; and
- c) that disturbance to vegetation and the ecological values of riparian vegetation will not detrimentally affect hydrological features and functions

### 4 Conduits

Conduits for future services and temporary irrigation pipes must be installed.

### 5 TasWater Conditions

The use and development must in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2017/01126-NMC).

### 6 Landscaping

- 6.1 Within six months of the development commencing, a detailed landscaping plan to the approval of the General Manager must be submitted. When approved, the plan will be endorsed and will then form part of the permit. The plan must:
  - a) be generally in accordance with the landscaping concept design submitted with the application;
  - b) specify the type of vegetation and species to be planted;
  - c) specify the treatment of the three roundabouts.

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6.2 Within 12 months of practical completion of the roadworks, landscaping must be completed substantially in accordance with the detailed landscaping and to the satisfaction of the General Manager.

6.3 The landscaping must be maintained in accordance with the endorsed plans to the satisfaction of the General Manager.

### **7 Stormwater Management**

7.1 All stormwater works must be carried out in accordance with the GHD Preliminary Design, Drainage Report.

7.2 Drainage design must achieve post-development peak flows in Sheepwash Creek no greater than those of the pre-development state based upon the design principles of 1:100 ARI and Storm duration for the catchment.

7.3 Further details, including calculations shall be provided to Council for approval, regarding the drainage of the south-western section of the proposed new road in the area of the intersection with Illawarra Road.

### **8 Safe Intersection Sight Distance at Pateena Road**

Before the use commences, the Safe Intersection Sight Distance of 262m at the Mountford Access No. 1 (Sheet No. 0036) must be provided, including the removal of vegetation as required.

### **9 Noise Mitigation**

9.1 Mitigation for modelled traffic noise must be in accordance with the "Tasmanian State Road Traffic Noise Management Guidelines" (Department of State Growth, October 2015).

9.2 Before the development commences, the developer must provide details of noise mitigation measures to reduce highway noise levels to no more than 63dB(A) on the Perth side of the highway on Certificates of Title 23463/2; 171217/1; 152534/1; 139742/1 and 100598/1. The noise mitigation measures must be completed before the use commences.

Carried

#### **Voting for the motion:**

Mayor Downie, Cr Goss, Cr Calvert, Cr Goninon, Cr Gordon, Cr Knowles, Cr Polley

#### **Voting against the motion:**

Cr Adams, Cr Lambert

Cr Knowles/Cr Polley

1) That Mayor Downie and the General Manager seek a meeting with Minister Rene Hidding to discuss the necessity for adequate stormwater and sound mitigation works to maintain the integrity of the Perth Structure Plan.

2) That Council officers meet with StateRoads Department officers:

- To explore, identify and implement a stormwater mitigation strategy.
- To explore, identify and prepare an implementation strategy of adequate sound mitigation works for a max of 63dB.

3) That the Department of State Growth fund the stormwater and noise mitigation works.

Carried unanimously

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### 260/17 DRAFT PLANNING SCHEME AMENDMENT & PLANNING APPLICATION P16-271, 184 HIGH STREET, CAMPBELL TOWN

*Responsible Officer:* Des Jennings, General Manager  
*Report prepared by:* Erin Boer, Planner  
*File:* 302300.01; CT202749/1

#### 1 INTRODUCTION

An application was received from Entura (obo Caltas Pty Ltd) for a Planning Scheme Amendment 03/16 to rezone the subject site to Particular Purpose Zone – Service Station, in conjunction with a planning application for a 24-hour card operated retail fuel depot at 184 High Street, Campbell Town in accordance with Section 33(1) and 43A of the *Land Use Planning & Approvals Act 1993*.

Although the subject site has formerly been used as a service station, the site is currently vacant and zoned *General Residential*. The applicant wishes to use the land for *vehicle fuel sales and service*, which is prohibited under the current zoning.

This report recommends that Council:

- Initiate a draft amendment to rezone 184 High Street, Campbell Town from *General Residential* to *Particular Purposes Zone – Service Station*; and
- Approve the use and development of the site as a 24-hour card operated retail fuel depot and associated signage.

#### 2 BACKGROUND

**Applicant:**  
Entura (obo Caltas Pty Ltd)

**Owner:**  
Lloyds North Water Pty Ltd

**Zone:**  
General Residential

**Codes:**  
Road and Railway Assets code; Carparking code;  
Signs code

**Classification under the Scheme:**  
Vehicle fuel sales and service

**Existing Use:**  
Vacant

**Critical Date:**  
An extension of time to make a decision was received from the Commission until the 21-Aug-2017.

**Recommendation:**  
Initiate and certify the amendment; and approve the use and development of the site as *vehicle fuel sales and service*.

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

#### Preliminary Discussion

The applicant originally lodged the application in November 2016, so that the matter could be considered along-side Amendment 01/16 for a Service Station on the land on the opposite side of High Street. This allowed for reciprocal access requirements to be considered for both sites during the assessment process for 01/16. The application has since been on stop-clock to allow for a decision on 01/16 to be made. The outcome of 01/16 was the creation of the *Particular Purpose Zone – Service Station* and associated signage provisions, which will be also be used for the assessment of this proposal.

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Site from High 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 in response to section 33(2B):**

- (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 (Representations in relation to interim planning schemes) 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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### 4 PROPOSAL

#### 4.1 Current Zone

Zone Map – 184 High Street, Campbell Town



The land is zone General Residential and is not within any special areas.

#### 4.2 Site and Locality

The author of this report carried out a site visit on the 11<sup>th</sup> August 2017.

The subject site is located at 184 High Street, Campbell Town (CT 202749/1) and has a total area of 1 acre (4046.86m<sup>2</sup>). The site is currently vacant except for security fencing and has two existing access points which remain from the sites former use as a service station.

The neighbouring land uses are predominantly residential to the north and west of the site. To the south of the site is the Campbell Town Golf Course (zoned *Recreation*). The land to the east, on the eastern side of High Street, has recently gained approval for a service station via a similar amendment process, as this land was also zoned *General Residential*.

The main site/locality characteristics are:

- o Level site
- o Frontage to three roads (High Street, New Street & Torlesse Street)
- o 2 x existing crossovers to High Street

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Aerial photograph of area (with services)



Photographs of subject site



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### 4.3 Permit/Site History

The history of the site includes:

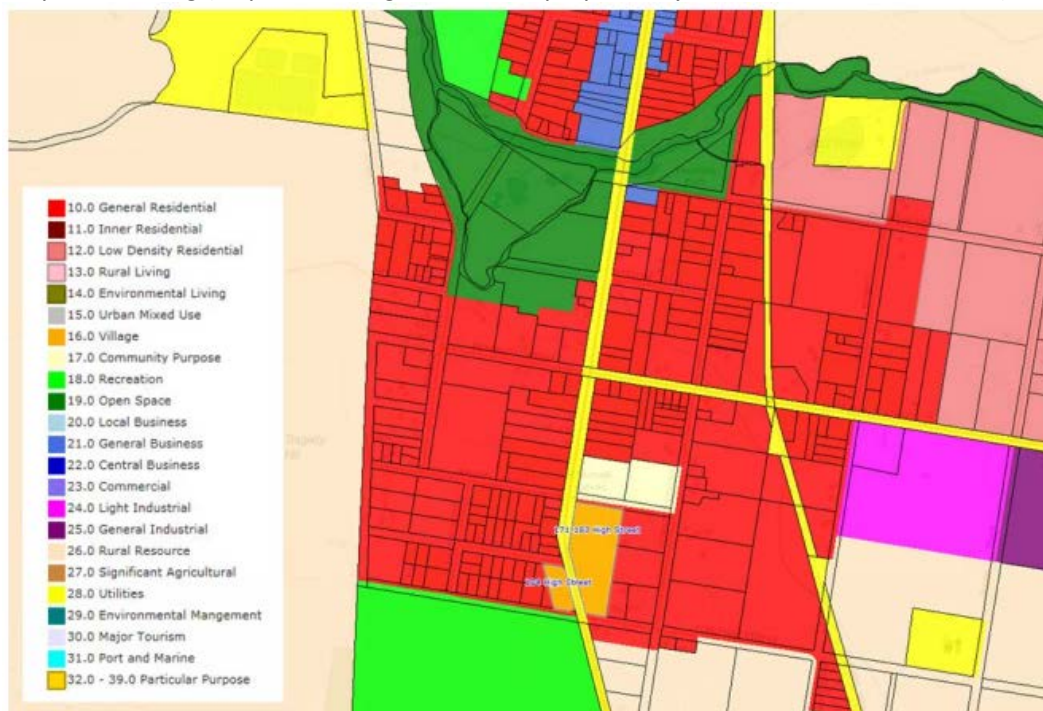
- 1963 (Campbell Town 7) – Ampol Pty Ltd – Drum Platform
- 1973 (Campbell Town 7) – BP Australia – Service Station Alterations/Additions
- P03-241 – GHD (obo Caltex) – Decommissioning and Demolition
- P10-378 – Caltas Pty Ltd – Temporary Service Station - EXPIRED

### 4.4 Proposed Amendment

It is proposed to rezone the site from *General Residential* to *Particular Purpose Zone – Service Station*. This is consistent with the Tasmanian Planning Commissions decision on 01/2016 for the United Service Station Site on the opposite side of High Street.

The submission report prepared by Entura provided a map of the proposed zone, as shown below.

Proposed Zoning (as per Planning Submission prepared by Entura, dated 03-08-2017)



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### 4.5 Reason for Proposed Amendment

Although the subject site has formerly been used as a service station, the site is currently vacant and zoned *General Residential*. The applicant wishes to use the land for *vehicle fuel sales and service*, which is prohibited under the current zoning.

### 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

The following referrals were required:

#### Council's Works Department

Precis: Council's Works Department reviewed the application on the 9/12/2016 (re-checked by Jonathan Galbraith 10/08/2017) and their recommended conditions are included in the conditions of approval.

#### TasWater

Precis: A Taswater Submission to Planning Authority Notice (SPAN) was issued on the 29<sup>th</sup> November 2016 (Taswater Ref: TWDA 2016/01762-NMC). Taswater advised on the 15<sup>th</sup> August 2017 as follows:

*"Thank you for sending through the additional information relating to the above application. Please be advised that no changes are required to the previously issued TasWater SPAN TWDA 2016/01762-NMC, dated 29/11/2016."* – Amanda Craig (Assessment Officer, Taswater).

#### Heritage Adviser

Not applicable to this application

#### Tasmanian Heritage Council

Not applicable to this application

#### Department of State Growth

Precis: The application was referred to the Department of State Growth on the 22-November-2016. A response was received from Garry Hills (Senior Traffic Engineering Officer) on the 30-Nov-2016 (Ref: D16/235876) making the following points:

- No objection to proposal
- Must be considered in conjunction with United Service Station proposal to allow access to both sites
- Engineering drawings required prior to works commencing
- Drawings must detail: stormwater, extent of asphalt to cover truck turning, median turning lane (to accommodate B-double) and signage.
- Permit from State Growth required prior to any works commencing in the State Road Reserve.

A copy of the response is included as an attachment.

#### Launceston Airport

Not applicable to this application.

#### Tasrail (adjoining landowner)

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)

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Not applicable to this application.

### General Manager

Not applicable to this application.

### Minister administering Crown Lands

Not applicable to this application.

## 5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

## 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:** The proposal seeks to rezone the site from General Residential to Particular Purpose Zone – Service Station, which is consistent with the historic land use of the site as a service station. The site has good separation from adjoining residential uses, which directly adjoin to the site to the west only. Residential uses on the northern side of New Street also achieve good separation from the site. The amendment application is combined with a planning application for a retail fuel depot under section 43A of the Land Use Planning & Approvals Act 1993, and incorporates mitigation measures, such as fencing and landscaping within the proposal to address residential amenity. Other adjoining land uses consist of a golf course, highway and approved service station to the east, none of which will be negatively affected by the proposal.

***Must be consistent with the Regional Land Use Strategy and any mandatory provisions ([section 300](#)).***

**Comment:** The Northern Regional Land Use Strategy classifies Campbell Town as a District Centre.

District centres are described as being “significant regional settlement areas where residents of and visitors to the region can access a wide range of services, education and employment opportunities, although employment is strongly related to surrounding productive resources. Important centres to surrounding sub-region.”

