



**NORTHERN
MIDLANDS
COUNCIL**

MINUTES

ORDINARY MEETING OF COUNCIL

MONDAY, 18 JULY 2022



MINUTES of the Ordinary Meeting of the Northern Midlands Council held in person only on 18 July 2022 at 5.02pm at the Council Chambers, 13 Smith Street, Longford

1 ATTENDANCE

PRESENT

Mayor Mary Knowles OAM, Cr Dick Adams OAM, Cr Andrew Calvert (from 5.39pm), Cr Jan Davis, Cr Ian Goninon, Cr Michael Polley AM

In Attendance

Mr Des Jennings - General Manager, Miss Maree Bricknell - Corporate Services Manager, Mr Trent Atkinson - Project Manager, Mr Paul Godier - Senior Planner, Mrs Gail Eacher - Executive Assistant

APOLOGIES

Deputy Mayor Richard Goss, Cr Matthew Brooks, Cr Janet Lambert, Mr Leigh McCullagh - Works Manager



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3 ACKNOWLEDGEMENT OF COUNTRY

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

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

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

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

No declarations of interest were received.

5 PROCEDURAL

5.1 CONFIRMATION OF COUNCIL MEETING MINUTES

5.1.1 Confirmation Of Minutes: Ordinary Council Meeting

RECOMMENDATION

That the Open Council Minutes of the Ordinary Meeting of the Northern Midlands Council held at the Council Chambers, Longford on Monday, 27 June 2022, subject to the following amendment:

- correction to dates referred to in minute number 22/208, being relative to item
- **9.8 LOCAL GOVERNMENT ASSOCIATION OF TASMANIA (LGAT): 2022 ANNUAL GENERAL MEETING**
- date of the AGM to be amended to read **Friday, 1 July 2022**.

be confirmed as a true record of proceedings.

MINUTE NO. 22/230

DECISION

Cr Adams/Cr Goninon

That the Open Council Minutes of the Ordinary Meeting of the Northern Midlands Council held at the Council Chambers, Longford on Monday, 27 June 2022, subject to the following amendment:

- correction to dates referred to in minute number 22/208, being relative to item
- **9.8 LOCAL GOVERNMENT ASSOCIATION OF TASMANIA (LGAT): 2022 ANNUAL GENERAL MEETING**
- date of the AGM to be amended to read **Friday, 1 July 2022**.

be confirmed as a true record of proceedings.

Carried Unanimously

5.2 DATE OF NEXT COUNCIL MEETING

Mayor Knowles advised that the next Ordinary Council Meeting of the Northern Midlands Council would be held at 5.00pm on Monday, 15 August 2022 in person only.



6 COUNCIL COMMITTEES - CONFIRMATION OF MINUTES

Minutes of meetings of the following Committees are attached:

Date	Committee	Meeting
14 June 2022	Evandale Community Centre	Ordinary
20 June 2022	Northern Midlands Recycling Committee	Ordinary
5 July 2022	Campbell Town Local District Forum	Ordinary
5 July 2022	Ross Local District Committee	Ordinary
5 July 2022	Evandale Advisory Committee	Ordinary
6 July 2022	Longford Local District Committee	Ordinary
6 July 2022	Perth Local District Committee	Ordinary

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

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

MINUTE NO. 22/231

DECISION

Cr Goninon/Cr Adams

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

Carried Unanimously



7 COUNCIL COMMITTEES - RECOMMENDATIONS

7.1 CAMPBELL TOWN DISTRICT FORUM

At the ordinary meeting of the Campbell Town District Forum held on 5 July 2022 the following motion/s were recorded for Council's consideration:

State Growth and Road Safety Concerns: *That Council writes to State Growth addressing the following traffic congestion and safety issues:*

- a) *Pedestrian crossings and traffic islands that do not line up.*
- b) *Slip lanes at the entrance to the Recreation Ground and the Caltex Service Station/Subway.*
- c) *Safe and appropriate access from the underpass to the recreation ground.*

Officer Comment:

The Campbell Town District Forum have raised concerns regarding the traffic islands (a) and slip lanes (b) previously however, have concerns that these issues are not being addressed.

Of concern is:

- a) The traffic islands not lining up on the main street.
- b) Congestion at the Caltex service station and entrance to the recreation ground. It was reported that there were 300 vehicles at the football game on 2 July 2022 and the numbers are growing for each game.
- c) Concerns were raised regarding safe and appropriate access from the underpass, particularly on the recreation ground side where children are going to be exiting to utilise the located at the recreation ground. The proximity of the underpass to the road and the lack of a barrier to protect pedestrians is of concern to the Forum.

The Forum has been advised previously that Stage 1 of the Main Street Upgrade Program will address the issues of the pedestrian crossings and traffic islands that do not line up. Further, the traffic congestion identified has been brought to the attention of State Growth and discussions are ongoing.

Council Officers have already identified the safe and appropriate access from the underpass as a concern, and this is currently being addressed with State Growth.

Officer Recommendation:

That Council notes the Committee recommendation and feedback is provided to the Campbell Town District Forum

MINUTE NO. 22/232

DECISION

Cr Adams/Cr Goninon

That Council notes the Committee recommendation and feedback is provided to the Campbell Town District Forum.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



7.2 LONGFORD LOCAL DISTRICT COMMITTEE

At the ordinary meeting of the Longford Local District Committee held on 6 July 2022 the following motion/s were recorded for Council's consideration:

Lange Designs - Signage for Longford Roundabout: *The LLDC recommend to the NMC, that a sign in the Longford roundabout be installed, like the sign that has been put in the centre of the roundabouts at Perth.*

Officer Comment:

Leon Lange of Lange Designs provided a presentation to the LLDC at their meeting held 2 March 2022. Minutes from that meeting state: *Signage for Longford Roundabout presented by Mr Lange, essentially referencing the towns long link to horse racing, and 15-year period of fame with motor-racing. Not all present felt these accurately represented how / where the town now is.*

Feedback was provided to Lange Designs at the time.

Officer Recommendation:

That Council note the recommendation.

MINUTE NO. 22/233

DECISION

Cr Adams/Cr Goninon

That Council note the recommendation.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



7.3 PERTH LOCAL DISTRICT COMMITTEE

At the ordinary meeting of the Perth Local District Committee held on 6 July 2022 the following motion/s were recorded for Council's consideration:

Provision of Secretarial Support: That the PLDC no longer have after-hours secretarial support provided by the council during monthly meetings and for the \$2500 in lieu of secretarial support be used for projects decided on by the PLDC and approved by the Council.

Officer Recommendation:

That Council no longer provide secretarial support to the Perth Local District Committee; and that the Perth Local District Committee be allocated \$2,500 in lieu of secretarial support to be used for projects identified by the PLDC and approved by Council.

MINUTE NO. 22/234

DECISION

Cr Polley/Cr Davis

That Council no longer provide secretarial support to the Perth Local District Committee; and that the Perth Local District Committee be allocated \$2,500 in lieu of secretarial support to be used for projects identified by the PLDC and approved by Council.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



8 INFORMATION ITEMS

8.1 COUNCIL WORKSHOPS/MEETINGS HELD SINCE THE LAST ORDINARY MEETING

Responsible Officer: Des Jennings, General Manager

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

Date Held	Purpose of Workshop
4 July 2022	Council Workshop Presentations <ul style="list-style-type: none">• Illawarra Road Upgrade & Funding• Visit Northern Tasmania Discussion included: <ul style="list-style-type: none">• Kennel Licence Action Plan And Summary• Evandale: Murray Street Parking• Perth: Entry Signage• Midland Highway Trees (Between Breadalbane & Launceston)
18 July 2022	Council Workshop Discussion: <ul style="list-style-type: none">• Council Meeting Agenda items
18 July 2022	Council Meeting

8.2 MAYOR'S ACTIVITIES ATTENDED & PLANNED

Mayor's Activities Attended & Planned for the period 28 June 2022 to 18 July 2022 are as follows:

Date	Activity
29 June 2022	Meeting with Brian Mitchell MP
30 June 2022	TasWater Meeting at Tailrace
1 & 2 July 2022	LGAT Professional Development and AGM Hobart
4 July 2022	Meeting with Multicultural Council of Tasmania
4 July 2022	Council Workshop
5 July 2022	Campbell Town District Forum
5 July 2022	Ross Local District Committee Meeting
5 July 2022	Evandale Advisory Committee Meeting
6 July 2022	NTDC Sports Facility Plan Draft Preview
6 July 2022	NMBA Strategic Planning Meeting in Launceston
6 July 2022	Perth Local District Committee Meeting
8 July 2022	Tasmanian Audit Office Meeting
11 July 2022	Red Cross Annual General Meeting, Longford
13 July 2022	NTDC Strategic Planning Workshop
15 July 2022	ALGWA (Australian Local Government Women's Association) – Online meeting
18 July 2022	Council Workshop



8.3 GENERAL MANAGER'S ACTIVITIES

General Manager's activities for the prior month are as follows:

- Met with Developers re TRANSlint proposal
- Attended Australian Local Government Association National General Assembly, Canberra
- Attended 2022 Tamar Estuary Report Card launch
- Met with stakeholders re TRANSlint intermodal facility
- Met with Brian Mitchell, Federal Labor MP re strategic project priorities and funding commitments
- Met with Cr Adams

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

8.4 PETITIONS

PURPOSE OF REPORT

In accordance with the Vision, Mission and Values of Council as identified in the *Council's Strategic Plan 2021-2027* and the *Local Government Act 1993, S57-S60*, provision is made for Council to receive petitions tabled at the Council Meeting.

OFFICER'S COMMENT

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

Section 57. Petitions

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

(1) A person may lodge a petition with a council by presenting it to a councillor or the general manager.

(2) A person lodging a petition is to ensure that the petition contains –

- (a) a clear and concise statement identifying the subject matter and the action requested; and
- (b) in the case of a paper petition, a heading on each page indicating the subject matter; and
- (c) in the case of a paper petition, a brief statement on each page of the subject matter and the action requested; and
- (d) a statement specifying the number of signatories; and
- (e) at the end of the petition –

(i) in the case of a paper petition, the full name, address and signature of the person lodging the petition; and

(ii) in the case of an electronic petition, the full name and address of the person lodging the petition and a statement by that person certifying that the statement of the subject matter and the action requested, as set out at the beginning of the petition, has not been changed.

(3) In this section –

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

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

petition means a paper petition or electronic petition;

signatory means –

(a) in the case of a paper petition, a person who has added his or her details to the paper petition and signed the petition; and

(b) in the case of an electronic petition, a person who has added his or her details to the electronic petition.

58. Tabling petition

(1) A councillor who has been presented with a petition is to –

(a)

(b) forward it to the general manager within 7 days after receiving it.

(2) A general manager who has been presented with a petition or receives a petition under subsection (1)(b) is to table the petition at the next ordinary meeting of the council.

(3) A petition is not to be tabled if –

(a) it does not comply with section 57; or

(b) it is defamatory; or

(c) any action it proposes is unlawful.

(4) The general manager is to advise the lodger of a petition that is not tabled the reason for not tabling it within 21 days after lodgement.

PETITIONS

No petitions received.

ATTACHMENTS

Nil



8.5 CONFERENCES & SEMINARS: REPORT ON ATTENDANCE BY COUNCIL DELEGATES

Climate Change Conference: Launceston, 25 May 2022

The following report was filed by Mayor Mary Knowles OAM.

Delegates were welcomed by the LGAT President Christina Holmdahl

Anton Voss, CEO Renewables, Climate Change, Future Industries Tasmania (ReCFTI) outlined the state's policies to reduce greenhouse gas emissions, the Labor change in national policy and the state's Climate Change Action Plan.

Tasmania has the lowest per capita emissions with a plan for a 200% renewable target by 2050. Tasmania's emissions profile is very different from the mainland although there is a two-year lag on data. We had zero emissions for 6 of the past 7 years with concrete (lime) being a massive emitter. 10 mega tonnes is absorbed by our forests. However, in the last 5 years major bush fires, record marine heat, sea level rise, Bass link outage during low water, dry conditions, the worst state flooding experienced and the failure to mitigate risk have emphasised that we need to rethink how we think about climate change. Central banks in Europe no longer purchase bonds from Queensland or Western Australia as emissions are too high.

Tasmania is doing well – net zero or lower, a Climate Change Action Plan every 5 years, waste, transport, energy, forestry, EV fleet target by 2030, hydrogen, Marinus Link – high ambition but only have one atmosphere. The bushfires sent us back to positive. 2030 is only 7.5 years away.

Amanda McKenzie, CEO Climate Council, emphasised the need for accurate information and communication for farmers, doctors, solar installers in communities as we transition away from fossil fuels. Farms can earn dual incomes by having on-farm turbines etc. Cities Power Partnerships improve connections and information and can take the lead with other councils as learnings are shared. The recent elections made climate change the winner as seats impacted by extreme events impacted how people voted. Local government has a critical role to play as we build momentum; we don't want it to be too late. We can solve multiple problems at the same time by bulk purchase of solar to make it accessible to those who can't afford e.g. City of Melbourne has a Power Purchase Agreement, City of Hobart's Lord Mayor is the face of climate action in Tasmania, Queenscliff local climate change action group have lobbied to install solar at the Bowls Club, tree planting, EV chargers, enhancing community ownership. Port Pirie has solar and battery systems for low-income families, 48 Melbourne councils purchase together.

Tasmania can lead nationally if we change our mindset from climate action costs to climate action is necessary.

- Need to prioritise local community interaction
- We are not prepared for extreme events / better prepared = fair better in events
- Prepare communities – get heads out of the sand
- Climate Council provides information and supports community groups
- How do we deal with the devastating reality – sheer scale of events, so frequent, job killers? Do we relocate? We need to be proactive.
- Councils are motivated but not followed – need a coordinated national response – floods are higher – how many medium to high risk properties? Properties are becoming uninsurable. The consequences of climate change are costly. Letting people develop on flood plains is costly.
- Clean-up task force is a costly use of resources

Prof Gretta Pecl, Director Centre for Marine Socioecology UTAS, outlined the key messages from 66,000 different scientific studies including world views re diversity of coral reef and kelp systems. There are 9 key risks with temperature rise number 1. Already risen 1.1 to 1.2 degrees and at risk for 2degrees warming, an exceedingly high risk for everyone. After floods and fires we are mostly reactive and incremental in response, compounding the impacts. There are major changes in natural systems with 45% losses of seagrasses and mangroves, plus toxins (e.g. shellfish toxins) and diseases. Tasmania is a hotspot. The top 10% rates of warming are in our east coast oceans. 85% of seaweeds have shifted further south over the past decade.