The draft amendment seeks to remove a piece of land measuring approximately 4050m<sup>2</sup> from the General Residential zone.

It is considered that the draft amendment does not negatively impact on the supply of General Residential zoned land in Campbell Town.

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.***

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**Comment:** The amendment seeks to rezone part of the site from General Residential to Particular Purpose Zone– Service Station. The site is located adjacent to a major freight route which currently has limited re-fuelling options for heavy freight vehicles. Development on the site has the potential to decrease congestion within the commercial district of the town, due its location on the outer edge of the township. The modern facility will be subject to best practice guidelines in terms of fuel storage and disposal, which limits the potential for any negative environmental impacts.

**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*

*(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 Particular Purpose Zone specifically addresses the requirements of the development, as previously assessed by amendment 01/16 for a similar development across the road.

*(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.

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*(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.*

**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:** 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 sent to the Tasmanian Planning Commission.

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 Campbell Town as a District Centre. Campbell Town's highway position and centrality to the Midlands district, and its existing concentration of business, community, health and education services provide a basis for

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Campbell Town to consolidate its role as the principal service centre in the central Midlands. The proposal is consistent with this objective.

*(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.*

**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 Campbell Town.

Water Quality Management State Policy – the site is proposed to be connected to Council's stormwater system.

State Coastal Policy - There is no coastal land within the municipal area of the Northern Midlands.

## **7.2 ASSESSMENT OF PLANNING APPLICATION**

### **7.2.1 Planning Application Proposal**

Approval is sought to develop and use the land at 184 High Street, Campbell Town for a 24-hour card operated retail fuel depot and associated signage.



**NORTHERN  
MIDLANDS  
COUNCIL**

**Job No. 160124**

**Richmond + Ross** PTY LIMITED  
CONSULTING ENGINEERS AND PROJECT LEADERS  
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**caltas**

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| REV. | BY | DATE     | DESCRIPTION OF CHANGE |
|------|----|----------|-----------------------|
| C    | DM | 17.10.16 | DA ISSUE              |
| D    | DM | 24.10.16 | REVISED DA ISSUE      |
| E    | DM | 27.10.16 | DA ISSUE - REVISED    |

REVISION

| PROJECT                                     | TITLE              | SCALE | SHEET | DATE     | APPROVED    | DATE |
|---------------------------------------------|--------------------|-------|-------|----------|-------------|------|
| CAMPBELL TOWN SOUTH<br>184 HIGH STREET, TAS | PROPOSED SITE PLAN | 1:300 | A3    | 31.03.16 | 160124-A100 | E    |

**01 SOUTH ELEVATION**  
BILLARDS OMITTED FOR CLARITY

**02 NORTH ELEVATION**  
BILLARDS OMITTED FOR CLARITY

**03 EAST ELEVATION**  
A320

**04 WEST ELEVATION**  
A320

**DA ISSUE**

| REV. | BY | DATE     | DESCRIPTION OF CHANGE | PROJECT                                     | TITLE             | DRAWN | DATE     | APPROVED | DATE          |
|------|----|----------|-----------------------|---------------------------------------------|-------------------|-------|----------|----------|---------------|
| A    | DM | 17.10.16 | DA ISSUE              | CAMPBELL TOWN SOUTH<br>184 HIGH STREET, TAS | CANOPY ELEVATIONS | TB    | 26.09.16 |          |               |
|      |    |          |                       |                                             |                   | SCALE | 1:100    | DA3      | 160124-A321 A |

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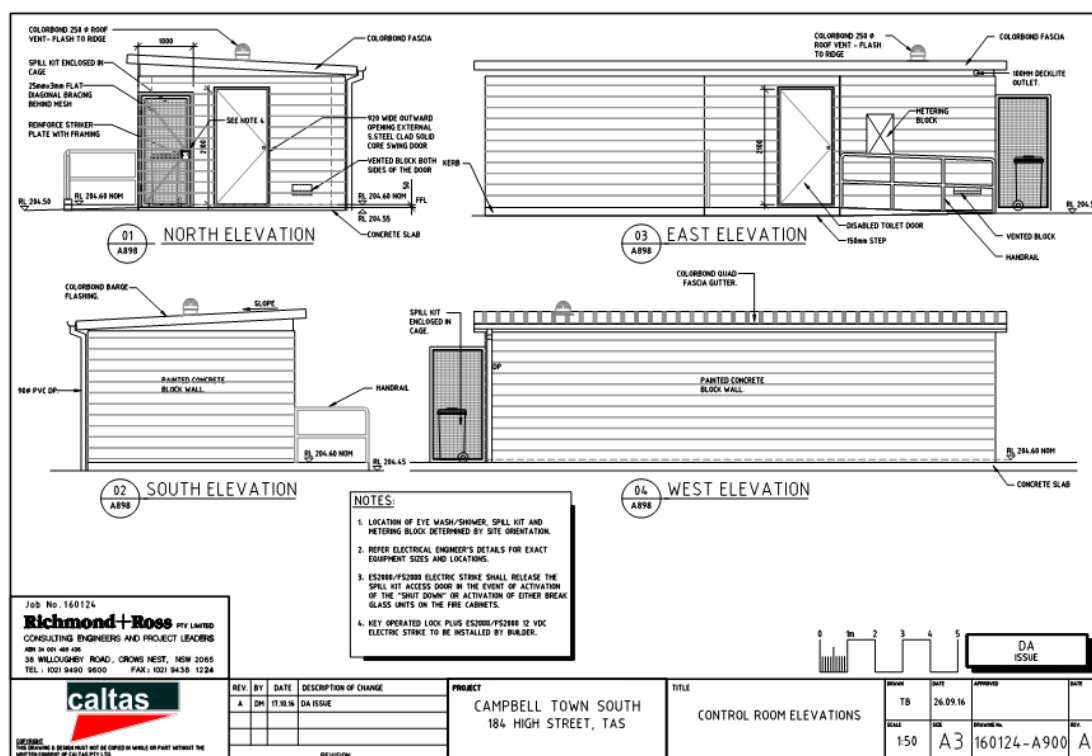
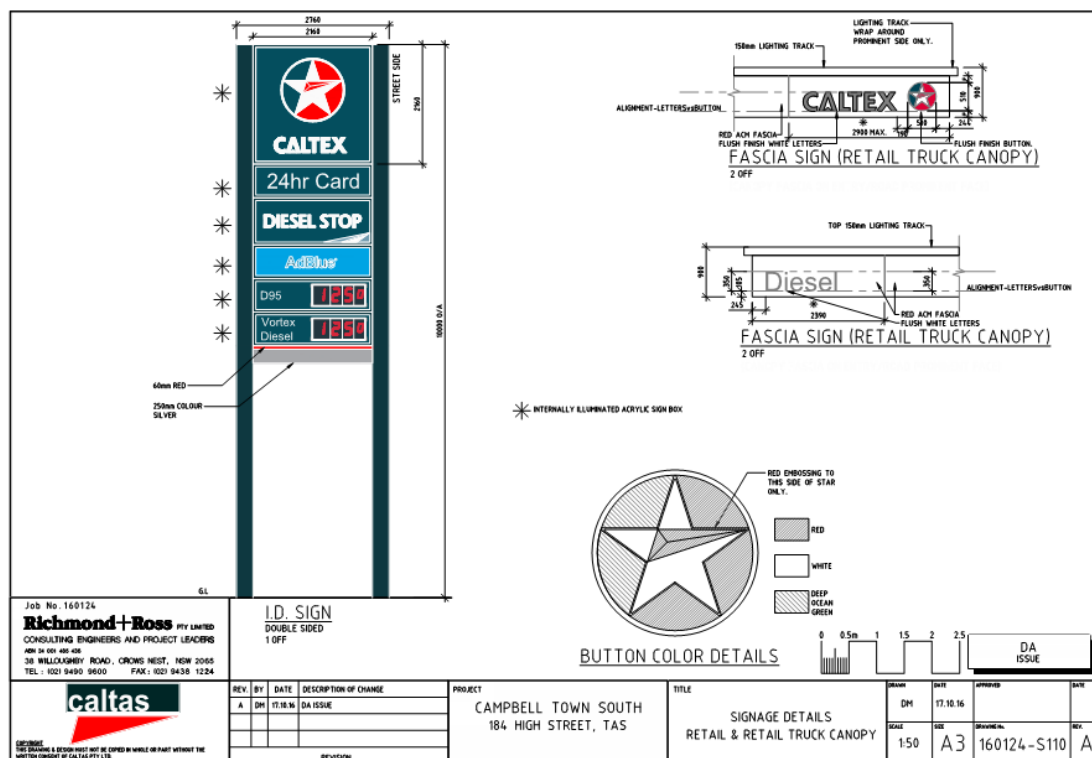


Figure 3 – Signage



The plans submitted are also included as an attachment.

### 7.2.2 Planning Scheme Considerations

The Planning Scheme defines Vehicle fuel sales and service within Table 8.2 as:

|                                |                                                                                                                                                                                                   |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Vehicle fuel sales and service | use of land primarily for the sale of motor vehicle fuel and lubricants, and if the land is so used, the use may include the routine maintenance of vehicles.<br>An example is a service station. |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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A service station is further defined under clause 4.1.3 as:

|                 |                                                                                                                                  |
|-----------------|----------------------------------------------------------------------------------------------------------------------------------|
| Service station | means use of land to sell motor vehicle fuel from bowsers, and vehicle lubricants and if such use is made of the land, includes: |
|                 | (a) selling or installing of motor vehicle accessories or parts;                                                                 |
|                 | (b) selling of food, drinks and other convenience goods;                                                                         |
|                 | (c) hiring of trailers; and                                                                                                      |
|                 | (d) servicing or washing of motor vehicles.                                                                                      |

The proposed use is prohibited in the General Residential zone, but is permitted in the Particular Purpose Zone – Service Station.

### ***Table of Uses in the Particular Purpose Zone – Service Station***

#### **33.2 Use Table**

|                                |                                                                         |
|--------------------------------|-------------------------------------------------------------------------|
| <b>No Permit Required</b>      |                                                                         |
| Use Class                      | Qualification                                                           |
| Utilities                      | If for minor utilities.                                                 |
| <b>Permitted</b>               |                                                                         |
| Use Class                      | Qualification                                                           |
| Vehicle fuel sales and service |                                                                         |
| <b>Discretionary</b>           |                                                                         |
| Use Class                      | Qualification                                                           |
| Food services                  | If associated with Vehicle fuel sales and service use on the same site. |
| Service industry               | If for a car wash                                                       |
| Utilities                      | If not listed as No Permit Required.                                    |
| <b>Prohibited</b>              |                                                                         |
| All other uses                 |                                                                         |

### **Assessment against 33 Particular Purpose Zone – Service Station**

#### **33.1 Zone Purpose**

##### **33.1.1 Zone Purpose Statements**

- 33.1.1.1 To provide for vehicle fuel sales and limited associated uses servicing the wider region, including heavy transport vehicles.
- 33.1.1.2 To ensure off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any sensitive uses.

**Comment:** The proposal is consistent with the Zone Purpose 33.1.1.1, by providing fuel services to heavy transport vehicles along one of Tasmania's key transport routes. The impact on nearby sensitive uses, as per zone purpose 33.1.1.2, has been addressed by the proposal and are considered manageable, with mitigation measures proposed to reduce potential conflicts.

##### **33.1.2 Local Area Objectives**

There are no desired local area objectives.

##### **33.1.3 Desired Future Character Statements**

There are no desired future character statements.

#### **33.3 Use Standards**

##### **33.3.1 Amenity**

|                      |                                                                                  |
|----------------------|----------------------------------------------------------------------------------|
| Objective            | That uses do not cause an unreasonable loss of amenity to nearby sensitive uses. |
| Acceptable Solutions | Performance Criteria                                                             |

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|                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>A1</p> <p>Hours of operation of a use, commercial vehicle movements, and unloading and loading of commercial vehicles for a use must be within the hours of:</p> <p>(a) 6.00am to 8.00pm</p>                                                                                           | <p>P1</p> <p>Hours of operation of a use, commercial vehicle movements, and unloading and loading of commercial vehicles for a use must not cause an unreasonable loss of potential or actual amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the timing, duration or extent of vehicle movements;</li> <li>(b) the number and frequency of vehicle movements;</li> <li>(c) the potential for light spill from vehicle headlights;</li> <li>(d) the size of vehicles involved;</li> <li>(e) manoeuvring required by heavy vehicles, including the amount of reversing and associated warning noise;</li> <li>(f) the potential for loss of residential amenity due to noise, and any noise mitigation measures between the vehicle movement areas and the adjoining residential areas; and</li> <li>(g) potential conflicts with other traffic.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>Comment:</p> <p>Does not comply, as 24-hour operation is proposed. Relies on performance criteria P1.</p>                                                                                                                                                                              | <p>Complies with P1 as follows:</p> <ul style="list-style-type: none"> <li>a) The proposal is for a 24-hour unmanned fuel depot, that is card operated. The duration of visits will be limited to the time required for re-fueling/toilet break only, as no other facilities will be available.</li> <li>b) It is anticipated that the site will generate approximately 25 truck stops per day from trucks already utilising the Midland Highway.</li> <li>c) The development proposes to incorporate a 2.1m high lapped timber paling fence into the proposal, to eliminate the potential for light spill into nearby residential properties.</li> <li>d) The proposal intends to accommodate up to 25m B-Double trucks.</li> <li>e) Traffic movements through the site will be in a forward direction only, eliminating potential reversing/warning signals.</li> <li>f) The proposal included a noise report which indicated that the noise mitigation provided by a 2.1m high fence at the rear of the site was sufficient to reduce noise to a level which will not create a significant impact on residential amenity.</li> <li>g) A Traffic Impact Assessment was supplied with the application and supported the application on traffic grounds, noting the site did not attract any additional movements to the transport network and that the site distances were acceptable, given the 60km/h speed limit relevant to the site.</li> </ul> |
| <p>A2</p> <p>Beyond the zone boundary, noise levels caused by the use must not exceed:</p> <ul style="list-style-type: none"> <li>(a) 50dB(A) between 8.00am and 8.00pm; and</li> <li>(b) 40dB(A) at other times; and</li> <li>(c) 5dB(A) above background for intrusive noise</li> </ul> | <p>P2</p> <p>Noise must not cause unreasonable loss of potential or actual amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> <li>(a) background noise levels;</li> <li>(b) the duration and tonal characteristics of the noise; and</li> <li>(c) time of day.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p>Relies on performance criteria P2 for compliance.</p>                                                                                                                                                                                                                                  | <p>The proposal meets the acceptable solution requirements for A2 (a) &amp; (b), but not (c) for 3 events at night. The application included an Acoustic Assessment prepared by NVC consulting (21-Jul-2017). The proposal meets the performance criteria, as demonstrated by the supplied acoustic assessment as follows:</p> <ul style="list-style-type: none"> <li>• “The exceedance is at a time when residents may reasonably be expected to be inside and most likely sleeping.</li> <li>• The noise will not be audible inside the dwelling.</li> <li>• The levels are below sleep disturbance criteria defined in the</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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|                                                                                                                                                                                                                                                                     | <p>Tasmanian EPP (noise).</p> <ul style="list-style-type: none"> <li>• The levels are below the night time criteria set by DIER for traffic noise.</li> <li>• The levels are below the acceptable noise level for a heat pump.</li> <li>• The noise does not have a tonal character.</li> <li>• The noise occurs on only 3 occasions during the 6-hour period.</li> <li>• The noise is at least 10 dB lower than the current ambient noise."</li> </ul>                                           |
| <p>A3<br/>External lighting for a use must:</p> <p>(a) not operate within the hours of 8.00pm to 6.00am, excluding any security lighting; and</p> <p>(b) if for security lighting, be baffled so that direct light does not extend into the adjoining property.</p> | <p>P3<br/>External lighting for a use must not cause an unreasonable loss of potential or actual amenity to adjoining properties, having regard to:</p> <p>(a) the level of illumination and duration of lighting; and</p> <p>(b) the distance to habitable rooms of an adjacent dwelling.</p>                                                                                                                                                                                                    |
| <p>Relies on performance criteria P3 for compliance.</p>                                                                                                                                                                                                            | <p>The proposal is considered to comply with P3, as follows:</p> <p>a) Although the site will be a 24-hour operation, the lighting will be contained within the canopy and to the front of the control room/toilets. The development may be conditioned to ensure that light spill is contained within the subject site.</p> <p>b) Any lighting associated with the buildings will achieve a distance of approximately 45m to the dwelling to the west and 60m+ to the dwelling to the north.</p> |
| <p>A4<br/>Overlooking of private open space on adjoining properties does not occur.</p>                                                                                                                                                                             | <p>P4<br/>The use should not cause an unreasonable loss of privacy to the potential or actual private open space of adjoining lots, having regard to:</p> <p>(a) the existing level of privacy;</p> <p>(b) the eye level of the drivers of vehicles visiting the site; and</p> <p>(c) the distance of vehicle manoeuvring areas from the side and rear boundaries.</p>                                                                                                                            |
| <p>The proposal complies with A4. The site is designed with an outlook toward the street, and does not encourage any overlooking. A 2.1m high fence will also assist in preventing overlooking.</p>                                                                 | <p>N/a</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

### 33.3.2 Pollutants

| <p>Objective</p> <p>That pollutants caused by the use are contained within the site.</p>                                                                                                                                                                                                              |                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| Acceptable Solutions                                                                                                                                                                                                                                                                                  | Performance Criteria                  |
| <p>A1.1<br/>The following pollutants caused by the use must be contained within the site:</p> <p>(a) Fuels</p> <p>(b) Oils</p> <p>(c) Mud or silt</p> <p>(d) Chemicals</p> <p>or</p> <p>A1.2<br/>Any pollutants must be treated in accordance with a trade waste agreement and directed to sewer.</p> | <p>P1<br/>No performance criteria</p> |

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Complies with A1.1 & A1.2. The self-bunded fuel tank will be located above ground, which will allow for constant monitoring. The refuelling bays will be graded and drained to the sewer, as per a trade waste agreement.

N/a

### 33.4 Development Standards

#### 33.4.1 Building height

##### Objective

To provide for a building height that:

- (a) is sympathetic to the form and scale of residential development; and
- (b) minimises adverse impacts on adjoining properties.

| Acceptable Solutions                                       | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A1<br>Building height must be not more than 8.5m.          | P1<br>Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to:<br>(a) the bulk and form of the building;<br>(b) separation from existing uses on adjoining properties;<br>(c) any buffers created by natural or other features; and<br>(d) the degree of overshadowing and overlooking of adjoining residential properties. |
| Complies with A1. The canopy has a maximum height of 7.6m. | N/a                                                                                                                                                                                                                                                                                                                                                                                                               |

#### 33.4.2 Setback

##### Objective

That the building setback:

- (a) provides sufficient area for access, , and landscaping; and
- (b) minimises adverse impacts on adjoining properties.

| Acceptable Solutions                                                                                                    | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A1<br>Buildings must have a setback from a frontage of not less than 10m.                                               | P1<br>Buildings must have a setback from a frontage that provides adequate space for vehicle access, and landscaping, and minimises adverse impact on adjoining residential properties having regard to:<br>(a) the topography of the site;<br>(b) the setback of buildings on adjacent properties;<br>(c) the safety of road users;<br>(d) the amenity of residents; and<br>(e) landscaping to integrate development with the streetscape.                                                                                                                                                                                                                                                       |
| Complies with A1. The canopy is setback 14.6m from the main frontage. All other frontage setbacks are in excess of 25m. | N/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| A2<br>Buildings must have a setback from a side and rear boundary of not less than 10m.                                 | P2<br>Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties, having regard to:<br>(a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;<br>(b) overlooking and reduction of privacy;<br>(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property;<br>(d) the level and effectiveness of physical screening by fences or vegetation;<br>(e) the location and impacts of traffic circulation and the need to locate parking away from residential boundaries; and<br>(f) the location and impacts of illumination of the site. |
| Relies on performance criteria P2 for compliance.                                                                       | The proposal complies with performance criteria P2 as follows:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"> <li>a) No overshadowing is anticipated as there is 40m+ separation to the closest dwelling.</li> <li>b) The site is designed with an outlook toward the street, and does not encourage any overlooking. A 2.1m high fence will also assist in preventing overlooking/maintaining privacy.</li> <li>c) The height limits of the development are consistent with the height required by the General Residential zone. The separation between the buildings and low overall site coverage will also assist in limiting the visual impact of the development. While it is acknowledged that the outlook of the dwelling to the west will change, this would also be the case if the site was developed for residential purposes. The impact is therefore considered acceptable.</li> <li>d) As above, a 2.1m lapped timber paling fence will act a physical screen.</li> <li>e) The most prevalent impact of traffic movements is noise. This has been addressed by the supplied acoustic assessment, and is considered acceptable. Access to the site is off High Street and will not be adjacent to the western boundary.</li> <li>f) Although the site will be a 24-hour operation, the lighting will be contained within the canopy and to the front of the control room/toilets. The development may be conditioned to ensure that light spill is contained within the subject site.</li> </ul> |
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### 33.4.3 Fencing

| <p>Objective</p> <p>That fencing:</p> <ul style="list-style-type: none"> <li>(a) is compatible with the streetscape; and</li> <li>(b) assists with the maintenance of residential amenity to adjoining residential properties.</li> </ul>                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Acceptable Solutions                                                                                                                                                                                                                                                                                                                                                                                                                        | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>A1</p> <p>Fences are located and designed to prevent:</p> <ul style="list-style-type: none"> <li>(a) the headlights of vehicles using the site being directed into windows of adjacent dwellings; and</li> <li>(b) overlooking of private open spaces of adjacent residential properties.</li> </ul>                                                                                                                                     | <p>P1</p> <p>Fences are located and designed to protect residential amenity on adjacent sites having regard to:</p> <ul style="list-style-type: none"> <li>(a) attenuation of noise;</li> <li>(b) potential for light spill;</li> <li>(c) prevention of overlooking;</li> <li>(d) fence height, design, location and extent;</li> <li>(e) the proposed materials and construction;</li> <li>(f) the potential for loss of sunlight to residential buildings or private open space;</li> <li>(g) the potential for visual impact due to appearance of bulk; and</li> <li>(h) streetscape appearance.</li> </ul> |
| <p>Complies with A1 (a) &amp; (b). A 2.1m high fence will be constructed along the western boundary and the northern boundary, approximately 28m from the north-western corner of the site. The fence will be sufficient to prevent headlight spill and overlooking into neighbouring residential properties. A condition is required to ensure the fencing provided is in accordance with the requirements of the Acoustic Assessment.</p> | N/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>A2</p> <p>Frontage fences with a height greater than 1.2 m are setback from</p>                                                                                                                                                                                                                                                                                                                                                          | P2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| the boundary and integrated with landscaping for the site. <sup>1</sup> | Fences at the frontage of a site do not detract from the streetscape or the character of the local area, having regard to the height, apparent scale, proportions, materials, design and colour of the fence.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Relies on performance criteria P2 for compliance.                       | Complies with P2 as follows:<br>The subject site has three frontages to High Street, New Street & Torlesse Street. The development proposes to include approximately 28m of 2.1m high lapped timber fencing along the New Street (northern) frontage to assist with noise and light intrusion to nearby residential properties. The fence will not be extended along the entire New Street frontage, therefore the view of the site when travelling south on High Street will not be impacted. Existing trees planted down the central median of New Street will also assist the visual impact of the fence, when viewed from properties to the north of the site. The trees extend to approximately the same length as the fence on the northern frontage. The remaining frontages will be landscaped. |