Redmap observations of species on the move matches with what we are seeing. Partner with research agencies when doing a review. ABC radio Climate Change project asked 'What would you like to know?' elicited over 300 questions, with presentations in regions plus adapted to school programs (30 schools, 1,000 students, 27 classes). Young people know we are knowingly, willingly, not doing anything.

Charlotte Turner, Senior Associate, MinterEllison Assessment Climate Risk Agency, provided key legal and financial risks for councils. Failure to act is the greatest global risk as window 2050 is rapidly closing. Physical and economic risks: In 2020 there were 38,500 claims re bushfires and then 196,000 claims (\$3.34B worth) for floods in New South Wales and Queensland. We face costs we can't meet.

Development Applications are challenging as many councils don't include climate change risk – liability exposure if fail to include climate change. Challenges to decisions, follow-on impacts delaying approvals.



Local government has a duty of care, decision makers are accountable and required to assess and respond to the risk; has implications across all functions and all council processes. LG needs a robust risk management strategy. Reputational risk is real. Risks cannot be managed by taking a compliance-based approach. Have the responsibility to act in accordance with the information you have.

Southern councils – adaptation plans contain risk actions councils need to take. Climate Futures document – climate risk tools, looks at what has been done – includes Development Adaptation Plans and Development Strategy.

Emissions Reduction Workshop: Transitioning to EV – Manager Environmental Services Kingborough Council. Kingborough recognised we are in a state of climate and biodiversity emergency that requires urgent action by all levels of government, including local councils. The 2020-25 Strategic Plan Fleet Management plan recognised energy and greenhouse gas emissions and introduced an EV Implementation Plan for light fleet vehicles. Gas emissions report was dominated by waste with fleet fuel 5.5% so it was a hard sell. Waste is massive and EV issues include taxation issues, solar input, fast charge facilities, return on investment, EV driver issues, current diesel utility fleet cheap, good resale and fit for purpose; how can you prove it will work? Procurement process, 5 year capital works process, change to fringe benefits tax, actual performance, trickle charge at home (special meter), monitor all aspects, places travelled, speeds, 2 batteries, light fleet will be net zero by 2035. Heavy fleet – national procurement, hydrogen version of Toyota, charging stations program (many are free), 50kw solar on roof at council tells the story of saving – 3 years, 80,000km changeover. Labor – EV car discount.

James Dryburgh, Brighton Council's General Manager, outlined council's emissions reductions.

Why act? Climate change intersects with infrastructure, risk, community, leaders planning for the future, humans – we all have a role to play. Proactive vs Reactive. We can pretend it is not happening, only .1% so why? Saving money and providing benefits, asset management, environment, planning, low socio-economic – talked to 200 people asking top issues.

- Strategy (frame it positively) benefits freight and transport
- Wins – happy e.g. solar (payback 3 yrs), power tools (no fumes), tree planting are positive in communities and popular.
- Amplify feedback
- Partner and cost share – planted 300 trees to offset airport emissions
- Resource it (empower) employed Alison to drive the project; creates ownership
- Maintain engagement on programs, what is working or not. News articles – sustainable waste management, improved understanding, Landcare programs engage community, streetlights

82 actions – examples of emissions reduction measures e.g. streetlights, anything physical under 7 years – 1,740 tonnes CO2 saved. FOGO will be the single biggest thing we can do, amazing success 95% 9 months in, aimed at 70%. Constantly promoted FOGO savings, Waste Officer in schools, contamination rates good, set long-term target (puts positive pressure and forces continuous progress), aligning us with the corporate world provides hope. Getting calls from businesses and industry for circular economy information, understanding level of community desire. FOGO first year free then \$68/yr. Emissions from compost and landfill – anaerobic FOGO, if diverting enough vs waste levy, will save money within 5 years. Everything is spent on the community so better savings means more spent.

Ariana Magini and Michael Attard - The Role of material efficiency, recovery, and optimisation. Tasmania's weather is less extreme, but we must act; there is an overall drying trend with high temperatures and high evaporation. A climate emergency needs a sustainable strategy and a sustainable action plan. To reach a target of zero by 2025 we must balance emissions produced vs emissions saved. Cities Power Partnership member = pledges including renewables, cycling, lobbying for sustainable transport, sustainable development goals with actions sorted into timeframes. All council decisions to be based on sustainability principles e.g. trees, 90% less into landfill, EV stations, detailed gas audit with 2018/19 as the baseline, direct emissions, indirect emissions

Michael Attard:

- Material optimisation is like talking about mouse vs elephant
- 2nd largest landfill creating 100,000 tonnes of methane
- need to look at our reliance on natural gas – going up
- aim to divert 90% away from landfill to extend the life of landfill – aim for 25,000 tonnes/yr
- FOGO could keep 67% out of landfill, Northern Midlands is the worst contributor
- may need to charge other councils
- waste going up 4-5%/yr
- FOGO rates 30% cheaper than landfill
- emissions vs gas capture (cooking + methane captured then back into power system), wet and dry anaerobic digestion
- Operational waste (hospital + hotels) vs community waste / construction + demolition material recovery – need a facility to repurpose
- Invest in mitigation projects – gas, FOGO, material recovery / community consultation, interest products and events

Kim Enkelaar: The future of hydrogen in Tasmania – opportunities for local government.



- Industry activation, heavy vehicles, trucks, rocket fuel, TasRail locomotives (speed, reliability) zero emissions in whole supply chain
- Hydrogen Action Plan on website – ambitious, hope to produce green hydrogen by 2024
- Metro bus demo trial mid next year in Hobart, need refueler (hydrogen electrolyser – Covided – by end of year)
- been fuelling things for years, to replace diesel engines
- replace natural gas – fuel in industry / Bell Bay - ? export to Europe and Antarctica
- Port Rotterdam, biggest port in the world vs China – could take all in the world and still won't be enough to counter emissions
- already has tugs using hydrogen
- Bell Bay stage 1 hub plus Brighton soon
- \$70M Bell Bay – 700Kw electrolyser (biggest in the world is 30Kw) by 2025
- domestic application has to be secure - secure supply of fuel
- have to prove the technology to get community confidence – Perth, ACT, Scotland, London, Japan all have hydrogen vehicles, Flanders has busses and ferries
- hydrogen vs EV – CSIRO data – nobody knows yet - cost comparison not to where needed yet – cost of renewable energy has come way down
- Around the world burning dirty fuel to produce hydrogen
- natural hydrogen strategy team – safety standards, EPA – transport as ammonia (no transport for hydrogen)

Panel discussion:

Risks for councils

- strong desire in communities
- what is our role individually and collectively?
- coastal erosion / community expectations / mitigation, adaptation / get our own house in order,
- building resilience
- asset management, impacts of fires, floods on buildings, infrastructure, open space
- council's own activities provide leadership to communities and business
- education, waste education, local industry grants, home efficiency programs
- winning hearts and minds
- mitigation measures that affect aesthetics e.g. protecting foreshores – educate community to understand the importance
- greater risk to do nothing
- sea level rise, have to rely on partnerships
- get involved, cost benefit in the long term
- present a case, value for money / community are engaged but need things to do (Hobart projects) giving community some control (get rid of box weed, turn weeds into biochar, Landcare, Bushcare projects, pathway project to address stormwater and revegetate, natural resource management, restoration projects) intense and localised, safe, grow awareness, break down barriers, school age to 65+
- school strikes had impact
- hamstrung by planning schemes, review of LUP, water quality
- In 2017 – 148 Landcare groups, today 305 Landcare groups
- Legal ramifications – risk register
- not sufficiently understood
- fear but desire to improve
- understand financial risks
- Climate Change is the lens through which we should look at everything

2022 National General Assembly of Local Government: Canberra, 19 to 22 June 2022

The following report was filed by Councillor Dick Adams OAM and General Manager, Des Jennings.

Local government leaders from around Australia gathered in Canberra from 20 – 22 June 2022 for the 28th National General Assembly of Local Government (NGA).

This event was held on the traditional lands of the Ngunnawal people, and the Assembly paid its respects to their elders past, present and emerging, and acknowledged the vital and ongoing contributions First Nations peoples continue to make to our nation.

Around 1,000 delegates welcomed and congratulated the Albanese Government on being elected and thanked the many federal members of parliament who attended and spoke at the NGA or associated events, including Minister King, Minister McBain, Minister Watt, Minister Burney, Minister Rowland, Leader of the National Party David Littleproud, and Zali Steggall OAM.

All reaffirmed the importance of local government, and councils look forward to seeing action through better partnerships.

Local governments asked for a Minister in Cabinet and we welcome the appointment of Cabinet Minister King supported by former



Bega Valley Shire Mayor Minister McBain.

The Assembly welcomed the announcement from Minister King that she would work with Minister McBain to re-establish the Australian Council of Local Governments and was encouraged by the Government's willingness to engage and partner with local councils.

Linda Scott, President of the Australian Local Government Association in her opening address restated that the Federal Labor Government has made the following commitments:

- An expansion of the \$500 million Local Roads and Community Infrastructure Program to \$750 million.
- ALGA successfully advocated for a new \$200 million per year disaster mitigation funding program that will help protect communities from increasingly frequent cyclones, fires and floods.

In keeping with the theme of the Assembly 'Partners in Progress', councillors committed to partnering with the Australian Government to progress critical reforms, including national productivity, climate change transition, Closing the Gap, housing affordability including increased social housing, appropriate road safety reforms, restoring integrity of federal funding to local government, and improved local delivery of community services.

The Assembly committed to progressing the next step of Closing the Gap and passed a motion supporting the Uluru Statement from the Heart.

The Assembly heard from leading economists that local government is the most productive level of government yet collects just 4% of national taxation revenue. The Assembly agreed that councils need more sustainable and transparent formula-based funding to restore integrity to federal funding of local government.

Further, they noted the essential federal funding support to local communities and called on the Government to review Financial Assistance Grants and restore them to at least 1 percent of Commonwealth taxation revenue.

Delegates and speakers recognised the protracted challenges of the COVID pandemic, unprecedented droughts, bushfires, and recent floods, and commended the work of local councils, local communities and government agencies on their work on emergency response and recovery.

A number of flood affected leaders also met personally with the Prime Minister, and highlighted ways to better work together to prevent and prepare for natural disasters.

The Assembly warmly received Governor-General David Hurley and his comments on the vital role councils are playing supporting disaster impacted communities and will need to play in the future.

The Assembly noted however that more needs to be done on mitigation and the prevention of climate induced natural disasters.

The Assembly discussed the global challenges to democracy and the critical importance of local government. The Assembly reaffirmed its commitment to strong local leadership, transparency and public accountability, free and fair elections and local democracy.

After a stirring address from the Ukraine Ambassador, the Assembly passed a unanimous motion supporting the Ukraine people and their legitimate and democratically elected governments.

Other critical issues addressed at the Assembly included migration between cities and regions, housing affordability and the role councils can play in social housing in particular, critical workforce challenges and road safety.

Delegates agreed to continue to meet with their local federal members to highlight the importance of sustainable and transparent funding for local governments, and better partnerships that will help support progress in every community.

Convened by the Australian Local Government Association (ALGA) the NGA is the largest national gathering of democratically elected representatives in the nation. ALGA is the national voice of local government and will review more than 106 policy initiatives adopted by resolution of the Assembly in the coming months.

Northern Midlands Council put forward two motions to the National General Assembly and were both carried, they include:

1. ***Motion: This National General Assembly calls on the Australian Government to investigate a nationwide database of benchmarking projects for local government, where information can be stored and shared among local government organisations.***

National objective

All local Council's provide the same, or similar services, regardless of their location in the country. All local Council's face the same or similar challenges. An opportunity exists for the development of a national database where all participating Councils have access and can share information relevant to others.



The premise behind the database is to encourage the sharing of mutually beneficial information across local government areas around the nation, thus ultimately reducing the cost of duplication and encouraging collaboration between Councils to achieve economies of scale.

Summary of key arguments:

Relevant and reliable performance information is essential to improve the efficiency and effectiveness of Council services and decision making.

Local government's deliver a wide range of services to the community, such as recreational and cultural facilities, waste management, family and community services and local infrastructure.

Council's need relevant and reliable information about their service performance, allowing Council's to compare their performance against similar organisations and identify areas of improvement. It also encourages the sector to share ideas and resources to improve service delivery.

An online nationwide local government information benchmarking database service would allow registered users to access, compare and analyse data and present their findings online and achieve continuous improvement.

In 2015 the Tasmanian State Government requested local government within Tasmania to look at opportunities for voluntary amalgamation and / or other resource sharing / shared service opportunities.

The eight north eastern Councils in Tasmania collectively undertook a benchmarking process whereby opportunities for a shared services approach in the region was analysed. One of the areas identified where savings could be realised was the joint procurement of legal services by the member Councils. Under this model one legal firm has been appointed and each Council has access to a shared database of legal advice provided to all of the participating Councils.

All Tasmanian Councils are governed by the same legislation and are faced with the same legal questions from time to time. Therefore, having access to the shared legal database means that staff can access advice which may have previously been provided to another Council, without the cost of seeking the legal advice again.

This suggestion is for a similar model but on a larger scale, and applicable to opportunities such flood modelling or recycling initiatives.

- 2. Motion: This National General Assembly calls on the Australian Government to consider the provision of an annual budget allocation to local government to contribute to modelling and mitigation works to reduce the risk of flood or other natural disasters.**

National objective

Local government areas around the country are experiencing an increase in natural disasters, which, combined with other issues, such as the COVID-19 pandemic, can significantly impact a community's ability to respond to a natural disaster.

Local Government can be proactive by undertaking modelling and implementing mitigating factors to lessen the impact when natural disasters occur. To do this, Council's need to identify their areas of risk, and what can be done to reduce these risks.

The increase in natural disasters is a national issue, experienced across the entire country. To undertake modelling and implement mitigating factors is a huge task, and one that small Council's may not viably be able to meet.

The National General Assembly is urged to lobby the Federal Government to commit national funding to enable Council's to undertake the relevant studies and implement mitigation measures to protect communities.

Summary of key arguments:

JLT Public Sector, a division of JLT Risk Solutions Pty Ltd insure the majority of local councils across Australia.

JLT Public Sector has developed a vulnerability methodology and program that can be applied to every Council on a national basis. The purpose of the program is to collect local government data and information to build a vulnerability profile that will inform and support the Australian Government National Capability.

It is designed to be multi-faceted and will:

Collect specific, local government vulnerability profile data from every Council via a purpose built tool

Build a platform of nationally consistent data that has integrity and reliability

Benchmark Councils (regional, State, nationally) via the calculation of an individual Council Resilience Rating

Provide information that enables all governments to measure and monitor risk reduction investment, post disaster funding, resilience, underpins informed decisions cross all governments

Deliver a calculated Resilience Rating for every local government nationally that can inform the Australian Disaster Resilience Index, bringing the Index to life



Deliver to every Council a consistent and comprehensive report describing its individual resilience profile, rating and recommendations for integration into the Council's strategic plans. All future investment and funding allocated to risk reduction initiatives/projects will be managed and monitored via Council's budget and audit processes.

Extract from National Local Government Vulnerability Program Report Northern Midlands Council

The Northern Midlands Council has participated in the risk profiling through the National Local Government Vulnerability program. The highest priority identified for the Northern Midlands Council is to ensure that disaster risk reduction is a national and a local priority with a strong institutional basis for implementation.

The National Local Government Vulnerability program was developed to assist the Australian Government by providing national, consistent and comparable data. Now this program has been developed, the data is available, and areas of need can be identified. The National General Assembly is urged to lobby the Australian Government to contribute funding to implement risk reduction measures as identified through participation in the National Local Government Vulnerability program, with the focus being on identifying the areas of increased risk and implementing factors to mitigate those risks.

The following motion was submitted by Newcastle City Council and voted upon:

This National General Assembly calls on the Australian Government to work with ALGA and state and territory governments to urgently develop an additional, apolitical funding stream which provides local governments with the resources needed to mitigate the current and longer-term impacts of extreme weather events on local physical and social infrastructure.

ALGA has advised that all resolutions carried at the NGA will be published on the ALGA website once completed, and will be available from late July 2022.

Local Government Association of Tasmania (LGAT) AGM and Elected Members Professional Development: Hobart, 1-2 July 2022

The following report was filed by Mayor Mary Knowles OAM.

LGAT AGM

The LGAT AGM included a brief presentation by Bill Lawson, Reconciliation Tasmania, who outlined a pilot Closing the Gap project matching first Tasmanian job seekers with job providers, encouraging councils to come on board with school-based traineeships and apprenticeships.

ALGWA (Australian Local Government Women's Association) will be offering local candidate sessions in the south, north (Longford) and northwest.

David Dilger, Edge Legal, gave a briefing on the review of elected representatives workplace health and safety, saying that the biggest problem was disrespect between Councillors, where the negative 1% tend to dominate community perception of declining reputation of councils, overshadowing the good done by most Councillors. A small pocket of problems creating Code of Conduct issues, personal conflicts and inuendo particularly on social media, plus Conflicts of Interest being identified but Councillors not leaving the room being some of the issues raised. Other state Code of Conduct models are being investigated.

Mathew Healy, Local Government Division, gave an update from the Director of Local Government regarding the role of the Office Local Government over the next 12 months with elections, policy reforms, GM recruitment principles, Code of Conduct issues, impacts of Covid including some councils expressing the need for support to encourage Councillors to attend meetings in person if they do not have a covid related reason or reasonable exemption for needing to attend via Zoom.

LGAT Elected Member Professional Development

The Elected Members PD Day included a Networking Dinner

Minister Street was unable to attend.

Alicia Leis, Strategic Planning for local government spoke about the meaning of strategy and positioning our communities for success into the future.

Jessica Forward, Psychologist, Well Minds Work, outlined the importance of mental health for elected members, emphasising the need for self-care and knowing how to react in difficult situations in this time of constant comparisons, especially within social media. Identifying our thinking traps, knowing relaxation and breathing techniques, being able to acknowledge the difference between constructive feedback and personal attacks and how to 'put the lid on' and deflate potentially negative comment or situations.

Steve Burgess, Tasmanian Liveability – the island of perfect places, discussed liveability and what it means for a changing demographic and what local government implications are. Previously a traffic engineer, Steve encouraged us to think about what made good cities, what encouraged younger people to want to live there and how we needed to think in order to change to a liveable environment. Currently we build cities and towns for cars, not people. We want communities in our villages and towns to be happy,



healthy and prosperous but we insist on large blocks spread out so that people are forced to have a pollution creating car instead of walking and being healthier. Tasmanians think we are good, but we are not. Cars are dangerous and unhealthy, encouraging people to stay less and spend less than if there was more stuff where people wanted to go – can't get money out of people's pockets if they're driving! Make your town for young people if you want to be prosperous. Permit 'shop-top' housing, small block developments, clean green and safe walkable villages, examples are common in Italy where some villages do not let cars in. Create better public transport, get rid of air B&B (banned in Austin, Texas) – staff can't afford to live in the city so no staff for the B&B's. Some places in New Zealand have made it illegal to build a detachable house. People whinging about Hobart's limited car parking won't change the situation – Hobart is 400% over-supplied with car parking. How much money do you want to make? Take away car parking spaces and provide public transport. Investors have turned away from Tasmania because we are not prepared to invest in young people and vibrant liveable city and town centres. Tasmania is the most beautiful island on the planet, just do it!

8.6 132 & 337 CERTIFICATES ISSUED

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

S132. Certificate of liabilities

- (1) A person referred to in [subsection \(2\)](#) may apply to the general manager for a certificate stating–
 - (a) the amount of any liability for rates, whether due or not on the land and outstanding interest or penalty payable in relation to the land;
 - (b) any amount received on account of rates that is held in credit against future liabilities for rates in relation to the land; and
 - (c) the amount of any charge on the land recoverable by the council.

S337. Council land information certificate

- (1) A person may apply in writing to the general manager for a certificate in respect of information relating to land specified and clearly identified in the application.
- (2) The general manager, on receipt of an application made in accordance with [subsection \(1\)](#), is to issue a certificate in the prescribed form with answers to prescribed questions that are attached to the certificate.
- (3) A certificate under [subsection \(2\)](#) relates only to information that the council has on record as at the date of issue of the certificate.
- (4) A prescribed fee is payable in respect of the issue of a certificate.
- (5) The general manager, on request, may provide in or with the certificate any other information or document relating to the land that the general manager considers relevant.
- (6) A council does not incur any liability in respect of any information provided in good faith from sources external to the council.
- (7) A person, with the consent of the occupier or owner of specified land, may request in writing to the general manager that an inspection be carried out of that land to obtain supplementary information relevant to that land.
- (8) If the general manager agrees to a request under [subsection \(5\)](#) or [\(7\)](#), the general manager may impose any reasonable charges and costs incurred.
- (9) In this section –

land includes –

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

	No. of Certificates Issued 2021/2022 year												Total 2021/2022 YTD	Total 2020/2021
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June		
132	95	74	98	111	75	95	58	73	74	66	96	80	995	1,004
337	34	54	29	59	63	30	35	37	52	39	43	55	530	499



8.7 ANIMAL CONTROL

Prepared by: Martin Maddox, Accountant and
Maria Ortiz Rodriguez, Animal Control Officer

Item	Income/Issues 2020/2021		Income/Issues for June 2022		Income/Issues 2021/2022	
	No.	\$	No.	\$	No.	\$
Dogs Registered	4,240	100,776	11	314	4,272	109,997
Dogs Impounded	27	2,212	4	302	30	4,302
Euthanised					1	
Re-claimed	24		3		25	
Re-homed/Dogs Home	3		1		4	
New Kennel Applications	16	1,152			19	1,368
Renewed Kennel Licences	72	3,168			83	3,652
Infringement Notices (paid in full)	36	6,785			28	5,142
Legal Action						
Livestock Impounded	1	65				
TOTAL		114,159		616		124,461

Registration Audit of the Municipality:

Ongoing

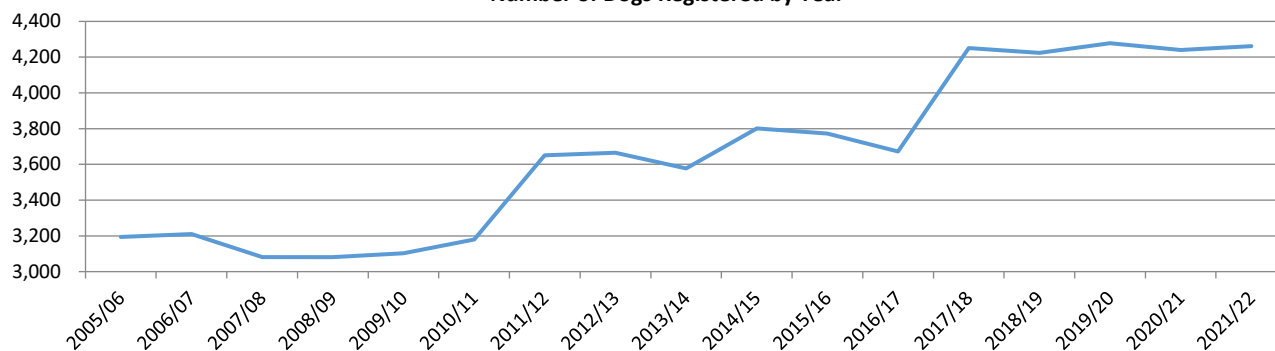
Microchips:

0 dogs microchipped.

Attacks:

0 attack

Number of Dogs Registered by Year



8.8 ENVIRONMENTAL HEALTH SERVICES

Prepared by: Patricia Stanwell, Environmental Health Officer

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

Ensure safe standards of food offered for sale are maintained.

Investigations/ Inspections/ Licences Issued	2018/2019	Prior Years 2019/2020	2020/2021
Notifiable Diseases	5	1	0
Inspection of Food Premises	127	111	67
Place of Assembly Approvals			1



Actions	2021/2022											
	YTD	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Routine Fixed Food Inspections	170/ 163	3	32	34	34	27	3	3	11	13	14	10
Routine Mobile/Market stall Food Inspections	24	0	0	0	0	0	0	0	22	6	7	2
Preliminary Site Visits – Licensed Premises	42	4	4	2	3	0	0	2	12	14	7	15
On-site wastewater Assessments	12	3	4	2	2	0	0	0	1	2	0	0
Complaints/Enquiries – All Types	112	8	8	4	6	3	4	40	25	16	12	14
Place of Assembly approvals	21	0	1	0	2	1	0	0	3	2	1	14
Notifiable Diseases	1	0	0	0	0	0	0	0	0	0	0	1

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

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

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

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

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

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

The following is applicable regarding food business registrations:

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

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

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

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

8.9 CUSTOMER REQUEST RECEIPTS

Operational Area	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Animal Control	7	-	4	3	3	2	1	1	1	1	1	2
Building & Planning	16	17	4	18	2	1	5	1	4	1	2	6
Community Services	4	7	5	5	5	5	2	10	1	8	-	2
Corporate Services	28	4	6	6	3	-	-	-	-	-	1	-
Governance	9	-	-	-	1	1	-	-	-	2	-	2
Waste	-	3	-	4	1	-	-	2	-	2	-	-
Works	38	39	43	41	33	30	11	18	36	27	35	17



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

Date	Recipient	Purpose	Amount \$
21-Jul-21	Reptile Rescue	Donation to service	\$1,000.00
28-Jul-21	Campbell Town District High School	Inspiring Positive Futures Program	\$7,272.73
28-Jul-21	Campbell Town District High School	Chaplaincy	\$1,363.64
28-Jul-21	Evandale Primary School	Chaplaincy	\$800.00
8-Sep-21	Cressy District High School	Inspiring Positive Futures Program	\$8,000.00
12-Oct-21	C'Town, Cressy, Evandale, Longford	End of Year School Presentations 2021	\$450.00
20-Oct-21	Longford & Perth Fire Brigades	Christmas Lolly runs 2021	\$200.00
20-Oct-21	Campbell Town SES Highway Rescue	Wages and Plant hire	\$181.95
21-Oct-21	Celeste Nicholson (returned donation)	U12 Nth Tas Junior Soccer Assoc Oceania Cup NSW	-\$100.00
29-Sep-21	Connor Perri	Bursary Program 2020 - Instalment 2	\$1,000.00
18-Oct-21	Jemma Walters	Bursary Program 2020 - Instalment 2	\$1,000.00
27-Jan-22	Jonty Nicolson	Bursary Program 2021 – Instalment 1	\$1,000.00
11-Feb-22	Perth Little Athletics Club	Donation to trophy presentations	\$50.00
16-Feb-22	Kalani C Brain	Bursary Program 2022 – Instalment 1	\$1,000.00
22-Feb-22	Ellie-Mae Evans	Bursary Program 2020 – Instalment 2	\$1,000.00
2-Mar-22	Bree Lavelle	Bursary Program 2022 – Instalment 1	\$1,000.00
16-Feb-22	Helping Hand Association	Donation	\$1,500.00
16-Feb-22	Longford Care-a-car Committee	Donation	\$1,000.00
25-Mar-22	Lachlan Oliver	Junior Track Championships Brisbane 2022	\$100.00
27-Apr-22	Erica Kirk	Bursary Program 2022 – Instalment 1	\$1,000.00
18-May 22	Alez Airey	Bursary Program 2022 – Instalment 1	\$1,000.00
	Donation – cheque not deposited	Reversal of donation amount	-\$100.00
		TOTAL	\$29,718.32