### 33.4.4 Landscaping

| Objective<br>That landscaping:                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| (a) enhances the appearance of the site; and<br>(b) must not detract from the amenity of adjacent residential properties.                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Acceptable Solutions                                                                                                                                                                                                 | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                   |
| A1<br>Along a frontage, landscaping must:<br>(a) be provided for a minimum of 30% of the frontage at a minimum width of 3m.                                                                                          | P1<br>Landscaping along a frontage must enhance the appearance of the site, having regard to:<br>(a) the width of the setback;<br>(b) the width of the frontage;<br>(c) the topography of the site;<br>(d) the existing vegetation on the site;<br>(e) the type and growth of the proposed vegetation; and<br>(f) the location of parking and access areas.                                                            |
| Complies with A1 Landscaping will be provided along all frontages, as per the proposal plans. A condition may be applied to the permit to ensure compliance.                                                         | N/a                                                                                                                                                                                                                                                                                                                                                                                                                    |
| A2<br>Along a boundary with a residential zone landscaping must:<br>(a) be provided for a depth of no less than 2m; and<br>(b) provide mature species to a height of at least 4m within 50% of the landscaping area. | P2<br>Landscaping along a boundary with a residential zone must not detract from the amenity of adjacent residential properties, and appearance of the site, having regard to:<br>(a) the topography of the site;<br>(b) the existing vegetation on the site;<br>(c) the type and growth of the proposed vegetation; and<br>(d) any proposed screening.                                                                |
| Relies on Performance Criteria P2.                                                                                                                                                                                   | Complies with P2 as follows:<br>a) The site is level; however, a new swale drain is proposed along the western boundary, which is adjacent to adjoining residential properties. There is approximately 2m separation between the swale drain and the proposed fence on the western boundary, which is shaped toward the drain. Vegetation along this bank could potentially interfere with the operation of the swale. |

<sup>1</sup> An exemption applies for fences in this zone – see clause 6.4

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|  | <p>b) There is no existing vegetation on the subject site or the adjoining vacant lot. The closest developed residential property (approximately 45m away) contains minimal plantings (low level hedging).</p> <p>c) The remaining undeveloped areas of the site will be landscaped. A condition may be placed on the permit to require a detailed landscape plan specifying the size and type of the proposed plantings.</p> <p>d) The 2.1m high lapped timber paling fence will provide good screening, when considered in conjunction with the separation distance of nearby residential uses.</p> |
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### 33.4.5 Stormwater

#### Objective

That stormwater from the subject site is directed into a public stormwater system.

| Acceptable Solutions                                                                                                                                                                                                                                              | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>A1</p> <p>All stormwater runoff must be captured within the boundaries of the site and directed into a public stormwater system.</p>                                                                                                                           | <p>P1</p> <p>All stormwater runoff is to be collected and discharged in a manner that will not cause adverse impacts, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the location of the discharge point (if any);</li> <li>(b) the stormwater flow paths both internal and external to the site;</li> <li>(c) the location of building areas within the site;</li> <li>(d) the topography of the site;</li> <li>(e) the characteristics of the site, including rainfall;</li> <li>(f) the development on the site and adjoining land;</li> <li>(g) the potential for contamination;</li> <li>(h) any onsite storage devices, detention basins or other water sensitive urban design techniques within the subdivision.</li> </ul> |
| <p>Complies with A1 – stormwater will be directed toward the swale drain on-site (with the exception of the refueling bays). The swale will be graded toward an existing stormwater pit in New Street, with overflow to an existing swale in Torlesse Street.</p> | N/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

### 33.5 Subdivision Standards – Not applicable.

| CODES                                           |                                  |
|-------------------------------------------------|----------------------------------|
| E1.0 BUSHFIRE PRONE AREAS CODE                  | N/a                              |
| E2.0 POTENTIALLY CONTAMINATED LAND              | N/a – no sensitive use proposed. |
| E3.0 LANDSLIP CODE                              | N/a                              |
| E4.0 ROAD AND RAILWAY ASSETS CODE               | See code assessment below        |
| E.5.0 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                                | See code assessment below        |

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### Assessment against E4 Road and Railway Assets Code

#### E4.6 Use Standards

##### E4.6.1 Use and road or rail infrastructure

| Objective<br>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 level of safety for all road users, including pedestrians and cyclists.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Relies on performance criteria P2.                                                                                                                                                                                                                                                  | Complies with P2. Although the development anticipates approximately 25 trucks will use the site per day, the supplied Traffic Impact Assessment (TIA) has based its findings on 425 truck movements across a 24-hr period (as per RMS Guide). The TIA concludes that an acceptable level of safety can be achieved with the proposed design.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 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:<br>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<br>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<br>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<br>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:<br>a) ensure the safe and efficient operation of roads and railways; and<br>b) allow for future road and rail widening, realignment and upgrading; and<br>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                                                                                                                                                                                                                                                                                                                       | P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or |

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| category 1 or 2 road in an area subject to a speed limit of more than 60km/h:                 | 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) new road works, buildings, additions and extensions, earthworks and landscaping works; and | 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) building areas on new lots; 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) outdoor sitting, entertainment and children's play areas                                   | 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.                     |
| N/a – the subject site is adjacent to a 60km/h section of road (High Street).                 | N/a                                                                                                                                                                              |

### E4.7.2 Management of Road Accesses and Junctions

| Objective<br>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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Complies with A1. The site has two existing accesses which will provide for separate entry and exit.                                                                             | N/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 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:<br>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<br>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<br>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<br>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:<br>a) development does not include a level crossing; or                               | P1 Where land has access across a railway:<br>a) the number, location, layout and design of level crossings maintain or improve the safety and efficiency of the railway; and<br>b) the proposal is dependent upon the site due to unique |

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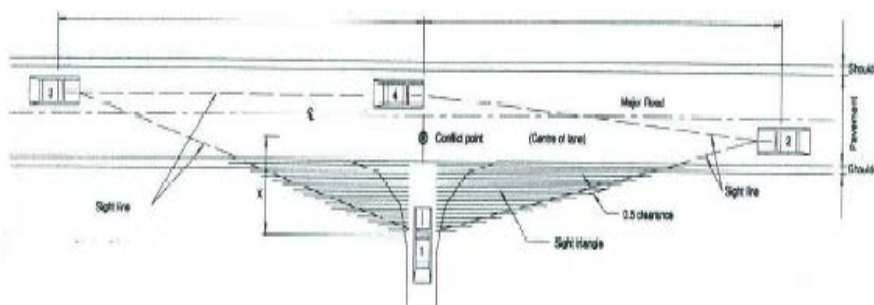
|                                                                                      |                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| b) development does not result in a material change onto an existing level crossing. | resources, characteristics or location attributes and the use or development will have social and economic benefits that are of State or regional significance; or<br>c) it is uneconomic to relocate an existing use to a site that does not require a level crossing; and<br>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                                                                                                                                                                                                                                                                                                                                                                                                                | Performance Criteria                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>A1 Sight distances at</p> <p>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</p> <p>b) rail level crossings must comply with AS1742.7 <i>Manual of uniform traffic control devices - Railway crossings</i>, Standards Association of Australia; or</p> <p>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</p> | <p>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.</p> |
| Complies with A1 (a). At a vehicle speed of 60km/h, the required site distance is 105m. The TIA identifies that the required site distance is exceeded in both directions, for each access.                                                                                                                                                                                                                                         | 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 | Safe Intersection Sight Distance (SISD) metres, for speed limit of: |                      |
|---------------|---------------------------------------------------------------------|----------------------|
| km/h          | 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:

(a) 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.

(b) For safe intersection sight distance (SISD):

(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;

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- (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 Car Parking and 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>A1 The number of car parking spaces must not be less than the requirements of:</p> <ul style="list-style-type: none"> <li>a) Table E6.1; or</li> <li>b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).</li> </ul> | <p>P1 The number of car parking spaces provided must have regard to:</p> <ul style="list-style-type: none"> <li>a) the provisions of any relevant location specific car parking plan; and</li> <li>b) the availability of public car parking spaces within reasonable walking distance; and</li> <li>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</li> <li>d) the availability and frequency of public transport within reasonable walking distance of the site; and</li> <li>e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and</li> <li>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</li> <li>g) an empirical assessment of the car parking demand; and</li> <li>h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and</li> <li>i) the recommendations of a traffic impact assessment prepared for the proposal; and</li> <li>j) any heritage values of the site; and</li> <li>k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to: <ul style="list-style-type: none"> <li>i) the size of the dwelling and the number of bedrooms; and</li> <li>ii) the pattern of parking in the locality; and</li> <li>iii) any existing structure on the land.</li> </ul> </li> </ul> |
| Complies with A1. Table E6.1 requires 4 spaces per service bay; however, no service bay is provided, therefore, no parking is required. A parking space has been made available for occasional service vehicles.                                                                                      | N/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**Table E6.1: Parking Space Requirements**

| Use                              | Parking Requirement      |                         |
|----------------------------------|--------------------------|-------------------------|
|                                  | Vehicle                  | Bicycle                 |
| Vehicle fuel sales and servicing | 4 spaces per service bay | 1 space per 5 employees |

##### E6.6.2 Bicycle Parking Numbers

###### Objective

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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                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>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</p> <p>A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.</p> | <p>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</p> <p>a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and</p> <p>b) location of the site and the distance a cyclist would need to travel to reach the site; and</p> <p>c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.</p> |
| Complies with A1.1. Table E6.1 requires 1 space per 5 employees. As the site is unmanned (card operation only), there are no employees on-site; therefore, no bicycle parking spaces are required.                                                                                                                            | N/a                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

### E6.6.3 Taxi Drop-off and Pickup

| <p>Objective</p> <p>To ensure that taxis can adequately access developments.</p>                                                                                                               |                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| Acceptable Solutions                                                                                                                                                                           | Performance Criteria               |
| <p>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).</p> | <p>P1 No performance criteria.</p> |
| Complies with A1, as no parking spaces are required under Table E6.1, no taxi parking space is required.                                                                                       | N/a                                |

### E6.6.4 Motorbike Parking Provisions

| <p>Objective</p> <p>To ensure that motorbikes are adequately provided for in parking considerations.</p>              |                                    |
|-----------------------------------------------------------------------------------------------------------------------|------------------------------------|
| Acceptable Solutions                                                                                                  | Performance Criteria               |
| <p>A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.</p> | <p>P1 No performance criteria.</p> |
| Complies with A1, as no parking spaces are required under Table E6.1, no motorbike parking space is required.         | N/a                                |

### E6.7 Development Standards

#### E6.7.1 Construction of Car Parking Spaces and Access Strips

| <p>Objective</p> <p>To ensure that car parking spaces and access strips are constructed to an appropriate standard.</p>                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Acceptable Solutions                                                                                                                                                                                                                                                                                                                                                                                                                                                | Performance Criteria                                                                                                                                                                |
| <p>A1 All car parking, access strips manoeuvring and circulation spaces must be:</p> <p>a) formed to an adequate level and drained; and</p> <p>b) except for a single dwelling, provided with an impervious all weather seal; and</p> <p>c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</p>                                                                                                      | <p>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.</p> |
| <p>Complies with A1, as follows:</p> <p>a) The site will be formed and drained to a swale drain, prior to discharging to Council's stormwater system.</p> <p>b) The access and parking areas will be provided with an impervious all weather seal.</p> <p>c) The car parking space made available for service vehicles will be located near the control room/toilets and be clearly delineated. A condition may be applied to the permit to ensure this occurs.</p> | N/a                                                                                                                                                                                 |

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### E6.7.2 Design and Layout of Car Parking

| Objective<br>To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Acceptable Solutions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>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</p> <p>A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p>                                                                                                                                                                                 | <p>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:</p> <ul style="list-style-type: none"> <li>a) the layout of the site and the location of existing buildings; and</li> <li>b) views into the site from the road and adjoining public spaces; and</li> <li>c) the ability to access the site and the rear of buildings; and</li> <li>d) the layout of car parking in the vicinity; and</li> <li>e) the level of landscaping proposed for the car parking.</li> </ul> |
| <p>A1.1 – N/a – the development does not provide more 4 or more parking spaces.</p> <p>A1.2 – N/a – the development is proposed to be within the Particular Purpose Zone – service station.</p>                                                                                                                                                                                                                                                                                                                                                                           | N/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>A2.1 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> <li>a) have a gradient of 10% or less; and</li> <li>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</li> <li>c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and</li> </ul> <p>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>.</p> | <p>P2 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul>                                                                                                                                        |
| <p>Complies with A2.1 as follows:</p> <ul style="list-style-type: none"> <li>a) Complies.</li> <li>b) N/a</li> <li>c) Complies.</li> </ul> <p>Complies with A2.2 – as per proposal plans.</p>                                                                                                                                                                                                                                                                                                                                                                             | N/a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