8.11 ACTION ITEMS: COUNCIL MINUTES

Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
27/06/2022	9.9	Commonwealth Bank Customer Advocate Visit to the Northern Midlands	Awaiting external response	That Council a)...; and b) write to the Commonwealth Bank to ask what their intentions are in relation to the provision of banking services in the Northern Midlands; and c) revisit the conversation relating to the provision of banking services by Bendigo Bank.	Lorraine Green	04/07/2022 Lorraine Green Letter forwarded to the Commonwealth Bank Customer Advocate on 4 July 2022, seeking advice as to how the information collected during the Advocate's visit in April 2022 had been applied, and an indication of what the intentions of the Commonwealth Bank are in relation to the future provision of banking services in the Northern Midlands. The issue of revisiting the conversation relating to the provision of banking services by the Bendigo Bank has been referred to the agenda of a forthcoming Council Workshop.
31/01/2022	10.2	Municipal Boundary Adjustment: 101 Pateena Road	Awaiting external response	That Council resolve to request the Director of Local Government in accordance with Section 16 (4A) of the Local Government Act 1993 to initiate a minor municipal boundary adjustment for 101 Pateena Road to be entirely in the Municipality of Meander Valley.	Paul Godier	08/02/2022 Paul Godier Have requested the Spatial Information Specialist at the Department of Natural Resources and Environment to prepare the required maps. 03/03/2022 Paul Godier Spatial Information Specialist provided map on 17 February 2022. Meander Valley Council to consider the request for municipal boundary adjustment at its meeting of 8 March 2022. 25/03/2022 Gail Eacher 8/3/2022 Meander Valley Council agreed to adjustment. Request sent to LG Division 18/3/2022. 04/04/2022 Paul Godier 31 March 2022, the Local Government Division requested consent of new landowner and provision of Municipal Map. Being provided in conjunction with Meander Valley Council. 03/05/2022 Paul Godier Meander Valley Council advised on 1 April 2022 that they will follow up the new ownership and consent. 10/07/2022 Paul Godier Meander Valley Council advised that they have requested the



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
						contact details for the new owner from the purchaser's solicitor and followed up. As soon as they have the contact details for the new owner, MVC will make contact to see if they are willing to provide consent for the minor municipal boundary adjustment.
	1.3	16/03/2020 - Deferred Item - GOV8 Overhanging Trees/Hedges: Evandale	In progress	Deferred to provide opportunity for the community to attend.	Des Jennings, Gail Eacher	29/09/2021 Harbour Software Support No further action to be taken at this time. To be workshopped and report to be relisted. Discussion held with property owner, formal advice requested. Correspondence to be forwarded to property owner. 25/01/2022 Gail Eacher Correspondence forwarded to property owner, awaiting response. 14/02/2022 Gail Eacher Letter received from property owner. Draft response to queries raised prepared. 01/04/2022 Gail Eacher Letter sent to property owner, response awaited. 08/07/2022 Gail Eacher Further information being sought prior to workshop discussion.
	1.1	17/02/2020 - 039/20 - Bartholomew Park Sign	In progress	Committee Recommendation That the Bartholomew Park sign be removed from the top of the history board and a new sign (redesign) be installed at the corner of the park facing Main and Church Streets. RESOLUTION That Council officers investigate and design a new park sign and explanation plinth (providing background on the park name) to be located at the corner of Main and Church Streets, Cressy near the trout sculpture, and it be brought back to the Committee for comment.	Amanda Bond	08/10/2021 Harbour Software Support Committee has chosen sign design. Seeking advice on planning approval requirements. Once advice received will progress. 09/11/2021 Gail Eacher Planning application submitted. 03/12/2021 Amanda Bond Awaiting planning approval 12/01/2022 Amanda Bond Planning approval received, awaiting production. 08/02/2022 Amanda Bond Signs produced, to be collected and installed. 23/03/2022 Amanda Bond Signs collected awaiting installation. 03/05/2022 Amanda Bond Upon installation of frame, determined sign would obscure Trout and Public Toilet, therefore frame to be removed and options with Committee to confirm action moving forward ie reduce height and size and install.
	1.11	17/09/2018 - 258/18 - Initiation of Draft Planning Scheme Amendment 04/2018 include Flood Risk Mapping in the Planning Scheme for Land along Sheepwash Creek from Arthur Street to Cemetery Road, Perth	In progress	That Council, acting as the Planning Authority, pursuant to section 34 of the former provisions of the Land Use Planning and Approvals Act 1993 resolve to initiate draft Planning Scheme Amendment 04/2018 to the Northern Midlands Interim Planning Scheme 2013 to include the flood risk mapping for land zoned General Residential and Future Residential, based on the mapping shown in the attachment, in the planning scheme maps.	Paul Godier	29/09/2021 Harbour Software Support Consultant is validating the modelling. 24/01/2022 Paul Godier Consultant provided updated modelling on 10 January 2022. 03/03/2022 Paul Godier Given that the draft Local Provisions Schedule hearing are expected to be held in July 2022, it is recommended that quotes be sought to prepare a scheme amendment to include the flood mapping once the Local Provisions Schedules are in effect. It is noted that the Flood Prone Areas Code currently applies to land mapped as flood risk on the planning scheme maps, or even if not mapped, if it is potentially subject to flooding at 1% annual exceedance probability. 09/05/2022 Paul Godier Quotes to be sought. 07/06/2022 Paul Godier Quote sought. 10/07/2022 Paul Godier Quote received. Project to be initiated.
	1.4	17/09/2021 - 289/21 - LGAT Motions	In progress	That Council A) submit two motions to the next LGAT General Meeting on the lack of response provided by the following government agencies: Environment Protection Agency, and Department of State Growth.	Amanda Bond	29/09/2021 Harbour Software Support Motions to be prepared and workshopped. 25/01/2022 Gail Eacher Advice sought.
	1.15	18/05/2020 - 146/20 - Northern Midlands Youth Voice Forum	In progress	That Council endorse the progression of the Northern Midlands Youth Voice Forum.	Natalie Dell	29/09/2021 Harbour Software Support To be investigated and progressed. 12/07/2022 Gail Eacher Process being reviewed, action plan being developed. Implementation proposed Term 2/2023.



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
	1.14	18/09/2017 - 279/17 - Historical Records and Recognition: Service of Councillors	In progress	That Council, ...and ii) progress the following when the glass enclosed area at the front of the Council Chambers is nearing completion: Photograph/photographs of current Councillors - professional printing and framing; Archiving of historic photographs; Production of a photo book of historic photographs for display.	Gail Eacher	29/09/2021 Harbour Software Support Historic photos to be catalogued and collated. 05/10/2021 Gail Eacher Framed photographs installed - action complete. Resources not available to undertake archiving of historic photographs and production of photo book. Additional resource to be sought. 06/12/2021 Gail Eacher Cataloguing and collation of historical photographs has commenced.
16/05/2022	7 4.2	Bicycle Pump Track	In progress	Request: Council to allocate land for community-built Bicycle Pump Track at either Sheepwash Park or Oakmont St. The Committee is aware that clean fill and manpower is available from within the community. Decision: That Council note the request of the Committee and the inclusion of this matter for consideration as part of the budget process.	Gail Eacher, Maree Bricknell	08/07/2022 Gail Eacher Matter listed for workshop discussion.
21/02/2022	12.1	Bridge Across Liffey River to former Baptist Church Grounds	In progress	That Council ... b) notify the State Government that the maintenance grant for Bridge 9997 is no longer required; ...	Maree Bricknell	15/03/2022 Gail Eacher Awaiting agreement from property owner prior to action.
15/11/2021	9.4	Community Action Plan	In progress	Please action as per resolution. That Council accepts the opportunity to receive a \$5,000 grant and develop a Community Action Plan on Suicide Prevention for the Northern Midlands with the focus of the plan to be to offer Mental Health First Aid training to members of Council staff and members of the Northern Midlands municipality.	Amanda Bond	07/12/2021 Amanda Bond Meeting with Relationships Australia representative on 9/12/2021 13/01/2022 Amanda Bond Officers to compile list of relevant community members / groups to work on the plan. 08/03/2022 Amanda Bond Relationships Australia, Tasmania representative to present to Northern Midlands Interagency Meeting (meeting of local service providers, particularly in the health space) and seek input for development of plan. 03/05/2022 Amanda Bond Awaiting report from Relationships Australia on how to proceed.
27/06/2022	9.2	Disposal of Land: Evandale, Western Junction and Campbell Town	In progress	That Council: a) does sell or dispose of Certificate of Title 131225/6, Nile Road, Evandale; b) commences the disposal process in accordance with section 178 of the Local Government Act 1993.	Amanda Bond	12/07/2022 Amanda Bond Advertisement to be prepared.
27/06/2022	9.2	Disposal of Land: Evandale, Western Junction and Campbell Town	In progress	That Council officers investigate previous information provided, details and decisions made regarding the possible disposal of 140 Perth Mill Road, Evandale; and a further report be brought to Council for consideration, including the public consultation process.	Amanda Bond	12/07/2022 Amanda Bond Advertisement to be prepared.
27/06/2022	9.2	Disposal of Land: Evandale, Western Junction and Campbell Town	In progress	That Council: a) does sell or dispose of 17 Glenelg Street, Campbell Town, b) commences the disposal process in accordance with section 178 of the Local Government Act 1993.	Amanda Bond	12/07/2022 Amanda Bond Advertisement to be prepared.
27/06/2022	9.2	Disposal of Land: Evandale, Western Junction and Campbell Town	In progress	That Council considers the sale or disposal of 17 Glenelg Street, Campbell Town subject to community consultation and a further report to be brought to Council for consideration.	Amanda Bond	12/07/2022 Amanda Bond Advertisement to be prepared.
27/06/2022	9.5	Footpath Trading By-Law	In progress	That Council endorses the tracked changes to the attached Footpath Trading By-Law and Notice be given of the proposed by-law in accordance with section 157 of the Local Government Act 1993.	Amanda Bond	12/07/2022 Amanda Bond Advertisement to be prepared.
21/02/2022	10.4	Inadequate Provision in the Planning Scheme to Cater for Itinerant Worker	In progress	That Council 1) identify seasonal worker accommodation as an issue for the review of the State Planning Provisions; and 2) submit a Proposal for Change to the National Construction Code to	Paul Godier	03/03/2022 Paul Godier Planning Issues - Awaiting advice of review of State Planning Provisions. Building Issues - Preparing a Proposal for Change to the National Construction Code. Identifying who can



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
		Accommodation with Appropriate Amenities and in Accordance with Federal Government Requirements		require appropriate living conditions in accordance with modern expectations.		undertake queuing modelling to support a recommended number of toilets and showers per person. 04/04/2022 Paul Godier Tasmanian State Planning Office advised of Local Government Engagement Timeline. 21/06/2022 Paul Godier Recommended submission to review of State Planning Provisions to include standards for seasonal worker accommodation to be presented to Council meeting of 27 June 2022. 10/07/2022 Paul Godier Submission to review of State Planning Provisions to be made by 29 July 2022 in accordance with Minutes of June meeting.
13/12/2021	7 1.3	Marlborough Street Traffic Islands	In progress	Please action as per resolution. 7.4 Marlborough Street Traffic Islands: Traffic islands along Marlborough St need be made more visible for safety reasons, as there is fading of the edges around them. Maybe more visible with a coat of paint. (Please see attached photos). Officer Comment: Customer request to be generated and request forwarded to Dept of State Growth. Officer Recommendation: That Council note the recommendation.	Lorraine Wyatt	14/02/2022 Lorraine Wyatt Request sent to DSG on 25/1/22. Response awaited.
27/06/2022	7 3.2	Parking in Wellington Street	In progress	That Council notes the request and communicates outcomes of the parking strategy in the Longford business district with the Longford Local District Committee.	Leigh McCullagh, Lorraine Wyatt	30/06/2022 Lorraine Wyatt Council decision communicated to LLDC via email 1 July 2022.
21/02/2022	9.1	Proposed Acquisition of Land: Macquarie Street, Cressy	In progress	That Council accepts the offer and progress the acquisition of the land in question.	Amanda Bond	08/03/2022 Amanda Bond Property owner notified. Council staff preparing layout plan for Development Application. 15/06/2022 Amanda Bond Concept plan being finalised, will then be provided to Planner for Development Application and Subdivision process.
27/06/2022	7 1.2	Reduced Speed Limit on High Street	In progress	That Council investigate options to determine what benefits can be achieved by reducing the speed limit in conjunction with the Campbell Town Urban Design and Traffic Management Strategy.	Leigh McCullagh, Lorraine Wyatt	30/06/2022 Lorraine Wyatt Council decision communicated to the 5 July 2022 CTDF meeting.
27/06/2022	10.2	Review of the State Planning Provisions	In progress	That Council provide a submission to the review of the State Planning Provisions addressing the following issues: - Seasonal Worker Accommodation - Reinstatement of provisions removed with Planning Directive 8 - Flood-Prone Areas Hazard Code - minimum residential lot size of 450m ² to be increased to 600m ² in accordance with the Specific Area Plans in the Local Provisions Schedule; adequate performance criteria to require dual access and sufficient width for multiple dwelling developments; provisions for adequate separation between multiple dwelling pedestrian access to units and vehicle pathways; and adequate provisions for waste/rubbish removal facilities for multiple dwelling developments.	Paul Godier	10/07/2022 Paul Godier Submission to be provided by 29 July in accordance with Council's resolution.
27/06/2022	9.4	Sale of Land at Bruce Place Longford	In progress	That Council determines; a) to subdivide Certificate of Title Volume 11088 Folio 25, as shown in the attached plan; and b) sell the proposed new lot as shown in the attached plan, and c) retain the balance lot for walkway; and d) directs the General Manager to	Amanda Bond, Leigh McCullagh	12/07/2022 Amanda Bond Advertisement to be prepared.