### E6.7.3 Car Parking Access, Safety and Security

| Objective<br>To ensure adequate access, safety and security for car parking and for deliveries.                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Acceptable Solutions                                                                                                                                                                                                                                                                            | Performance Criteria                                                                                                                                                                                                                                                                                                                                                                |
| <p>A1 Car parking areas with greater than 20 parking spaces must be:</p> <ul style="list-style-type: none"> <li>a) secured and lit so that unauthorised persons cannot enter or;</li> <li>b) visible from buildings on or adjacent to the site during the times when parking occurs.</li> </ul> | <p>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:</p> <ul style="list-style-type: none"> <li>a) levels of activity within the vicinity; and</li> <li>b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.</li> </ul> |
| N/a                                                                                                                                                                                                                                                                                             | N/a                                                                                                                                                                                                                                                                                                                                                                                 |

### E6.7.4 Parking for Persons with a Disability

| Objective<br>To ensure adequate parking for persons with a disability.                                                                |                                                                                                                                                                                              |
|---------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Acceptable Solutions                                                                                                                  | Performance Criteria                                                                                                                                                                         |
| <p>A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</p> | <p>P1 The location and design of parking spaces considers the needs of disabled persons, having regard to:</p> <ul style="list-style-type: none"> <li>the topography of the site;</li> </ul> |

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|                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                    | the location and type of relevant facilities on the site or in the vicinity;<br>the suitability of access pathways from parking spaces, and applicable Australian Standards.                                                                                                                 |
| N/a                                                                                                                                                                                                                | Complies with P1. As only one space is provided for the service and maintenance of the facility, no specific disabled park is provided. Nevertheless, the space available is conveniently located adjacent to the service room/toilets and is of sufficient size and width to meet AS2890.6. |
| A2 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities. | P2. No performance criteria.                                                                                                                                                                                                                                                                 |
| The parking space provided is of sufficient size and width to meet AS2890.6.                                                                                                                                       | N/a                                                                                                                                                                                                                                                                                          |

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

| Objective<br>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:<br>a) at least one loading bay must be provided in accordance with Table E6.4; and<br>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. |
| N/a – the development is not for a retail, commercial, industrial, service industry, warehouse or storage use.                                                                                                                                                                                                                                           | N/a                                                                                                                                                                                                                                                                         |

### 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<br>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:<br>a) be accessible from a road, footpath or cycle track; and<br>b) include a rail or hoop to lock a bicycle to that meets <i>Australian Standard AS 2890.3 1993</i> ; and<br>c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and<br>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<br>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.                 |
| N/a – no bicycle parking required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | N/a                                                                                                                   |
| A2 Bicycle parking spaces must have:<br>a) minimum dimensions of:<br>i) 1.7m in length; and<br>ii) 1.2m in height; and                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use. |

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|                                                                                                                                                                           |     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| iii) 0.7m in width at the handlebars; and<br>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. |     |
| N/a – no bicycle parking required.                                                                                                                                        | N/a |

### E6.8.5 Pedestrian Walkways

|                                                                              |                                                                                                                 |
|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| <b>Objective</b><br>To ensure pedestrian safety is considered in development |                                                                                                                 |
| <b>Acceptable Solution</b>                                                   | <b>Performance Criteria</b>                                                                                     |
| 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. |
| Complies with A1 – no separate access required for 1-10 spaces.              | N/a                                                                                                             |

### Assessment against E15 Signs Code

#### E15.3 Definition of Terms Used in this Code

E15.3.1 In this Code, unless the contrary intention appears:

|                                |                                                                                                                  |
|--------------------------------|------------------------------------------------------------------------------------------------------------------|
| <b>Service Station Signage</b> | Signage associated with vehicle fuel sales and service use in the D33 Particular Purpose Zone – Service Station. |
|--------------------------------|------------------------------------------------------------------------------------------------------------------|

#### E15.5 Standards for Use or Development

##### E15.5.1 Third Party Signage

|                                                                                      |                                                                                                   |
|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| <b>Objective: To ensure that signs relate to the site on which they are located.</b> |                                                                                                   |
| <b>Acceptable Solutions</b>                                                          | <b>Performance Criteria</b>                                                                       |
| A1 Must only advertise goods and services available from the site.                   | P1 Shall be a Billboard Sign and consistent with the desired future character statements, if any. |
| Complies with A1.                                                                    | N/a                                                                                               |

##### E15.5.2 Heritage Precincts

|                                                                                                                                |                                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| <b>Objective</b><br>To ensure that the design and siting of signs complement or enhance the streetscape of Heritage Precincts. |                                                                                                            |
| <b>Above Awning Sign</b>                                                                                                       |                                                                                                            |
| <b>Acceptable Solutions</b>                                                                                                    | <b>Performance Criteria</b>                                                                                |
| A1 No acceptable solution                                                                                                      | P1 If within the Heritage Precincts Specific Area Plan, shall be consistent with the Character Statements. |
| N/a                                                                                                                            | N/a – the site is not within a Heritage Precinct.                                                          |

##### E15.5.3 Design and siting of signage

|                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Objective</b><br>To ensure that the design and siting of signs complement or enhance the characteristics of the natural and built environment in which they are located. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Service Station Signage</b>                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Acceptable Solutions</b>                                                                                                                                                 | <b>Performance Criteria</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| A50 No acceptable solution.                                                                                                                                                 | P50 Service Station Signage can be located in the D33 Particular Purpose Zone – Service Station, provided it can be shown that:<br>a) the sign does not dominate the streetscape and reflects the prevailing character of the area, in terms of shape, proportions and colours; and<br>b) it does not conflict with the Zone Purpose as outlined in Part D of this planning scheme.<br>c) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located; and<br>d) not result in loss of amenity to neighbouring properties; and<br>e) not involve the unnecessary repetition of messages or information on the same street frontage; and<br>f) not contribute to or exacerbate visual clutter; and |

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|                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                       | <p>g) not cause a safety hazard or obstruct movement of anyone inside or outside the associated building; and</p> <p>h) not distract motorists as a result of size, illumination or movement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| N/a – relies on performance criteria. | <p>The proposal relies on P50 for compliance as follows:</p> <p>a) The signage is limited three main signs (ID Sign &amp; 2x Fascia signs) required to bring drivers attention to the site and incorporate business branding. The signage proposed is typical of a service station development, in terms of size and colour, and is consistent with the signage approved at the service station development across the road.</p> <p>b) The zone purpose relates to the provision of vehicle fuel sales, including for heavy transport vehicles and the potential impact on residential uses. The signage proposed is integral to the use of the site for <i>Vehicle Fuel Sales and Service</i>. The main ID sign will be located at the front of the site, and is not in close proximity to any adjoining sensitive uses, due to the site having three road frontages. The remaining signs are limited to the canopy of the building and directional signage. The main signage will be internally illuminated, limiting the extent of any potential light spill.</p> <p>c) The signage size and location is considered similar to that typically present at a service station. The signage will assist in alerting drivers to the premises and are not considered to be out of character or dominant given the development proposed, and the approved development across the road.</p> <p>d) As previously noted, the signage is not near any adjoining residential uses, and is unlikely to result in a loss of amenity.</p> <p>e) There is no repetition of signage across the site.</p> <p>f) The proposed signage is not considered to contribute to or exacerbate visual clutter, as the signage is limited to a single ID sign identify the site and fuel prices, signs indicating the product available (diesel) and a single company sign on the canopy fascia. Other directional signs will be installed as necessary indicating entry and exit.</p> <p>g) The signage is of sufficient height and distance from trafficable areas to not cause a safety hazard or prevent pedestrian movements.</p> <p>h) The internal illumination of the signs will assist drivers to identify the sight at night and allow sufficient stopping time etc. The application has been referred to the Department of State Growth who did not raise any concerns regarding the signs and traffic safety.</p> |

| 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                                  | N/a |
| 9.5 Subdivision                                 | N/a |

## 9 DISCUSSION

The planning application for a *24-hour card operated retail fuel depot* is made under Section 43A of the *Land Use Planning and Approvals Act 1993*, which allows an application for a permit which would not be allowed if the planning scheme were not amended as requested.

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Discretion to refuse the application is limited to:

- Reliance on the performance criteria of the Particular Purpose Zone – Service Station.
- Reliance on the performance criteria of the Road and Railway Assets Code.
- Reliance on the performance criteria of the Car parking and Sustainable Transport Code.
- Reliance on the performance criteria of the Signs Code.

An assessment of these discretions is detailed in section 7.2.2 of this report and it has been determined that the proposal adequately meets the relevant acceptable solutions or performance criteria of these provisions. It is recommended that the application be approved subject to the conditions detailed in the recommendation.

### 10 ATTACHMENTS

- A) Proposal plans
- B) Responses from referral agencies
  - TasWater
  - Department of State Growth

### RECOMMENDATION

- A** That Council, under section 34 (1) of the *Land Use Planning Act 1993*, initiate Draft Amendment 03/16 to amend the planning scheme by to allow the land at 184 High Street, Campbell Town to be rezoned from *General Residential* to *Particular Purpose Zone – Service Station* and used and developed as a 24-hour card operated retail fuel depot
- B** That Council, under Section 35 (1) of the *Land Use Planning and Approvals Act 1993*, certify Draft Amendment 03/16 as meeting the requirements of section 32 of the Act, and place it on Public Exhibition for 28 days, in accordance with section 38 of the Act.

**And, if B is approved;**

- C** That, under section 43F of the *Land Use Planning and Approvals Act 1993*, Council resolves that:
  - The land at 184 High Street, Campbell Town be approved to be developed and used for a 24-hour card operated retail fuel depot, and be subject to the following conditions:

#### 1 Layout not altered

The use and development shall be in accordance with the endorsed document numbered **D1** - Planning application submission, prepared by Hydro-Electric Corporation t/a Entura, dated: 3<sup>rd</sup> August 2017, Doc. No.: ENTURA-D9CE5, incorporating the following appendices:

- A** Development Application form & Owner's consent

- B** Proposal Plans

| Plan No. | Sheet No. | Drawing No. | Date     | Rev. |
|----------|-----------|-------------|----------|------|
| P1       | A000      | 160124      | 27.10.16 | C    |
| P2       | A099      | 160124      | 17.10.16 | A    |
| P3       | A100      | 160124      | 27.10.16 | E    |
| P4       | A102      | 160124      | 27.10.16 | B    |
| P5       | A107      | 160124      | 27.10.16 | B    |
| P6       | A320      | 160124      | 17.10.16 | A    |
| P7       | A321      | 160124      | 17.10.16 | A    |
| P8       | A322      | 160124      | 17.10.16 | A    |
| P9       | A898      | 160124      | 17.10.16 | A    |
| P10      | A899      | 160124      | 17.10.16 | A    |
| P11      | A900      | 160124      | 17.10.16 | A    |

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|            |      |        |          |   |
|------------|------|--------|----------|---|
| <b>P12</b> | B106 | 160124 | 17.10.16 | A |
| <b>P13</b> | B107 | 160124 | 17.10.16 | A |
| <b>P14</b> | B108 | 160124 | 27.10.16 | B |
| <b>P15</b> | S100 | 160124 | 27.10.16 | B |
| <b>P16</b> | S110 | 160124 | 17.10.16 | A |
| <b>P17</b> | F150 | 160124 | 27.10.16 | B |

- C** Certificate of Title (CT202749/1)
- D** Revocation of Site Management Notice No. 8775/1
- E** Traffic Impact Assessment  
*Prepared by Midson Traffic, dated: 11 September 2016, pp.1-19.*
- F** Noise Impact Assessment  
*Prepared by NVC, dated: 21 July 2017, Report No. 5521.*

**G** Access Concept Plans

| Plan No.   | Sheet No. | Drawing No. | Date     | Rev. |
|------------|-----------|-------------|----------|------|
| <b>P18</b> | 01        | 1645        | 08.12.16 | A    |
| <b>P19</b> | 02        | 1645        | 08.12.16 | A    |
| <b>P20</b> | 03        | 1645        | 08.12.16 | A    |

## 2 Council's Works & Infrastructure Department conditions

### 2.1 Stormwater

Connections to Council's stormwater system must be constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.