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
				commence the sale process in accordance with Part 12, Division 1 of the Local Government Act 1993 ; and e) funds realised from the sale be directed toward the Laycock Street Park development.		
27/06/2022	7 1.4	Stormwater Management - Centrecare Housing Development	In progress	That Council provide an overview of Stormwater Management to the Campbell Town District Forum.	Jonathan Galbraith, Leigh McCullagh, Lorraine Wyatt	30/06/2022 Lorraine Wyatt Council decision communicated at the 5 July CTDF meeting.
21/02/2022	9.5	Swimming Pool Operations: 2021-2022 Season	In progress	That Council receive this report and that at the conclusion of the season a report be presented to Council, inclusive of the full data from the season, as well as information relating to finances, visitation and volunteer hours; feasibility of Council provision of and paying for training, multi-skilling/diversification of Council staff roles to take on lifeguarding duties during the season.	Des Jennings, Leslie Hall	15/03/2022 Gail Eachar Report to be prepared.
13/12/2021	12.1	Traffic Concerns: Intersection - Wellington and Marlborough Streets, Longford	In progress	That Council i) receive JMG Engineers and Planners report titled Wellington - Marlborough Street Longford Intersection Options dated 29 November 2021; and ii) endorse the 29 November 2021 JMG Engineers and Planners proposal Appendix B, concept design 1, to install Outstands and Concrete Planters to protect pedestrians and building from damage; and iii) continue to seek other measures to remediate the dangers posed by the intersection.	Jonathan Galbraith, Leigh McCullagh	20/01/2022 Jonathan Galbraith Revised design plan has been sent to DSG for approval. Contractor to be engaged to carry out works once approval is received 14/02/2022 Jonathan Galbraith Design proposing installation of concrete bollards has been submitted to DSG for approval awaiting response 08/03/2022 Jonathan Galbraith Currently seeking prices to carry out works 01/04/2022 Jonathan Galbraith Planning Application has been submitted for these works. Contractor has been engaged to carry out works once planning approval is received. 06/05/2022 Jonathan Galbraith Finalizing heritage requirements for planning application
16/05/2022	7 1.5	Waste and Recycling	In progress	Request: That Council address the issue of excess waste and contamination. Decision: That Council note the request; and receive a report on the processing of recyclables at Waste Transfer Stations (excluding Longford).	Jonathan Galbraith, Lorraine Wyatt	18/05/2022 Lorraine Wyatt Outcome reported to the Committee 18/5/2022
27/06/2022	7 3.3	Wellington Street - Traffic Calming	In progress	That Council investigate the feasibility of installing an LED Smart Speed Display, or similar.	Jonathan Galbraith, Lorraine Wyatt	30/06/2022 Lorraine Wyatt Council decision communicated to LLDC via email 1 July 2022.
16/05/2022	7 2.2	Cressy Swimming Pool	Not yet started	Request: Requested heated pool signs at the entrance to the Cressy Memorial Swimming Pool. Decision: That the request be noted and a review of the 'heated pool' sign be undertaken.	Amanda Bond	
27/06/2022	12.1	Hudson Fysh Drive Parking	Not yet started	Take no further action at this time and continue to monitor on-street parking in this area.	Jonathan Galbraith	
27/06/2022	9.1	Laycock Street Park, Longford	Not yet started	That Council in-principle adopt the Laycock Street Park Landscape Concept Plan and pursue external funding opportunities to enable the staged implementation of the plan.	Des Jennings, Lorraine Green	04/07/2022 Lorraine Green Opportunities for securing external funding for the Laycock Street Park Playground to be identified and pursued as appropriate.
16/05/2022	7 3.2	Signage at United Pie & Petroleum	Not yet started	Request: Signage coming in and out of the United Service Station in Wellington Street needs to be realigned because it is unsafe, and Council need to review and have this addressed. Decision: That Council a) note the advice provided; and b) review previous traffic management reports and reported incidents/accidents.	Jonathan Galbraith, Lorraine Wyatt	18/05/2022 Lorraine Wyatt Outcome reported to the Committee by email on 18/5/2022



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
	1.1	17/05/2021 - 180/21 - Restrictions on Keeping Roosters	On hold	That Council consider restricting the keeping of roosters in urban areas, and consider the need for a by-law with penalties for offences and non-compliance.	Maria Ortiz Rodriguez	29/09/2021 Harbour Software Support Report to future Council Meeting. 08/11/2021 Gail Eachar Matter to be referred to future Council workshop for further advice.

COMPLETED

Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
16/05/2022	7 1.4	(B) Town Appearance	Completed	Request - That the old town rubbish bins be replaced with bins that secure and contain the rubbish to stop it from blowing away. Decision: That Council a) note the request in context of the 2022/2023 budget considerations b) reviews the types of bins provided across the municipality.	Leigh McCullagh, Lorraine Wyatt	18/05/2022 Lorraine Wyatt Outcome reported to Committee 18/5/2022
	1.7	15/02/2021 - 059/21 - Traffic Concerns: Wellington & Marlborough Streets Intersection at Longford	Completed	That Council vigorously pursue Option 4 and the possibility of raised intersection treatment or roundabout with the Department of State Growth; and that barrier protection be installed as required to protect pedestrians and the adjacent heritage properties (on both sides of the road).	Leigh McCullagh	29/09/2021 Harbour Software Support Discussed at Workshop. Further options to be investigated. 08/10/2021 Gail Eachar Further report from Traffic Engineer re alternate solutions awaited. 08/11/2021 Gail Eachar Traffic Engineer scheduled to attend 29 November Councillor workshop. 06/12/2021 Gail Eachar Report to December Council meeting.
	1.5	16/08/2021 - 328/21 - Ross Swimming Pool	Completed	That Council procure a health and safety report (existing or newly commissioned report) to ascertain whether the Ross pool is safe to be used.	Des Jennings, Gail Eachar	29/09/2021 Harbour Software Support Report to be presented to October Council Meeting. 08/10/2021 Gail Eachar Report to 18 October 2021 Council meeting.
	1.1	21/10/2019 - 313/19 - Macquarie River	Completed	Committee Recommendation The Ross Local District Committee requests that the Northern Midlands Council progress the dual naming of the Macquarie River to Tinamirakuna which includes community consultation and investigation. RESOLUTION That Council support the proposal and progress the request.	Amanda Bond, Gail Eachar, Lorraine Wyatt	08/10/2021 Harbour Software Support Information provided to DPIPW, awaiting decision. 07/12/2021 Gail Eachar The proposals went to the Place Names Advisory Panel on 2/12/21, recommendations are being prepared for the Minister.
16/05/2022	11.3	Asset Management Plans	Completed	That Council adopt the revised Stormwater Asset Management Plan and the Strategic Asset Management Plan.	Maree Bricknell	21/06/2022 Gail Eachar Noted.
27/06/2022	7 1.3	Congestion on High Street	Completed	That Council note the request and communicate updates to the Campbell Town District Forum.	Lorraine Wyatt	30/06/2022 Lorraine Wyatt Council decision communicated to the 5 July 2022 CTDF meeting.
27/06/2022	9.6	Consultation Paper: Amendment to Aboriginal Lands Act 1995	Completed	That Council note the report; and take no further action.	Amanda Bond	12/07/2022 Amanda Bond No action required.
16/05/2022	6.1	Council Committees - Confirmation of Minutes	Completed	Council noted that the Perth Local District Committee meeting minutes of 5 April 2022 had been omitted from the meeting papers and would be circulated together with the 27 June 2022 Council Meeting Agenda.	Gail Eachar	21/06/2022 Gail Eachar Included in June Council meeting agenda papers.
27/06/2022	7 2.2	Cressy Brochure	Completed	That the request be noted.	Amanda Bond	12/07/2022 Amanda Bond Tourism Officer notified of decision.
27/06/2022	7 4.2	Historic Interpretive Panels	Completed	That the committees request be noted.	Fiona Dewar, Gail Eachar	05/07/2022 Fiona Dewar noted 08/07/2022 Gail Eachar Noted.
27/06/2022	9.7	Kennel Licence Application: 310 Perth Mill Road, Perth	Completed	That Council defer a decision to the next meeting of Council.	Amanda Bond, Maria Ortiz Rodriguez	12/07/2022 Amanda Bond Report to July Council meeting.
27/06/2022	9.8	Local Government Association of	Completed	That Council A) not e/receive the items listed in the LGAT AGM Agenda for the	Gail Eachar	08/07/2022 Gail Eachar Mayor Knowles attended AGM held on 1 July 2022.



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
		Tasmania (LGAT): 2022 Annual General Meeting		meeting to be held on Wednesday, 30 June 2021 - 2, 6, 7, 8 & B) vote as follows in relation to the items listed in the LGAT AGM Agenda for the meeting to be held on Wednesday, 30 June 2021 - 1, 3, 4, 5		
16/05/2022	9.2	Local Government Reform	Completed	That Council prepare a comparison of rates and services provided to the outer urban areas by Launceston City Council (incl. Lilydale) and the Northern Midlands Council towns of Perth, Evandale and Longford; as well as an analysis of income and outflows for urban and rural services provided.	Maree Bricknell	12/07/2022 Gail Eachers Information included in budget papers June 2022.
27/06/2022	11.2	Municipal Budget	Completed	To be actioned in accordance with the Council resolution.	Maree Bricknell	12/07/2022 Gail Eachers Complete.
27/06/2022	7 2.3	Netball/basketball hoops	Completed	That the request be noted and officers investigate installation of netball / basketball hoops at the Cressy Recreation Ground.	Amanda Bond, Trent Atkinson	12/07/2022 Amanda Bond Project officer notified to include in Cressy Recreation Ground upgrade project.
27/06/2022	11.3	Policy Review: Donations	Completed	That Council endorse the updated Donations Policy.	Gail Eachers	08/07/2022 Gail Eachers Policy manual updated.
27/06/2022	9.11	Policy: Human Resources Policy - COVID-19 Mandatory Vaccination and Provision of Information Policy	Completed	That Council policy reflects the State Government policies of the day.	Leslie Hall	30/06/2022 Leslie Hall Noted. State government policy to be monitored.
16/05/2022	11.2	Public Land Register	Completed	That Council accept the 'Register of Public Land' as at 1 May 2022 owned/controlled by Council under the section 177A of the Local Government Act 1993.	Maree Bricknell	12/07/2022 Gail Eachers Complete.
27/06/2022	13.1	Public Questions	Completed	TABLED: Question submitted on Tamar Esk Catchments - Mr Raymond Norman, Trevallyn - Mr Norman's queries would be forwarded to the Tamar Estuary Management Taskforce for their consideration.	Gail Eachers	08/07/2022 Gail Eachers On 6 July 2022 response sent to Mr Norman and submission forwarded to TEMT.
16/05/2022	8.9.1	Receipt of Petitions	Completed	That Council acknowledge receipt of b) the non-compliant petition presented to Council by Mr John Cameron on 4 April 2022, the petition is relative to the Convict Brick Trail at Campbell Town.	Gail Eachers	27/06/2022 Gail Eachers Letter sent to Mr Cameron on 6 April 2022 advising that the petition was non-compliant.
16/05/2022	8.9.1	Receipt of Petitions	Completed	That Council acknowledge receipt of a) the compliant petition presented to Council by Mr Jason Cox on 9 May 2022, the petition is relative to the Opposing of Planning Application PLN-21-0339 26-28 Charles Street, Cressy;	Gail Eachers	27/06/2022 Gail Eachers email sent 27 June 2022 advising receipt of petition.
27/06/2022	7 4.3	Reconciliation Plan	Completed	That the advice in relation to the Reconciliation Plan be provided to the Committee.	Gail Eachers	08/07/2022 Gail Eachers Information included in 2022-07-06 PLDC Agenda.
16/05/2022	9.3	Renewal of Appointment: Municipal Management Coordinator and Deputy	Completed	That Council endorse the nomination of i) Mr Des Jennings, General Manager as the Northern Midlands Council's Municipal Emergency Management Coordinator (Municipal Coordinator); and ii) Miss Maree Bricknell, Corporate Services Manager as the Northern Midlands Council's Deputy Municipal Emergency Management Coordinator; for a further period of 4 years.	Gail Eachers	08/07/2022 Gail Eachers Letter sent confirming appointments.
27/06/2022	8.9.1	Resolution for Information Items	Completed	That Council investigate the declaration of the old United Service Station site as a dilapidated site and the owners be asked to take remedial action immediately; and, that in the interim, the fence at the	Paul Godier, Trish Cotton	12/07/2022 Gail Eachers Report to Council July 2022.



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
				old United Service Station be realigned to Council's boundary.		
21/02/2022	11.3	Town Promotion Videos	Completed	That Council do not provide the additional funding at this time.	Fiona Dewar, Maree Bricknell	03/03/2022 Fiona Dewar Decision noted
27/06/2022	9.1	UNESCO City of Gastronomy: Funding Request	Completed	That the Council approves the request for financial support of \$4,939.57 for the UNESCO City of Gastronomy program in 2022/23.	Gail Eachar	08/07/2022 Gail Eachar Included in 2022/23 Municipal Budget.
27/06/2022	9.3	Use of Recreational Vehicles Overnight at the Ross Recreation Ground	Completed	That Council permits the Ross Community Sports Club to make the Ross Recreation Ground available to recreational vehicles for overnight stays subject to the following conditions: The recreational vehicles must be of a size that cannot be accommodated by the Ross Caravan Park; The recreational vehicles must be fully self contained; The stay must not exceed two nights.	Amanda Bond	12/07/2022 Amanda Bond Ross Community Sports Club have been notified of the decision.

8.12 RESOURCE SHARING SUMMARY: 01 JULY 2021 TO 30 JUNE 2022

Resource Sharing Summary 1/7/21 to 30/6/22		Units Billed	Amount Billed GST Exclusive \$
Meander Valley Council			
Service Provided by NMC to MVC			
Street Sweeping Plant Operator Wages and Oncosts		265.00	14,122.63
Street Sweeper - Plant Hire Hours		268.25	23,612.51
Total Services Provided by NMC to Meander Valley Council			37,735.14
Service Provided by Meander Valley Council to NMC			
Wages and Oncosts			
Plumbing Inspector Services		782.10	58,401.59
Engineering Services		2.00	129.00
Total Service Provided by MVC to NMC			58,530.59
Net Income Flow			- 20,795.45
Total Net			- 20,795.65
Hours			
Works Department Private Works Carried Out		265	

8.13 VANDALISM

Prepared by: Daniel Stearnes, Trainee Engineering Officer

Incident	Location	Estimated Cost of Damages			
		June 2022	Total 2021/22	June 2021	Total 2020/21
Graffiti at Victoria Square toilets	Longford	\$ 400			
Graffiti at Seccombe St Toilets on several occasions	Perth	\$ 800			
Graffiti at Train Park Toilets	Perth	\$ 400			
Graffiti at Old Bridge Toilets	Perth	\$ 400			
Graffiti at War memorial oval Toilets	Campbell Town	\$ 400			
TOTAL COST VANDALISM		\$ 2,400	\$ 18,900	\$ 500	\$ 10,200



8.14 YOUTH PROGRAM UPDATE

Prepared by: Natalie Dell, Youth Officer

PCYC Program

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

	Date of Session	Attendance	Comment
Perth			
	2 June	9	
	9 June	4	
	16 June	8	
	23 June	0	Instructor Illness
	30 June	10	

Free2b Girls Program

The Free2b Girls program is funded by Tasmania Community Fund and has commenced in Longford and Campbell Town. Attendance for the month of June as follows:

Session Venue	Date of Session	Attendance	Comment
Campbell Town			
			Working to recommence Term 3
Longford			
	7 June	10	
	14 June	8	
	21 June	9	
	28 June	5	High number of participants off sick.

Northern Midlands Active Youth Program

The program is funded by Healthy Tasmania and has commenced in Campbell Town and Cressy. The program is conducted during school lunch time and is meeting with great success. Attendance for the month of June as follows:

Session Venue	Date of Session	Attendance	Comment
Campbell Town			
	7 June	16	
	14 June	12	
	21 June	18	
	28 June	16	
Cressy			
	2 June	14	
	9 June	10	
	16 June	10	
	23 June	12	
	30 June	10	

Meetings

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

Youth Newsletter: The Youth Officer has commenced producing a free monthly 'Community Youth Newsletter', with the aim to help share Youth focused activities/program/news/updates/resources within the Northern Midlands Region.

Breakfast Club- Cressy: The Cressy Breakfast program has been further developed liaising with the School Chaplain and Youth Officer, to provide freely available Breakfast items for students. The School has identified a number of young people



who will benefit from participating in the program. The program will help address students' health, well-being and food security. This program is being well received by the students and School.

NM Youth Mental Health Expo: The Youth Officer is working with Campbell Town District High School to put together an in-school event for Mental Health Week (Sep/Oct)- showcasing a range of services available to young people. Organisations currently include: RFDS, Relationships Aus, RAW and Lifeline.

8.15 INTEGRATED PRIORITY PROJECTS & STRATEGIC PLANS UPDATE

Prepared by: Lorraine Green, Project Officer

CURRENT AS OF 30 JUNE 2022

Progress Report:



INTEGRATED PRIORITY PROJECTS PLAN:

Strategic Plans	Dept.	Status	Current Status
Lead: Serve with honesty, integrity, innovation and pride			
Integrated Priority Projects Plan		June 2021	Document prepared. Complete.
Progress: Economic health and wealth – grow and prosper			
5.1 Feasibility Study: Investment in Ben Lomond Ski Field Northern Tasmania	Gov		Study being driven by external stakeholders, Council support provided when requested. Included in NMC Priority Projects document. Government has committed to infrastructure expenditure and development of a master plan.
4.1 Campbell Town CBD Urban Design & Traffic Management Strategy	Gov		Construction of midland highway underpass at Campbell Town progressing. Building Better Regions Fund application submitted for funding towards implementation of Stage 1 of the Urban Design Strategy. Outcome awaited. Labor party election commitment of \$8M towards Campbell Town and Perth main street upgrades.
5.3 Campbell Town – Town Hall Sale/Lease	Gov		Expression of interest for selling the hall advertised: closes 20 May 2022. Council resolved at the June 2022 Meeting to seek additional expressions of interest from real estate agents.
5.3 Longford Motor Sport Museum	Gov		Alternative sites for museum being sought.
4.1 Longford CBD Urban Design Strategy	Gov		Commitment of \$4m from National Party prior to 2019 Federal Election. DA for streetscape upgrade advertised. To be on the July 2022 Council Meeting agenda.
5.4 Municipal Subdivisions Infrastructure Upgrade Program (including Ridgeside Lane)	C&D		Council to identify opportunities to provide infrastructure and secure funding.
4.1 Perth Town Structure Plan including Main Street Upgrade	C&D		Council has endorsed the plan and draft amendments to planning scheme to be prepared. Labor party election commitment of \$8M towards Campbell Town and Perth main street upgrades.
5.1 Perth Sports Precinct Concept Master Plan	Gov		Concept master plan developed October 2020. Included in NMC Priority Projects document.
4.4 TRANSLink Precinct Renewal - Stormwater, gas pipeline and intermodal facility	Gov		Seeking grant assistance to fund planned works. Included in NMC Priority Projects document. Labor party election commitment of \$35M towards the intermodal facility and associated infrastructure.
5.3 Underground Power – Evandale, Longford & Perth	Works		Awaiting funding streams to come available.
People: Cultural and society – a vibrant future that respects the past			
5.2 Municipal Shared Pathways Program (including pathways within & between towns)	Gov		Bicycle Advisory Committee appointed at May 2022 Council Meeting. Committee will advise on the preparation of the Municipal Bicycle and Shared Path Plan.
5.1 Covering of Campbell Town & Cressy Swimming Pools	Gov		Concept only at this stage. Included in NMC Priority Projects document.
5.1 Ross Swimming Pool	Gov		Pool operation to continue (as per the current funding model) whilst structurally/operationally safe to do so.
Implementation of Final Stages			
5.1 • Campbell Town War Memorial Oval Precinct Development Plan	Gov		New public toilet facility, irrigation system and tennis hit-up wall completed.
5.1 • Cressy Recreation Ground Master Plan	Gov		Levelling the Playing Field funding received – building work completed – final report and acquittal being prepared. BBQ facility & landscaping to be funded through Local Roads and Community Infrastructure grant. July 2022: Funding secured from Cricket Australia towards the upgrade of the



Strategic Plans	Dept.	Status	Current Status
			practice facility.
5.1 • Cressy Swimming Pool Master Plan	Gov		State election funding grant of \$100,000 received. \$400,000 commitment from National Party prior to federal election. Grant acquittals submitted Works substantially completed. Concourse, carpark and landscaping commenced
5.1 • Evandale Morven Park Master Plan	Gov		Works substantially completed: grant acquittal report submitted. Relocation of cricket nets nearing completion.
5.1 • Northern Midlands Community Sports Centre	Gov		Access work to mezzanine floor nearing completion. First floor fit-out to be progressed in 2022-2023.
Place: Nurture our heritage environment			
5.1 Conara Park Upgrade	Gov		Concept prepared: awaiting funding opportunities.
5.3 Cressy Park Redevelopment	Gov		Liaising with Local District Committee to establish/prepare plans for upgrade.
4.5 Municipal Tree Planting Program			Annual program being implemented.
4.3 Sheepwash Creek WSUD Open Space Corridor & Associated Open Space Plan	Gov		Grants to be sought for major new/improved infrastructure.
4.2 South Esk River Parklands Master Plan	Gov		Building Better Regions Fund grant secured towards the extension of the walkway and installation of footbridge. Grant Agreement executed Feb 2022.
Laycock Street Park Playground	Gov		Concept plan adopted in principle by Council at June 2022 Council Meeting. Awaiting funding opportunities.

ONGOING STRATEGIC PROJECTS/PLANS:

Strategic Plans	Dept.	Status	Current Status
Lead: Serve with honesty, integrity, innovation and pride			
Annual Budget and Quarterly Reviews	Corp		Long Term Financial Plan updated and annual budget adopted at 27 June 2022 meeting.
Asset Management Plan Annual Review	Corp		Road and Building revaluation adopted 2019/2020. Asset Management Plan review complete for Roads and Buildings adopted by Council, September 2021. Land and Stormwater revaluations adopted 2020/2021. Stormwater Asset Management Plan reviewed and adopted along with Strategic Asset Management Plan, May 2022.
Best Business Practice, Governance & Compliance	Gov		Legislative Audit, Delegations Review and Policy Manual update ongoing.
Customer Service Standards	Corp		Risk Management Policy reviewed July 2021 and Risk Register review scheduled December 2022.
Elected Members Development & Annual Plans	Gov		Policy and Annual Plan to be prepared.
Emergency Management	Corp		Municipal emergency meetings held and regularly attended regional meetings during COVID-19 via zoom. Updated Emergency Recovery Plan adopted May 2017 by Council. Revision of Emergency Management Plan adopted by Council 16 November 2020.
Information Technology Upgrade Program	Corp		Council decided to upgrade Open Office Enterprise Suite during 2022/2023 and keep a watching brief on northern shared services project.
Local Government Reform	Gov		Completed – Legal Services project. In progress – Joint IT platform review. Future of Local Government in Tasmania – in preparation for the review (commencing January 2022) the Government will work with LGAT and relevant experts to: develop detailed Terms of Reference for review; identify and appoint the Local Government Board in accordance with the Act; and develop an engagement and communications plan to ensure that key stakeholders and the community are kept informed about and participate in the review. Position paper to be developed for public consultancy process.
People & Culture Plan	Gov		Framework utilised for recruitment is best practice. Wage subsidy for apprentice wages claimed quarterly.
Workplace Health & Safety Action Plan Annual Review	Corp		WHS audit assessment reviewed on an ongoing basis.
Progress: Economic health and wealth – grow and prosper			
Campbell Town (King Street) Tourist Park Master Plan & Business Case	Gov		Draft master plan received. Business plan to be developed.
Economic Development Master Plan Strategy Delivery	Gov		Economic development framework adopted by Council at May 2020 meeting. Implementation underway.
Tourism Strategy Implementation	Corp		Augmented Reality Project – Ross experience being trialled. Northern Midlands Business and Volunteer Expo – planned May 2023 REASSIGN project – site work plans and stage 1 implementation plans finalised. Into implementation phase.
Lake Leake Amenities Upgrade Project	Gov		Recreational Fishing and Camping Facilities Program grant secured towards the



Strategic Plans	Dept.	Status	Current Status
			upgrading of the toilet and shower facilities. Contractor engaged. Works to commence during October 2022.
Tooms Lake Camping Area Infrastructure Upgrade Project	Gov		Funding secured through the Recreational Fishing and Camping Facilities Program for the upgrade of camping area infrastructure. Onsite work underway.
Longford Racecourse Master Plan & Area Review	Gov		Draft master plan being progressed. Community and industry consultation phase completed.
Stormwater Management Plans	Works		Model build for all Towns in progress, nearing completion.
Nile Road Upgrade	Works		Included in NMC Priority Projects document.
Perth Early Learning Centre	Gov		On site works commenced late February 2022. First progress report submitted to Community Development Grants Program. Variation to milestone dates approved.
Perth Town Structure Plan	C&D		Council has endorsed the plan and draft amendments to planning scheme to be prepared. Main Street upgrade included on 2022 Federal Election wish list.
People: Cultural and society – a vibrant future that respects the past			
Cohesive Communities & Communities at Risk Plan	Gov		Not yet commenced.
Discrimination Strategy	Gov		Officers investigating development of strategy.
Family Violence Strategy	Gov		Council continues to support <i>End Men's Violence Against Women</i> campaign. Officers investigating development of strategy.
Longford Road Safety Park	Works		Funding agreement finalised and design completed. Community consultation completed. Onsite works to commence July 2022.
Northern Midlands Community House	Gov		Possible site identified. Requesting State to transfer the property as a community lease to Council.
Ross Recreation Ground Master Plan	Gov		Master Plan adopted in-principle at May 2022 Council Meeting. Veterans Cricket Tas has secured a Queen's Jubilee Grant to undertake tree planting at the ground.
Supporting Employment Programs	Gov		Participating in LGAT special interest groups on a quarterly basis. Support Inspiring Futures program. Host work experience and UTAS placements.
Supporting Health & Education Programs	Gov		Participating in the Northern Health Providers Networks meetings. Further Education Bursary Program finalised for 2021.
Supporting Sport & Recreation Programs	Gov		Quarterly meeting held with Sport and Recreation Dept consultant. Planning and implementation of upgrade to Council owned sporting facilities underway. Support provided to participants in sporting activities on a state and national level. Development of Northern Tasmania Sports Facility Plan underway – draft plan anticipated September 2022.
Youth and Ageing Strategy	Gov		Youth programs and services being pursued. Grant funding received for 2020 programs. Programs recommenced October 2020. New Youth Officer commenced 1 March 2022.
Place: Nurture our heritage environment			
Honeysuckle Banks, Evandale, Master Plan	Works		Included in NMC Priority Projects document. To be progressed as RV site all year round.
Land Use & Development Strategy (includes Rural Processing Centre)	C&D		Endorsed 21 October 2019.
Launceston Gateway Precinct Master Planning	Gov		Listed as a component of the Municipal Land Use and Development Strategy.
Longford Expansion Strategy	C&D		Underway: consultation currently being undertaken.
Natural Resource Management Program Collaboration	Gov		Collaborating with NRM North on the WSUD Master Plan for Sheepwash Creek and Climate Change Strategy/Action Plan.
North Perth Low Density Land Strategy	C&D		Superseded by Local Provisions Schedule. Representation in support of LPS provided by consultant.
Sense of Place Planning – All Villages & Towns	Gov		Master planning for townships underway.
Tasmanian Planning Scheme Integration	C&D		Local Provisions Schedule to TPS exhibited to December 2021. Report on representations to February 2022 Council meeting before being provided to TPC.
Waste Management	Works		Member of the Northern Waste Management Committee. WTS improvements to be programmed for 2021/2022.
Weed Managements Strategy & Action Plan – Council Assets	Works		2021/22 Budget allocation of \$19,787 provided for weed officer/strategy.