### 2.2 Access

A hotmix sealed driveway crossover and hotmix sealed apron (x2) must be constructed from the edge of High Street to the property boundary of the lot in accordance with Council standards.

- a) Access works must not commence until an application for vehicular crossing has been approved by Council.

### 2.3 As constructed information

As Constructed Plans and Asset Management Information must be provided in accordance with Council's standard requirements.

### 2.4 Municipal standards & certification of works

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. Any design must be completed in accordance with Council's subdivision design guidelines to the satisfaction of the Works & Infrastructure Department. Any construction, including maintenance periods, must also be completed to the approval of the Works & Infrastructure Department.

### 2.5 Works in Council road reserve

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

### 2.6 Pollutants

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- b) Prior to the commencement of the development works the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



the nature strip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

### 2.7 Nature strips

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

### 2.8 Works & Infrastructure damage bond

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

## **3 TasWater conditions**

Sewer and water services shall be provided in accordance with TasWater's Planning Authority Notice (reference number TWDA 2016/01762-NMC, dated: 29.11.2016).

## **4 Department of State Growth conditions**

### 4.1 Engineering Plans

The applicant must provide suitably detailed engineering drawings of all works that affect the State Road reserve to the Department for review and acceptance prior to commencing any works. This is inclusive of endorsement by a suitably qualified engineer. The drawings must provide details on, but not limited to, the following points to the satisfaction of the Department;

- a) Any stormwater drainage from the development site that is concentrated and/or directed to the State Road reserve with any works required to ensure there are no adverse impacts on existing State Road infrastructure.
- b) Extent of asphalt pavement surfacing on the Midland Highway carriageway required to cover heavy vehicle turning movements to and from each access point.
- c) Design of the median turning lane, inclusive of any pavement widening works required, as per the recommendations of the Traffic Submission prepared by Keith Midson and dated 3 November 2016. The treatment must accommodate a 26m B-double vehicle undertaking a right turn into 171-183 High Street from the south with traffic islands positioned to allow this movement. Similarly, any traffic island should assist in discouraging right turns from this exit.
- d) All traffic signs and pavement markings required in association with the median treatment.
- e) Temporary 'Changed Traffic Conditions Ahead' signage shall be provided on each approach to the median treatment, for a minimum of 2 months after opening the south leg.

### 4.2 Works in the State Road Reserve

- a) The applicant shall obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal.
- b) Application requirements and forms can be found at [www.transport.tas.gov.au/road/permits](http://www.transport.tas.gov.au/road/permits), applications must be submitted at least twenty-eight (28) days prior to any scheduled works in accordance with the provisions of the *Roads and Jetties Act 1935*. No works shall be commenced within the State Road reservation until a permit has been issued.

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### 5 Exterior and security lighting

Exterior Lighting and Security lighting must be designed, baffled and located in accordance with Australian Standard AS4282-1997 "Control of the obtrusive effects of outdoor lighting" such that no direct light is emitted outside the boundaries of the subject land.

### 6 Boundary Fencing

Prior to the commencement of use, a 2.1 m high fence must be constructed along the entire western boundary of the site and on the northern boundary to a point 35m from the western corner, as per the recommendations of the endorsed Acoustic Assessment. The fence must be constructed from a solid material, with no gaps. Examples of acceptable constructions would include 19mm hardwood ship-lapped construction, 25mm construction ply, or Colorbond with a villaboard backing.

### 7 Landscaping

- a) Prior to the issue of a building permit, the applicant shall provide a landscape plan to the satisfaction of the General Manager, specifying the variety and final size of the proposed plantings.
- b) Landscaping works as shown on the site/landscape plan shall be completed prior to the commencement of use and then maintained for the duration of the use.

### 8 Surface Treatments

All parking areas, access strips manoeuvring and circulation spaces must be:

- a) formed to an adequate level and drained; and
- b) provided with an impervious all-weather seal; and
- c) line marked or provided with other clear physical means to delineate the car parking space.

## DECISION

Cr Goss/Cr Calvert

- A That Council, under section 34 (1) of the *Land Use Planning Act 1993*, initiate Draft Amendment 03/16 to amend the planning scheme by to allow the land at 184 High Street, Campbell Town to be rezoned from *General Residential* to *Particular Purpose Zone – Service Station* and used and developed as a 24-hour card operated retail fuel depot
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|     |      |        |          |   |
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# MINUTES – ORDINARY MEETING

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### 2.6 Pollutants

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### 4.2 Works in the State Road Reserve

- a) The applicant shall obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal.
- b) Application requirements and forms can be found at [www.transport.tas.gov.au/road/permits](http://www.transport.tas.gov.au/road/permits), applications must be submitted at least twenty-eight (28) days prior to any scheduled works in accordance with the provisions of the *Roads and Jetties Act 1935*. No works shall be commenced within the State Road reservation until a permit has been issued.

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### **6 Boundary Fencing**

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- b) Landscaping works as shown on the site/landscape plan shall be completed prior to the commencement of use and then maintained for the duration of the use.

### **8 Surface Treatments**

All parking areas, access strips manoeuvring and circulation spaces must be:

- a) formed to an adequate level and drained; and
- b) provided with an impervious all-weather seal; and
- c) line marked or provided with other clear physical means to delineate the car parking space.

Carried unanimously

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### 261/17 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 Goninon/Cr Lambert

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.

Carried unanimously

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### 262/17 POLICY REVIEW: OVERNIGHT CAMPING - SELF CONTAINED VEHICLES

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 provide Council with information regarding a stakeholder review of the free overnight stay sites for self-contained vehicles in the Northern Midlands, and, to seek approval from Council to adopt the Recreational Vehicles Development and Management of Facilities Policy, replacing the current Overnight Camping – Self Contained Vehicles Policy.

#### 2 INTRODUCTION/BACKGROUND

##### *Current free sites*

On 16 March 2015 the Northern Midlands Council adopted an overnight camping policy for self-contained vehicles. The policy identified the following areas as potentially suitable for free overnight stay sites for self-contained vehicles in the Northern Midlands:

- Evandale - Falls Park (Monday -Friday);
- Evandale - Honeysuckle Banks;
- Campbell Town - Red Bridge;
- Bishopsbourne - Recreation Ground;
- Cressy - Recreation Ground.

Council also has two commercial caravan parks in the municipality, located in Ross and Longford. Council owns both sites and leases them to private operators. Council has a responsibility to the private operators to ensure it is not allowing an enterprise which operates in competition with these sites.

At its meeting of 20 February 2017, Council considered the policy and made the following decision (Min. Ref. 48/17):

*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 in, or near, the municipality and other key stakeholders.*

Council removed Honeysuckle Banks, Evandale as a free site due to concerns it is in a flood prone area. It is noted Wardlaw Park, Campbell Town and the Longford Riverside Caravan Park (commercial site) are also in flood prone areas. Council has received feedback requesting Honeysuckle Banks be reinstated as there is no area available in Evandale for overnight camping during the weekend, when people are attracted to the village. It is suggested Honeysuckle Banks be reinstated as a site during summer months only. Relevant planning approvals would need to be put in place.

Council officers completed stakeholder engagement by writing to the following groups and organisations:

- Local District Committees;
- Ross Motel & Caravan Park;

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- Longford Riverside Caravan Park;
- CMCA;
- Caravan Industry Australia, Tasmania;
- Neighbouring property owners to current free sites.

The following questions were asked of stakeholders:

- Do you support the Northern Midlands Council providing free overnight rest areas for self-contained vehicles in Campbell Town, Cressy, Bishopsbourne and Evandale?
- Do you think the Northern Midlands Council should provide free overnight rest areas for self-contained vehicles elsewhere in the municipality? If so, where?
- Currently, the maximum length of stay at a free rest area is 48 hours. Do you think this is reasonable?
- Council has recently been approached to consider the development of a CMCA member only park within the municipality. Do you support this?
- Are there any other factors/concerns you think Council should take into consideration in this review? If so, please identify.

Twenty responses were received. A summary of the information provided in the responses is attached to this report.

### 3 STRATEGIC PLAN 2017/2027

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

- Lead – Best Business Practice and Compliance
  - Core Strategies – Council complies with all Government legislation:
    - ♦ Update compliance policy and procedure as required
- Progress – Economic Development – Supporting Growth and Change
  - Towns are enviable places to visit, live and work

### 4 POLICY IMPLICATIONS

In May 2012 the State Government released a Statewide Directions Paper – Review of Council Recreational Vehicle Overnight Camping Services. The paper focuses on the principles of competitive neutrality and provides a Local Government Decision-Making Guide for Self-Contained RV Camping Services. In summary, the guide recommends the following process:

1. Assess the Need;
2. Consider Initial Service Delivery Options;
3. Discuss preferred approach with existing private caravan park owners in, or near, the municipality and other key stakeholders;
4. Formalise arrangements for service delivery;
5. Revise Council by-laws as appropriate;
6. Advise community;
7. Monitor and review.

With respect to each of the items listed above, the following comments are made:

#### *Assess the need*

Council has had free overnight stay sites for self-contained vehicles available for a number of years. The sites are popular, particularly in the summer months when the volume of self-contained campers moving around the state is high. Given the popularity of the existing sites, it is considered by officers a clear need for the sites exists.

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### *Consider initial service delivery options*

Council's free overnight stay sites for self-contained vehicles do not provide any services. Council has two free dump sites in the municipality: Morven Park, Evandale and King Street Oval, Campbell Town. There are also dump point facilities at the Longford Riverside Caravan Park and the Ross Motel & Caravan Park.

### *Discuss preferred approach with existing private caravan park owners in, or near, the municipality and other key stakeholders*

Council officers have revisited this step in the review of its policy. A summary of the feedback provided is attached to this report.

### *Formalise arrangements for service delivery*

Council does not engage an external third party to manage its free sites. As such, the only formal arrangements required are to ensure the relevant planning approvals are in place to allow overnight camping at the sites. Approvals for all Council approved sites are currently in place. Planning approval needs to be sought for Honeysuckle Banks (weekend site for Evandale) and Morven Park (overflow site for annual Village Fair).

### *Revise Council by-laws as appropriate*

Council currently enforces its free overnight stay sites for self-contained vehicles through the Overnight Camping – Self Contained Vehicles Policy. The policy is in need of review. The policy is not able to be appropriately enforced by Council's Compliance Officer in its present form. For example, Council currently has no permit procedure in place.

The Local Government Association of Tasmania have released the following document: Policy Guidelines 2012 – Recreational Vehicles Development and Management of Facilities. At this stage, it is the recommendation of officers that a new policy be adopted by Council in accordance with those guidelines. Upon review of the new policy, Council may wish to consider the implementation of a by-law, if required.

It is noted, if Council approves the revised policy, the community and users of the free overnight stay sites for self-contained vehicles will need to be informed of the changes.

## **5 STATUTORY REQUIREMENTS**

Council must have in place planning approvals prior to an identified area being used as a free overnight camping site, in accordance with section 51 of the *Land Use Planning & Approvals Act 1993*. Approvals for all Council approved sites are currently in place. Planning approval needs to be sought for Honeysuckle Banks (weekend site for Evandale) and Morven Park (overflow site for annual Village Fair).

## **6 FINANCIAL IMPLICATIONS**

The cost to Council for maintaining free overnight camping sites is minimal. As all users of the sites are to be self-contained, Council does not need to provide power, a dump site or water. Council does incur a cost to monitor and maintain the sites (for example, mowing and inspections). The cost of maintenance would exist in any event. The cost of patrolling and inspecting is a cost only incurred when sites are designated as free overnight stay sites for self-contained vehicles.

The policy in its present form permits Council to charge up to \$10 per night to use the area. A charge has never been levied.

It is the recommendation of officers that Council issues permits for its sites. It is proposed this occur by way of accessing Council's website and obtaining a Permit Number. Once established, the process would be self-

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managing, therefore would not require additional staff time to manage. If permits were issued, it would assist Council's Compliance Officer with patrolling the sites and confirming vehicles are not staying longer than the permitted timeframe.