COMPLETED:

Strategic Plans	Dept	Start Implementation Date	Status	Current Status
Lead: Serve with honesty, integrity, innovation and pride				
Media & Marketing	Gov			Communications Strategy and Framework developed. Expanding Council's communications through social media and other publications. Marketing Plan prepared.
Progress: Economic health and wealth – grow and prosper				
People: Cultural and society – a vibrant future that respects the past				
Disability Action Plan	Gov			Review complete
Place: Nurture our heritage environment				

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

Prepared by: Fiona Dewar, Tourism Officer

Tourism update:

- Events:
 - Assist various local event organisers to fulfil Council compliance requirements.
 - Assist event organisers seeking funding support.
 - Keep event list updated and distribute.
 - Update NMC website calendar.
 - Liaise with event organisers re planning and funding.
- Review of signage for the Mill Dam Walk.
- Progressed Town Promotion Video project.
- Progress marketing opportunity with property TV program, Country Houses Tasmania.
- Finalise Evandale signs reprint.
- Liaise with racing historians re content for interpretation on the Longford Legends Walk lychgate.
- Liaise with production company re filming in Campbell Town for Subway advertisement.
- Attended meeting with Volunteering Tasmania re initiative to improving access to information for volunteers.
- Progress Community Expo database.
- Progress communications strategy flyer for Northern Midlands Visitor Centres.

HHTRA update:

- HHTRA general meeting held 16 June 2022.
- Progress marketing activity in the You Love Tasmania Free Map.
- Ongoing marketing activities include website blog posts and social media.

8.17 CONSULTATION ON DRAFT AMENDMENT 01/2022 OF THE STATE PLANNING PROVISIONS - CONTAINER REFUND SCHEME

File: 13/004 State Planning Scheme

Prepared by: Paul Godier, Senior Planner

The State Planning Office has provided the attached letter Minister Michael Ferguson, Minister for Planning in relation to the Draft Amendment 01/2022 to the State Planning Provisions Draft Amendment 01/2022 to the Container Refund Scheme. The letter advises that any comments should be sent to the State Planning Office at StatePlanning@dpac.tas.gov.au by close of business on 25 July 2022.

Included with the letter are 3 x attachments

- Attachment 1 - Draft Amendment 01-2022 – Consultation Draft
- Attachment 2 - Draft Amendment 01-2022 – Explanatory Document



- Attachment 3 - Draft Amendment 01-2022 – Container Refund Point infrastructure details April 2022

ATTACHMENTS

1. Consultation Letter - Draft Amendment 01-2022 - CRS [8.17.1 - 2 pages]
 2. Attachment 1 - Draft Amendment 01-2022 - Consultation draft [8.17.2 - 3 pages]
 3. Attachment 2 - Draft Amendment 01-2022 - Explanatory document [8.17.3 - 6 pages]
 4. Attachment 3 - Draft Amendment 01-2022 - Container Refund Point infrastructure details April 2022 [8.17.4 - 27 pages]
-

8.18 COMMONWEALTH BANK CUSTOMER ADVOCATE VISIT TO THE NORTHERN MIDLANDS

Responsible Officer: Lorraine Green

Following on from the visit by the Commonwealth Bank Customer Advocate to the Northern Midlands in April 2022, Council requested advice as to what the bank's intentions are in relation to the provision of banking services in the Northern Midlands.

The Customer Advocate provided this response:

"Since our trip, we have shared your feedback directly with the senior leaders of CBA's branch network – including the Regional General Manager of the branches in Victoria and Tasmania. We were particularly clear about the specific experiences your constituents have had with the Longford branch and we have asked the leadership team to consider the points you raised with us as they undertake their regular reviews of the network's coverage. I appreciate the importance of having in person banking services available to the community and so at this time, I'm not aware of any plans to change the banking arrangements in place in the Northern Midlands area. However, I will ask that our Area Manager in Tasmania let the Council know if this is likely to change."

A request has been forwarded to the Customer Advocate to attend a Council Workshop.

ATTACHMENTS

Nil

MINUTE NO. 22/235

DECISION

Cr Davis/Cr Adams

That the Information Items be received.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



9 GOVERNANCE REPORTS

9.1 POLICY: LOCAL GOVERNMENT ELECTION CARETAKER PERIOD

Responsible Officer: Des Jennings, General Manager

Report prepared by: Des Jennings, General Manager

1 PURPOSE OF REPORT

The purpose of this report is to present the proposed Local Government Election Caretaker Period Policy for Council's endorsement.

2 INTRODUCTION/BACKGROUND

Mayor Knowles received correspondence from the Tasmanian Minister for Local Government, Nic Street MP, in relation to the recent approval of the *Local Government (Elections) Act 2022*. In the correspondence Mr Street noted a desire by the local government sector to introduce caretaker periods in advance of the upcoming elections; and the Government's commitment to the introduction of caretaker provisions and the introduction of further amendments to the Act once the final report on the future of Local Government Review has been received.

In the interim, Mr Street has acknowledged that there is an opportunity for councils to adopt their own caretaker policies prior to the election period commencing. The Minister has indicated that he will also be requesting that this issue be included on the agenda for the Premier's Local Government Council in July 2022, to seek consensus on the introduction of caretaker periods across local government.

It is noted that Kingborough Council has already introduced a policy which provides a very sound approach to the management of the election period, this policy has been used in the formulation of the proposed Northern Midlands Council draft policy.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.2 Councillors serve with integrity and honesty
- 1.3 Management is efficient, proactive and responsible

4 POLICY IMPLICATIONS

Nothing in this policy overrides any statutory requirements that may apply under any other relevant legislation.

5 STATUTORY REQUIREMENTS

There is currently no legislation in Tasmania governing provisions for councils in the lead up to a local government general election.

Nothing in this policy overrides any statutory requirements that may apply under any other relevant legislation.

6 FINANCIAL IMPLICATIONS

No additional cost impacts have been recognised by way of the introduction of this policy.



Council has in place the Councillors Allowances, Travelling and Other Expenses Policy which directly relates to expenses incurred by Councillors.

7 RISK ISSUES

No risk issues have been identified in the introduction of this policy; however, should a policy not be in place there is risk associated with the absence of guidelines relative to

- the conduct of Councillors and staff; and
- ensuring the continuation of the ordinary business of Council is conducted in a responsible, transparent and legally compliant manner

in the period leading up to and including the election period.

8 CONSULTATION WITH STATE GOVERNMENT

In recent correspondence received from the Local Government Minister, Nic Street, he noted that councils are in a position to adopt their own caretaker policies prior to the election period commencing.

9 COMMUNITY CONSULTATION

N/a.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can:

- adopt the proposed policy as it stands;
- adopt the policy with amendments; or
- opt not adopt the policy.

11 OFFICER'S COMMENTS/CONCLUSION

Council is committed to the application of good governance principles and high standards of integrity; and a number of Councillors have indicated that Council should consider an election caretaker period policy.

The policy establishes clear guidelines for the conduct of Councillors and staff in the lead up to a local government general election involving the Northern Midlands Council and ensures that the ordinary business of Council continues in a responsible, transparent and legally compliant manner leading up to and including the election period.

Procedures that officers have not included in the draft policy are:

- *"Policies – Council will not approve or renew any Council policy during the Caretaker Period".*
- *"Planning Instruments: Council will not make, amend or repeal a local planning instrument under the Land Use Planning and Approvals Act 1993 (i.e. a planning scheme, a temporary local planning instrument or a planning scheme policy)."*

these are not deemed necessary as the newly elected Council may review all policies at its discretion or on the elected review date; and Council, as a planning authority, must comply with the appropriate planning legislation.

12 ATTACHMENTS

1. Draft Policy - Local Government Election Caretaker Period [9.1.1 - 3 pages]

RECOMMENDATION

That Council endorses the *Local Government Election Caretaker Period Policy*.



MINUTE NO. 22/236

DECISION

Cr Polley/Cr Davis

That Council endorses the *Local Government Election Caretaker Period Policy*.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



9.2 UNUSED SERVICE STATION: CORNER DRUMMOND STREET AND MAIN ROAD, PERTH

Responsible Officer: Des Jennings, General Manager

Report prepared by: Amanda Bond, Executive Officer

1 PURPOSE OF REPORT

Councillors have requested that a report be tabled to consider the commencement of action in relation to the unused service station building at 100 Main Road, Perth, which is located at the corner of Drummond Street and Main Road.

2 INTRODUCTION/BACKGROUND

Council at its meeting of 27 June 2022 made the following decision Minute No. 22/188:

That Council investigate the declaration of the old United Service Station site as a dilapidated site and the owners be asked to take remedial action immediately; and, that in the interim, the fence at the old United Service Station be realigned to Council's boundary.

There are two primary concerns which have been raised by Council:

- The appearance of the building is unsightly; and
- The barrier fencing which has been erected around the site is encroaching onto Council managed road reserve which is preventing Council from accessing the area to tidy it up.

The property has been considered by the Northern Midlands Council Strategic Property Committee who have enquired:

- Has the Environmental Protection Authority (EPA) cleared the site?
- Can Council do anything regarding the dilapidated state of the building?
- Can Council request the Council controlled land be returned so clean up works can commence?

Has the EPA cleared the site?

It is understood contaminated soil has been removed from the site, however, officers have contacted the EPA and are waiting on a response regarding the status of the EPAs investigation and whether the site has been declared not contaminated.

Can Council do anything regarding the dilapidated state of the building?

There are two relevant pieces of legislation relating to dilapidated or unsightly buildings.

Unsightly article or rubbish

Section 199 of the *Local Government Act 1993* which defines a nuisance as "anything that constitutes an unsightly article or rubbish".

If the General Manager is satisfied that a nuisance exists the General Manager must serve a notice stating the nature of the nuisance and defining the action to be taken regarding the nuisance (section 200 *Local Government Act 1993*).

The difficulty with proving there is a nuisance under the *Local Government Act 1993* is that it is a subjective test and legal advice received previously indicates it is a very difficult case to argue.

Dilapidated building

The *Building Act 2016* defines a dilapidated building as "a building that, because of neglect, disrepair, defacement or damage, is of an appearance that is unsightly, particularly in comparison with its surroundings."



If the General Manager believes a building may be dilapidated the General Manager may inspect the building and is to prepare a dilapidated building report on the matter (section 241(1) *Building Act* 2016). The General Manager may engage the services of a building surveyor or any person the General Manager thinks appropriate in the preparation of the report (section 241(3) of the *Building Act* 2016).

Whilst the building itself appears run down, it is very unlikely it would be considered dilapidated in accordance with the definition of the *Building Act* 2016.

Can Council request the Council managed land be returned so tidy up works can be commenced?

The barrier fencing has been relocated back to the boundary so that Council can access the road verge.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.2 Councillors serve with integrity and honesty
- 1.3 Management is efficient, proactive and responsible

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

- 3.4 Towns are enviable places to visit, live and work

Place: Nurture our heritage environment

Environment - Cherish, Sustain our Landscapes and Preserve, Protect Our Built Heritage for Tomorrow

Strategic outcomes:

- 4.2 Meet environmental challenges

4 POLICY IMPLICATIONS

No policy implications have been identified.

5 STATUTORY REQUIREMENTS

Dilapidated Buildings

The *Building Act 2016* deals with dilapidated buildings.

The Act defines a dilapidated building as a building that, because of neglect, disrepair, defacement or damage, is of an appearance that is unsightly, particularly in comparison with its surroundings.

The Act contains the following provisions.

241. Dilapidated building report

- (1) If a general manager believes that a building may be a dilapidated building, the general manager –
 - (a) may inspect the building; and
 - (b) is to prepare a dilapidated building report on the matter.
- (2) A dilapidated building report is to state –
 - (a) whether or not the building is a dilapidated building; and



- (b) the building work, or other work, that the general manager considers is required in order for the building to cease to be a dilapidated building; and*
- (c) any other matter that the general manager considers relevant.*
- (3) A general manager may obtain information as to any matter relating to a dilapidated building report from any building services provider, or other person, the general manager thinks appropriate.*

242. Dilapidated building notice

- (1) A general manager may issue a dilapidated building notice to an owner of a building if a dilapidated building report under section 241 states that the building is a dilapidated building.*
- (2) A dilapidated building notice issued to an owner of a dilapidated building is to –*
 - (a) require the owner to show cause, in the manner and within the period specified in the notice, why the owner should not perform the building work, or other work, specified in the dilapidated building report; and*
 - (b) be accompanied by a copy of the relevant dilapidated building report.*

243. Representations relating to notices

- (1) A person to whom a notice is issued under this Division may make representations to the person who issued the notice about any matter contained in the notice.*
- (2) Representations are to be made in the manner, and within the period, stated in the notice.*

244. Revocation of notices

- A person who issued a notice under this Division may revoke the notice if satisfied that it is appropriate to do so after –*
- (a) considering any representations made under section 243; or*
 - (b) receiving any other information.*

Nuisance

The *Local Government Act 1993* defines nuisance as including anything that constitutes an unsightly article or rubbish.

The Act contains the following provisions.

200. Abatement notices

- (1) If a council is satisfied that a nuisance exists, the general manager must serve a notice on the owner or occupier of the land on which, the nuisance arises.*
- (3) A person served with, or specified in, an abatement notice must comply with the notice, unless the person lodges an appeal under subsection (5) .*
- Penalty: Fine not exceeding 20 penalty units.*
- (4) ...*
- (5) A person served with, or specified in, an abatement notice may appeal to a magistrate within 14 days after service of the notice on any one or more of the following grounds:*
 - (a) that a nuisance does not exist;*
 - (b) that an action required by the abatement notice is unreasonable;*
 - (c) that the period stated in the abatement notice is unreasonable.*
- (6) A magistrate may –*
 - (a) order that the person is to comply with the abatement notice; or*
 - (b) modify the abatement notice and order that the person and the council are to comply with the modified notice; or*
 - (c) order that the council withdraw the abatement notice.*

6 FINANCIAL IMPLICATIONS

An estimate of \$2,000 has been provided to procure a building report to determine whether or not the building is deemed dilapidated in accordance with the definition of the *Building Act 2016*.

7 RISK ISSUES

- Perimeter fence falling over.
- Illegal tampering of perimeter fence.
- Status of the site (is any contaminated soil present?).



- Trespassing.

8 CONSULTATION WITH STATE GOVERNMENT

Not applicable.

9 COMMUNITY CONSULTATION

Not applicable.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can consider the following options:

- Seek a report determine whether or not the building is deemed dilapidated in accordance with the definition of the *Building Act* 2016;
- Contact the owner seeking the building be painted and the site beautified;
- Contact the owner to pursue purchase of the entire site.