### **7 RISK ISSUES**

As Council owns two commercial caravan park sites, it must be conscious of allowing free camping to operate in competition with these businesses. Action to mitigate this risk is to follow the State Government Decision Making Guide for Self-Contained RV Camping Services.

Council must ensure its policies are reasonable and implementation is achievable. This policy in its present form is not being implemented, and as such, requires review.

### **8 CONSULTATION WITH STATE GOVERNMENT**

Council has reviewed the Statewide Directions Paper – Review of Council Recreational Vehicle Overnight Camping Services, May 2012 in the preparation of the policy and the consideration of its free overnight stay sites for self-contained vehicles.

### **9 COMMUNITY CONSULTATION**

Community consultation has occurred through the stakeholder engagement process. Consultation will also occur to inform the community of changes, if any, made to Council's current policy.

### **10 OPTIONS FOR COUNCIL TO CONSIDER**

Council is to consider a review of its Overnight Camping – Self Contained Vehicles Policy, and adopting the revised policy: Recreational Vehicles – Development and Management of Facilities.

### **11 ATTACHMENTS**

- 11.1 Summary of stakeholder feedback
- 11.2 Overnight Camping – Self Contained Vehicles Policy (current)
- 11.3 Recreational Vehicles – Development and Management of Facilities (revised policy)

### **RECOMMENDATION 1**

That the report be discussed.

### **RECOMMENDATION 2**

That Council:

1. Endorse Honeysuckle Banks, Evandale as a free overnight stay area for self-contained vehicles from November to April, subject to the issuing of appropriate permits for the area.
2. Endorse Morven Park, Evandale as a free overnight stay area for self-contained vehicles during the annual Evandale Village Fair, subject to the issuing of appropriate permits for the area.
3. Adopt the Recreational Vehicles – Development and Management of Facilities and rescind the existing Overnight Camping – Self Contained Vehicles Policy.

### **DECISION**

Cr Polley/Cr Adams

That the matter be discussed.

Carried unanimously

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



Cr Polley/Cr Knowles

That Council:

1. Endorse Honeysuckle Banks, Evandale as a free overnight stay area for self-contained vehicles from November to April, subject to the issuing of appropriate permits for the area.
2. Endorse Morven Park, Evandale as a free overnight stay area for self-contained vehicles during the annual Evandale Village Fair, subject to the issuing of appropriate permits for the area.
3. Adopt the Recreational Vehicles – Development and Management of Facilities and rescind the existing Overnight Camping – Self Contained Vehicles Policy.

Carried unanimously

*Ms Boer and Mr Godier left the meeting at 7.35pm.*

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



### 263/17 LONGFORD RECREATION GROUND 2030 MASTERPLAN

*Responsible Officer:* Amanda Bond, Regulatory & Community Services Manager

*Report prepared by:* Lorraine Green, Project Officer

#### 1 PURPOSE OF REPORT

To:

- i) present to Council the Longford Recreation Ground 2030 Master Plan;
- ii) seek Council's acceptance and release of the Master Plan;
- iii) seek Council's endorsement of the way forward with the Master Plan.

#### 2 INTRODUCTION/BACKGROUND

Council is committed to promoting the health and well-being of Northern Midlands residents by ensuring the provision of sport and recreation facilities and programs/activities that enable residents to participate in physical activity. The Longford Recreation Ground is an integral component of the sport and recreation infrastructure of the Northern Midlands, serving as the town's main sport and recreation precinct.

Council needs to ensure Northern Midlands sport and recreation facilities are maintained and further developed over time to meet the everchanging needs of the community in terms of demographic changes, changing recreation and leisure demand trends, and emerging new sport and recreation activities.

In December 2016 Council contracted Lange Design to develop a masterplan to drive the maintenance and further development of the Longford Recreation Ground to ensure it continues to meet the sport and recreation needs of Northern Midlands residents into the future.

The consultant's work included assessment of the existing facilities/infrastructure and consultation with key stakeholders including user groups, community members and Council officers.

Lange Design has submitted the final report to Council. The master plan explores the full potential of the ground and how that potential can consolidate the Longford and district community sporting activities to better accommodate the future population of the area.

The plan includes a complete upgrade of the oval, and the fill and regrading of the open space training area ("the old tip site").

The plan recommends an eight-staged program of works from 2017 through to 2030: dependent on the sourcing of funds.

#### 3 STRATEGIC PLAN 2007/2017

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

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



- 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:
    - ♦ Planning benchmarks achieve desirable development
    - ♦ 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
    - ♦ Caring, Healthy, Safe Communities – Awareness, education & service
- Place –
  - Environment – Cherish & Sustain our Landscapes  
Core Strategies:
    - ♦ Cherish & sustain our landscapes
    - ♦ Meet environmental challenges

#### 4 FINANCIAL IMPLICATIONS

The total cost of implementing the Master Plan is estimated as \$7,595,800 GST exclusive, of which \$4,215,000 relates to the construction of a new Longford Sports Centre facility and associated car park extension.

It is proposed that Council consider funding components of the Master Plan in forthcoming Council budgets, and Council Officers seek to secure external grants to assist with the implementation of the Master Plan.

#### 5 community consultation

Broad community consultation underpinned the development of the Master Plan, including consultation with the Longford Recreation Ground Management Committee and Longford residents, and a survey of user groups.

Information was also sourced from Council documents and reports, site investigations, site survey data and aerial photography.

#### 6 OPTIONS FOR COUNCIL TO CONSIDER

Council can either accept or not accept the Master Plan and the proposed way forward with the plan's implementation.

#### 7 OFFICER'S COMMENTS/CONCLUSION

The consultant has fulfilled the requirements of the Master Plan project brief. Following broad community and stakeholder consultation, review of relevant literature and plans, and site investigations, the consultant has developed a comprehensive Master Plan for the redevelopment of the Longford Recreation Ground.

#### 8 ATTACHMENTS

- 8.1 Longford Recreation Ground 2030 Master Plan: July 2017
- 8.2 Longford Recreation Ground 2030 Master Plan Map: September 2016

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



### RECOMMENDATION 1

That the matter be discussed.

### RECOMMENDATION 2

That Council:

- i) accept the Longford Recreation Ground 2030 Master Plan;
- ii) consider funding components of the Master Plan in forthcoming Council budgets, and request Council Officers to seek to secure external grants to assist with the implementation of the Master Plan.

### DECISION

Cr Goss/Cr Goninon

That the matter be discussed.

Carried unanimously

Cr Polley/Knowles

That Council:

- i) accept the Longford Recreation Ground 2030 Master Plan;
- ii) consider funding components of the Master Plan in forthcoming Council budgets, and request Council Officers to seek to secure external grants to assist with the implementation of the Master Plan.

Carried

### **Voting for the motion:**

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

### **Voting against the motion:**

Cr Goninon

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



### 264/17 MONTHLY FINANCIAL STATEMENT

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 July 2017.

#### 2 INTRODUCTION/BACKGROUND

The Corporate Services Manager circulated a copy of the Monthly Financial Summary for the period ended 31 July 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-Jul-17                        | 1                   |                         |          |             |                                     |
|--------------------------------------------------|----------------------------------|---------------------|-------------------------|----------|-------------|-------------------------------------|
| A.                                               | Operating Income and Expenditure |                     |                         |          |             |                                     |
|                                                  | Budget                           | Year to Date Budget | Actual                  | (\$,000) | Target 100% | Comments                            |
| Rate Revenue                                     | -\$10,197,520                    | -\$10,197,520       | -\$10,298,308           | \$101    | 101.0%      |                                     |
| Recurrent Grant Revenue                          | -\$4,143,153                     | -\$345,263          | \$0                     | -\$345   | 0.0%        |                                     |
| Fees and Charges Revenue                         | -\$1,630,430                     | -\$135,869          | -\$164,978              | \$29     | 121.4%      |                                     |
| Interest Revenue                                 | -\$449,430                       | -\$37,453           | \$47,925                | -\$85    | -128.0%     | Accrued revenue adjustment included |
| Reimbursements Revenue                           | -\$81,834                        | -\$6,820            | -\$2,280                | -\$5     | 33.4%       |                                     |
| Other Revenue                                    | \$8,848                          | \$737               | \$104,277               | -\$104   | 14142.5%    |                                     |
|                                                  | -\$16,493,519                    | -\$10,722,187       | -\$10,313,364           | -\$409   | 96.2%       |                                     |
| Employee costs                                   | \$3,458,620                      | \$288,218           | \$156,089               | \$132    | 54.2%       |                                     |
| Material & Services Expenditure                  | \$4,689,919                      | \$390,827           | \$315,748               | \$75     | 80.8%       |                                     |
| Depreciation Expenditure                         | \$5,327,756                      | \$443,980           | \$443,536               | \$0      | 99.9%       |                                     |
| Government Levies & Charges                      | \$687,512                        | \$57,293            | \$94                    | \$57     | 0.2%        |                                     |
| Councillors Expenditure                          | \$192,960                        | \$16,080            | \$3,567                 | \$13     | 22.2%       |                                     |
| Other Expenditure                                | \$1,192,699                      | \$486,280           | \$487,713               | -\$1     | 100.3%      |                                     |
| Plant Expenditure Paid                           | \$493,570                        | \$41,131            | \$69,671                | -\$29    | 169.4%      |                                     |
|                                                  | \$16,043,036                     | \$1,723,808         | \$1,476,418             | \$247    | 85.6%       |                                     |
|                                                  | -\$450,483                       | -\$8,998,379        | -\$8,836,946            |          |             |                                     |
| Gain on sale of Fixed Assets                     | \$0                              | \$0                 | \$0                     | \$0      | 0.0%        |                                     |
| Loss on Sale of Fixed Assets                     | \$300,000                        | \$25,000            | \$0                     | \$25     | 0.0%        |                                     |
|                                                  |                                  |                     |                         |          |             |                                     |
| Underlying (Surplus) / Deficit                   | -\$150,483                       | -\$8,973,379        | -\$8,836,946            |          |             |                                     |
|                                                  | \$0                              |                     | \$0                     |          |             |                                     |
| Capital Grant Revenue                            | -\$2,740,765                     | -\$228,397          | \$0                     | -\$228   | 0.0%        |                                     |
| Subdivider Contributions                         | -\$433,000                       | -\$36,083           | 0                       | -\$36    | 0.0%        |                                     |
|                                                  |                                  |                     |                         |          |             |                                     |
| Capital Revenue                                  | -\$3,173,765                     | -\$264,480          | \$0                     |          |             |                                     |
|                                                  | \$0                              |                     | \$0                     |          |             |                                     |
| <b>Budget Alteration Requests</b>                |                                  |                     |                         |          |             |                                     |
| - For Council authorisation by absolute majority |                                  |                     | <b>Operating Budget</b> |          |             |                                     |
| Stormwater - Works Dept all areas                |                                  |                     | -\$10,000               |          |             |                                     |
| Stormwater - Hartnoll Place Evandale             |                                  |                     | \$10,000                |          |             |                                     |

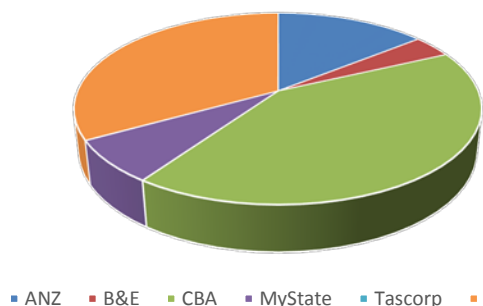
# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017

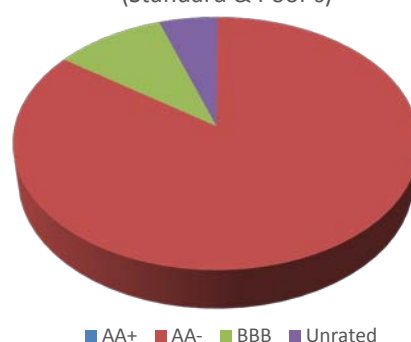


| B. Balance Sheet Items                            |                     |               |                |                |                     |
|---------------------------------------------------|---------------------|---------------|----------------|----------------|---------------------|
|                                                   | Year to Date Actual |               | Monthly Change |                | Same time last year |
| <b>Cash &amp; Cash Equivalents Balance</b>        |                     |               |                |                |                     |
| - Opening Cash balance                            | \$12,381,944        |               | \$12,381,944   |                |                     |
| - Cash Inflow                                     | \$6,270,632         |               | \$6,270,632    |                |                     |
| - Cash Payments                                   | -\$1,357,357        |               | -\$1,357,357   |                |                     |
| - Closing Cash balance                            | \$17,295,219        |               | \$17,295,219   |                |                     |
|                                                   | -                   |               | -              |                |                     |
| Account Breakdown                                 |                     |               |                |                |                     |
| - Trading Accounts                                | \$686,760           |               |                |                |                     |
| - Investments                                     | \$16,608,459        |               |                |                |                     |
|                                                   | \$17,295,219        |               |                |                |                     |
|                                                   | -                   |               |                |                |                     |
| Summary of Investments                            | Investment Date     | Maturity Date | Interest Rate% | Purchase Price | Maturity Value      |
| Tasmanian Public Finance Corporation Call Account | 1/07/2017           | 31/07/2017    | 1.50           | \$5,195        | \$5,201             |
| CBA Call Account                                  | 19/07/2017          | 31/07/2017    | 1.40           | \$522,637      | \$522,878           |
| 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         |
| CBA                                               | 13/06/2017          | 11/09/2017    | 2.23           | \$1,000,000    | \$1,005,499         |
| CBA                                               | 13/06/2017          | 11/10/2017    | 2.35           | \$1,000,000    | \$1,007,726         |
| CBA                                               | 13/06/2017          | 11/10/2017    | 2.35           | \$500,000      | \$503,863           |
| ANZ                                               | 14/05/2017          | 14/11/2017    | 2.40           | \$1,348,828    | \$1,365,147         |
| ANZ                                               | 8/06/2017           | 8/12/2017     | 2.40           | \$1,012,964    | \$1,025,153         |
| My State Financial                                | 25/12/2016          | 25/12/2017    | 2.85           | \$1,189,250    | \$1,223,144         |
| CBA                                               | 31/07/2017          | 29/01/2018    | 2.30           | \$1,000,000    | \$1,011,468         |
| Bass & Equitable                                  | 24/05/2017          | 24/05/2018    | 2.65           | \$629,584      | \$646,268           |
| Westpac                                           | 4/07/2017           | 4/07/2022     | 3.37           | \$5,500,000    | \$6,427,258         |
| Total Investments                                 |                     |               |                | \$16,608,458   | \$17,666,671        |

Investments by Institution



Total Investments by Rating (Standard & Poor's)



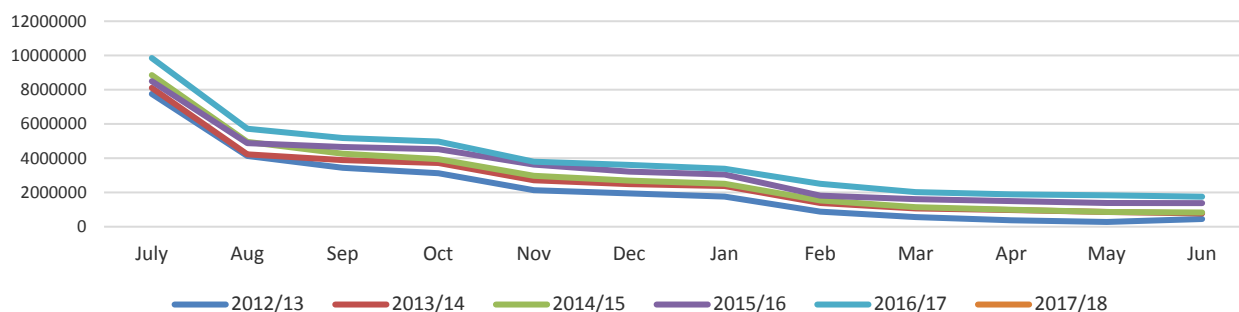
| Rate Debtors              | 2016/17      | % to Raised | Same Time Last Year | % to Raised |
|---------------------------|--------------|-------------|---------------------|-------------|
| Balance b/fwd             | \$1,742,445  |             | \$1,117,405         |             |
| Rates Raised              | \$10,060,345 |             | \$9,871,005         |             |
|                           | \$11,802,790 |             | \$10,988,410        |             |
| Rates collected           | \$796,849    | 7.9%        | \$721,811           | 7.3%        |
| Pension Rebates           | \$422,060    | 4.2%        | \$407,298           | 4.1%        |
| Discount & Remissions     | \$7,374      | 0.1%        | \$13,602            | 4.1%        |
|                           | \$1,226,283  |             | \$1,142,711         |             |
| Rates Outstanding         | \$10,626,452 | 105.6%      | \$9,850,153         | 99.8%       |
| Advance Payments received | -\$49,945    | 0.5%        | -\$4,453            | 0.0%        |

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



Rates Outstanding



### Trade Debtors

|                                        |           |        |  |  |                           |
|----------------------------------------|-----------|--------|--|--|---------------------------|
| Current balance                        | \$158,403 |        |  |  |                           |
| - 30 Days                              | \$75,845  |        |  |  |                           |
| - 60 Days                              | \$35,719  |        |  |  |                           |
| - 90 Days                              | \$2,923   |        |  |  |                           |
| - More than 90 days                    | \$43,916  |        |  |  |                           |
| Summary of Accounts more than 90 days: |           |        |  |  |                           |
| - Norfolk Plains Book sales            |           | 711    |  |  | Paid by outlet as sold    |
| - Hire/lease of facilities             |           | 278    |  |  |                           |
| - Removal of fire hazards              |           | 5,380  |  |  |                           |
| - Dog Registrations & Fines            |           | 35,049 |  |  | Sent to Fines Enforcement |
| - Sales                                |           | 500    |  |  | Arrangement to pay        |
| - Grants                               |           | -      |  |  |                           |
| - Private Works                        |           | 1,998  |  |  |                           |
| - Building / Planning Fees             |           | 0      |  |  |                           |

### C. Capital Program

|                                           | Budget       | Actual (\$,000) | Target #REF! | Comments |
|-------------------------------------------|--------------|-----------------|--------------|----------|
| Renewal                                   | \$9,134,540  | \$19,963        | 0%           |          |
| New assets                                | \$7,611,300  | \$49,119        | 1%           |          |
| Total                                     | \$16,745,840 | \$69,082        | 0%           |          |
| Major projects:                           |              |                 |              |          |
| - Woolmers Bridge Replacement             | \$2,830,000  | \$0             | 0%           |          |
| - Campbell Town Recreation Ground Complex | \$2,020,000  | \$0             | 0%           |          |
| - Rossarden Road Bridge Replacement       | \$220,770    | \$0             | 0%           |          |
| - Royal George Bridge Replacement         | \$240,790    | \$0             | 0%           |          |
| - Barton Road Reconstruction              | \$1,130,000  | \$0             | 0%           |          |
| - Longford Rec Ground Redevelopment       | \$1,100,000  | \$0             | 0%           |          |
| - Public Toilet Replacements              | \$600,000    | \$0             | 0%           |          |
| - Ross Village Green Development          | \$300,000    | \$0             | 0%           |          |
| - Longford Sports Centre Extension        | \$1,000,000  | \$0             | 0%           |          |
| - Recreation Lighting                     | \$1,040,000  | \$0             | 0%           |          |

\* Full year to date capital expenditure for 2017/18 provided as an attachment.

Full Capital Report with End of Financial Year Report

### D. Financial Health Indicators

|                                         | Target     | Actual     | Variance | Trend |  |
|-----------------------------------------|------------|------------|----------|-------|--|
| Financial Ratios                        |            |            |          |       |  |
| - Rate Revenue / Total Revenue          | 61.8%      | 99.9%      | -38.0%   | ↑     |  |
| - Own Source Revenue / Total Revenue    | 75%        | 100%       | -25.1%   | ↘     |  |
| Sustainability Ratio                    |            |            |          |       |  |
| - Operating Surplus / Operating Revenue | 0.9%       | 85.7%      | -84.8%   | ↘     |  |
| - Debt / Own Source Revenue             | 60.1%      | 71.9%      | -11.9%   | ↔     |  |
| Efficiency Ratios                       |            |            |          |       |  |
| - Receivables / Own Source Revenue      | 87.3%      | 95.5%      | -8.2%    | ↘     |  |
| - Employee costs / Revenue              | 21.0%      | 1.5%       | 19.5%    | ↗     |  |
| - Renewal / Depreciation                | 171.5%     | 4.5%       | 167.0%   | ↗     |  |
| Unit Costs                              |            |            |          |       |  |
| - Waste Collection per bin              | \$9.97     | #DIV/0!    |          | ↔     |  |
| - Employee costs per hour               | \$28.82    | \$16.69    |          | ↗     |  |
| - Rate Revenue per property             | \$1,460.75 | \$1,475.19 |          | ↔     |  |
| - IT per employee hour                  | \$3.17     | \$8.70     |          | ↘     |  |

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



| E. Employee & WHS scorecard         |        |            |
|-------------------------------------|--------|------------|
|                                     | YTD    | This Month |
| Number of Employees                 | 86.0   | 0          |
| New Employees                       | 0      | 0          |
| Resignations                        | 1      | 0          |
| Total hours worked                  | 9354.5 | 0          |
| Lost Time Injuries                  | 0      | 0          |
| Lost Time Days                      | 0      | 0          |
| Safety Incidents Reported           | 1      | 0          |
| Hazards Reported                    | 3      | 0          |
| Risk Incidents Reported             | 0      | 0          |
| Insurance claims - Public Liability | 0      | 0          |
| Insurance claims - Industrial       | 0      | 0          |
| Insurance claims - Motor Vehicle    | 0      | 0          |
| IT - Unplanned lost time            | 0      | 0          |
| Open W/Comp claims                  | 1      | 0          |



### 4 OFFICERS COMMENTS

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

### 5 ATTACHMENTS

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

### RECOMMENDATION

That Council

- i) receive and note the Monthly Financial Report for the period ending 31 July 2017.
- ii) authorise budget alterations as detailed in section 3A above.

### DECISION

Cr Calvert/Cr Gordon

That Council

- i) receive and note the Monthly Financial Report for the period ending 31 July 2017.
- ii) authorise budget alterations as detailed in section 3A above.

Carried unanimously

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



### CON – ITEMS FOR THE CLOSED MEETING

#### DECISION

Cr Goninon/Cr Gordon

That Council move into the “Closed Meeting” with the General Manager, Corporate Services Manager, Regulatory & Community Services Manager, Works Manager and Executive Assistant.  
Carried unanimously

#### **265/17 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*.  
*Table of Contents*

#### **266/17 APPLICATIONS BY COUNCILLORS FOR LEAVE OF ABSENCE**

As per provisions of Section 15(2)(h) of the *Local Government (Meeting Procedures) Regulations 2015*.

#### **267/17 (1) PERSONNEL MATTERS**

As per provisions of Section 15(2)(a) of the *Local Government (Meeting Procedures) Regulations 2015*.

#### **267/17 (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*

#### **267/17 (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*

#### **267/17 (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*

#### **267/17 (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*

# MINUTES – ORDINARY MEETING

## 21 AUGUST 2017



### 268/17 TENDER – PLANT REPLACEMENT: FLEET 50 BACKHOE LOADER – CONTRACT NO. 17/12

As per provisions of Section 15(2)(d) of the *Local Government (Meeting Procedures) Regulations 2015*.  
*Contracts, and tenders, for the supply of goods and services and their terms, conditions, approval and renewal.*

#### DECISION

Cr Knowles/Cr Adams

That

- i) in respect of Contract No. 17/12 Fleet 50 Backhoe, Council accept the tender provided by JF Machinery for the JCB 3CX Elite T4i.
- ii) Council make this decision available to the public.

Carried unanimously

### 269/17 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*.  
*Licence Agreement*

#### DECISION

Cr Gordon/Cr Knowles

That Council move out of the closed meeting.

Carried unanimously

Mayor Downie closed the meeting at 8.29pm.

MAYOR \_\_\_\_\_

DATE \_\_\_\_\_