11 OFFICER'S COMMENTS/CONCLUSION

In order to progress a declaration of a dilapidated building, Council would need a building surveyor to provide a dilapidated building report. It is estimated that it would cost approximately \$2,000 to procure a building report; and Council officers are of the opinion that it is unlikely that the building would be deemed to be dilapidated by a building surveyor.

Further, advice has been received that 'nuisance' under the legislation is very hard to prove, especially in regard to visual nuisance.

Council officers have previously made contact with the owners to gauge their willingness to sell the site, at that time the owners wished to retain ownership. Council may now wish to further pursue this option.

Councillor Davis has put forward the below suggested motion regarding 100 Main Road, Perth:

"That Council immediately proceed with serving a nuisance declaration under section 200 of the *Local Government Act* on the owners of the ex-Service Station on the corner of Drummond St and Main Street at Perth. This should require the removal of the temporary fencing and restoration of the pavement and surrounding areas to a safe and presentable condition."

Should Council consider taking any formal action regarding this site, it is recommended it investigate the state of the building in accordance with the *Building Act* 2016 and seek a building surveyor to complete a report determining whether or not the building is deemed dilapidated under this Act. It is noted however, that officer opinion is that the building **will not** be deemed dilapidated under the *Building Act* 2016.

12 ATTACHMENTS

Nil

RECOMMENDATION

That Council note the report and officers contact the property owners seeking the building be painted and the site beautified.



MINUTE NO. 22/237

DECISION

Cr Davis/Cr Polley

That Council immediately proceed with serving a nuisance declaration under section 200 of the Local Government Act on the owners of the ex-Service Station on the corner of Drummond Street and Main Street at Perth. This should require the removal of the temporary fencing and restoration of the pavement and surrounding areas to a safe and presentable condition.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



9.3 KENNEL LICENCE APPLICATION: 310 PERTH MILL ROAD, PERTH

Responsible Officer: Des Jennings, General Manager

Report prepared by: Amanda Bond, Executive Officer

1 PURPOSE OF REPORT

The purpose of this report is to assess and consider a kennel licence application to keep 12 dogs (Labradoodles) at 310 Perth Mill Road, Perth.

2 INTRODUCTION/BACKGROUND

Lisa Bartlett has applied for a Kennel Licence in accordance with Section 51 of the *Dog Control Act 2000*, for 12 Labradoodles to be kept at 310 Perth Mill Road, Perth. The application was advertised in The Examiner Newspaper on 1st June 2022.

Letters were sent to neighbouring property owners within 200 meters of 310 Perth Mill Road, advising of the proposed kennel licence application and advising of the right to object to the application. Four representations were received for this application. Copies of the representations are attached to this report. The main concerns outlined in the representations and the responses from the applicant have been listed in the community consultation section of this report.

The current Kennel License application is for **keeping** 12 dogs at 310 Perth Mill Road, Perth. It is noted that conducting breeding activities from the address is currently prohibited under the *Northern Midlands Interim Planning Scheme 2013*, and the applicant must seek further planning approval should she wish to breed from that site.

The applicant currently holds a license for 8 dogs at 49 Phillip Street, Perth. During the inspections conducted all dogs were checked for a microchip and compared with the dogs registered with the Northern Midlands Council; all dogs present at the property matched with the dogs registered with the Council. No complaints or issues have been reported to the Animal Control Officer involving the dogs being kept at 49 Phillip Street, Perth.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.3 Management is efficient, proactive and responsible

4 POLICY IMPLICATIONS

Council has in place its Dog Management Policy, which is a legislative requirement following section 7 of the *Dog Control Act 2000*.

5 STATUTORY REQUIREMENTS

The *Dog Control Act 2000* is the legislation relevant to this application, the following sections should be noted:

50. Keeping several dogs

(1) A person, without a licence, must not keep or allow to be kept, for any period of time, on any premises –

(a) more than 2 dogs, other than working dogs, over the age of 6 months; or

(b) more than 4 working dogs over the age of 6 months.

Penalty: Fine not exceeding 5 penalty units.



- (2) Subsection (1) does not apply to any dog in excess of the number of dogs specified in subsection (1) if –
- (a) the dog is owned by a person who does not usually reside at the premises; and
 - (b) the dog is being kept at the premises for a limited, or temporary, period that is agreed upon, by both the owner of the dog and the person with responsibility for the premises, before the dog is left at the premises; and
 - (c) no consideration has been or is to be paid, in respect of the dog staying at the premises, to the person keeping dogs on the premises.
- (3) In this section –
- consideration includes monetary or non-monetary consideration;
 - owner in relation to a dog, means the person who apparently has control of the dog at the relevant time.

55. Granting application

- (1) A general manager may grant an application for a licence if satisfied that –
- (a) adequate provisions for the health, welfare and adequate control of all dogs on the premises are provided or are likely to be provided; and
 - (b) nuisance to any other persons is unlikely to occur; and
 - (c) requirements under laws relating to public health and environmental protection are likely to be satisfied.
- (2) A general manager is to issue a licence specifying –
- (a) the maximum number of dogs that may be kept on the premises; and
 - (b)
 - (c) any conditions as the general manager may determine; and
 - (d) the expiry date of the licence.
- (3) If a condition of the licence relates to the breed or kind of dog to be kept under the licence, a person must not keep or permit to be kept any dog over the age of 6 months of a breed or kind to which a licence applies otherwise than in accordance with the licence.
- Penalty: Fine not exceeding 5 penalty units.
- (4) A person must not keep more than the maximum number of dogs specified in the licence.
- Penalty: Fine not exceeding 5 penalty units.

57. Renewal of licence

- (1) A licence is renewable on payment of the appropriate fee.
- (2) A general manager may refuse to renew a licence if of the opinion that –
- (a) the provisions of this Act or any other relevant Act are not being complied with; or
 - (b) the situation or condition of the premises is creating a nuisance; or
 - (c) it is in the public interest that the licence not be renewed.

58. Cancellation of licence

- (1) A general manager may cancel a licence if satisfied that –
- (a) the provisions of this Act or any other relevant Act are not being complied with; or
 - (b) any condition of the licence is not being complied with; or
 - (c) the situation or condition of the premises is creating a nuisance; or
 - (d) it is in the public interest that the licence be cancelled.
- (2) Before cancelling a licence, the general manager is to –
- (a) give to the holder of the licence one month's notice in writing to show cause why the licence should not be cancelled; and
 - (b) give consideration to any representations which the holder may make in that respect.
- (3) The cancellation of a licence is to be effected by the service of a notice on the holder of the licence notifying that the licence expires at the end of a period, not less than one month, specified in the notice, unless the normal

6 FINANCIAL IMPLICATIONS

No financial implications have been identified.

7 RISK ISSUES

The following risks have been identified:

- If Council approves a kennel licence for the keeping of dogs, there is a risk that breeding will occur in contravention of the current planning scheme. To mitigate this risk Council officers have made it clear to the applicant that



breeding of dogs from the address applied for is prohibited and a process must be followed to obtain approval to do so.

- If the kennel licence is approved objectors and people who have raised their concerns to council regarding the approval of this licence may feel that the council have not considered their opinions and concerns.

8 CONSULTATIONS WITH STATE GOVERNMENT

Not applicable

9 COMMUNITY CONSULTATION

The application was advertised in The Examiner on 1st June 2022 and letters were sent to neighbouring property owners within 200 meters of the property. Four representations were received.

Objection Andrew & Patricia Golle

- Impact to the environment, waste disposal.
- Future breeding of dogs can result in more than 12 dogs at the property at one time.
- High probability of noise pollution from barking dogs.

Objection Brett Gary

- Noise pollution from barking dogs.
- Wildlife present in the area.

Objection Julie Maple

- Noise pollution from barking dogs.
- Concerns of dog attacks to horses, goats and other animals living nearby.
- How all these dogs will be housed.
- Becoming a puppy farm in the future.

Objection Robert Pratt

- Damage and attacks caused by dogs at large.
- Noise pollution from barking dogs.
- Concerns of dog attacks dogs, chicken, sheep or goats and other animals living nearby

The applicant has provided the following responses to the objections:

- She has no intention of becoming a puppy farm
- Her current licence is within a highly populated area and no barking issues have been raised with her
- Labradoodles are renowned for their placid temperament. The dogs undergo intensive training, but they are also conditioned to be around other animals. Lastly, there will be appropriate dog enclosures and the dogs will be kept inside during the night.

Each of the objectors were contacted by the Animal Officer and after explaining the responses from the applicant 1 out of the 4 objectors is satisfied with the applicant's response to the issues presented previously.

10 OPTIONS FOR COUNCIL TO CONSIDER

There are three options for Council to consider:

- Approve a kennel licence to keep no more than 12 dogs at the property with conditions of no breeding: or
- Approve a kennel licence for a smaller number of dogs with conditions of no breeding: or
- Do not approve the kennel licence application.



11 OFFICER'S COMMENTS/CONCLUSION

Lisa Bartlett wishes to apply for a Kennel License to keep 12 dogs at the property located at 310 Perth Mill Road. The applicant is aware that further planning permits must be in place to be able to breed dogs from the property. Council Officers have conducted an inspection of the property, photographed the property, and assessed the proposed infrastructure to house and contain 12 dogs. The applicant currently does not have kennels or fencing in place since she does not own the property. The applicant is aware of the latter and has a building plan, but no current planning application process with the council for fencing.

The size of the property at 310 Perth Mill Road is: 7,376 square meters, the breed of dogs proposed in this application is medium size labradoodles, it is the Animal Officers conclusion that the property's area at 310 Perth Mill Road is suitable for the number of dogs proposed in the application.

The applicant has complied with all the conditions added to her current kennel licence at 49 Phillip Street, Perth, and after the inspections conducted by the Animal Control Officer (dated: 12/11/2021 and 18/05/2022), she is complying with the *Dog Control Act 2000*, as well The Breeding of Dogs Guidelines provided by The Department of Natural Resources and Environment Tasmania.

It is the Animal Control Officer's recommendation to approve the licence to keep 12 dogs at 310 Perth Mill Road with the following conditions:

- Every kennel & associated exercise area must be always maintained in a clean and sanitary condition to the satisfaction of the Animal Control Officer
- Animal waste must be disposed of to the satisfaction of the Animal Control Officer and no faecal matter or other offensive or putrescibles matter must enter any watercourse
- Wash-down water, wastewater or water which has been in contact with faecal or putrescible matter must not directly or indirectly enter any watercourse and must receive treatment to the satisfaction of the Animal Control Officer/Environmental Health Officer adequate for the method of effluent disposal used. Where treatment is by land absorption or transpiration bed, sufficient land must be set aside and kept available for that purpose. The standard of wastewater treatment must be maintained to the satisfaction of the Animal Control Officer/Environmental Health Officer.
- All available means must be used to prevent the barking of dogs to avoid the keeping of dogs becoming a nuisance to nearby residents because of the emission of noise.
- No breeding of dogs allowed, unless planning approval obtained.
- The premises have the appropriate fencing and infrastructure for the size and the number of dogs.
- The premises is inspected every 4 months each year during the time that it holds a Kennel Licence.

If the kennel licence is issued for the number of dogs and the conditions of the *Dog Control Act 2000* are not upheld by the licensee, Council has considerable recourse, including the ability to not renew the licence in accordance with section 57 of the *Dog Control Act 2000*.

12 ATTACHMENTS

1. Objection Brett Gray [9.3.1 - 8 pages]
2. Objection Julie Maple [9.3.2 - 1 page]
3. Objection Rob & Jen Pratt [9.3.3 - 1 page]
4. Applicant's Response to Objections [9.3.4 - 3 pages]
5. Animal Control Officer response to Objections [9.3.5 - 1 page]
6. Objection Andrew & Patricia Golle [9.3.6 - 3 pages]
7. Photos [9.3.7 - 2 pages]



RECOMMENDATION

That Council

- i) issue a kennel licence to keep no more than 12 Labradoodles at 310 Perth Mill Road, Perth, and
- ii) place an expiry date of 30 June 2023 upon the licence with the following specific conditions:
 - Every kennel & associated exercise area must be always maintained in a clean and sanitary condition to the satisfaction of the Animal Control Officer
 - Animal waste must be disposed of to the satisfaction of the Animal Control Officer and no faecal matter or other offensive or putrescibles matter must enter any watercourse
 - Wash-down water, wastewater or water which has been in contact with faecal or putrescible matter must not directly or indirectly enter any watercourse and must receive treatment to the satisfaction of the Animal Control Officer/Environmental Health Officer adequate for the method of effluent disposal used. Where treatment is by land absorption or transpiration bed, sufficient land must be set aside and kept available for that purpose. The standard of wastewater treatment must be maintained to the satisfaction of the Animal Control Officer/Environmental Health Officer.
 - All available means must be used to prevent the barking of dogs to avoid the keeping of dogs becoming a nuisance to nearby residents because of the emission of noise.
 - No breeding of dogs allowed, unless planning approval obtained.
 - The premises have the appropriate fencing and infrastructure for the size and the number of dogs.
 - The premises is inspected every 4 months each year during the time that it holds a Kennel Licence.

DECISION

Cr Goninon/Cr Davis

That Council refuse the kennel licence to keep 12 Labradoodles at 310 Perth Mill Road, Perth.

Lost

Voting for the Motion:

Cr Davis and Cr Goninon

Voting Against the Motion:

Mayor Knowles, Cr Adams and Cr Polley

DECISION

Cr Polley/

That Council

- i) issue a kennel licence to keep no more than 12 Labradoodles at 310 Perth Mill Road, Perth, and
- ii) place an expiry date of 30 June 2023 upon the licence with the following specific conditions:
 - Every kennel & associated exercise area must be always maintained in a clean and sanitary condition to the satisfaction of the Animal Control Officer
 - Animal waste must be disposed of to the satisfaction of the Animal Control Officer and no faecal matter or other offensive or putrescibles matter must enter any watercourse
 - Wash-down water, wastewater or water which has been in contact with faecal or putrescible matter must not directly or indirectly enter any watercourse and must receive treatment to the satisfaction of the Animal Control Officer/Environmental Health Officer adequate for the method of effluent disposal used. Where treatment is by land absorption or transpiration bed, sufficient land must be set aside and kept available for that purpose. The standard of wastewater treatment must be maintained to the satisfaction of the Animal Control Officer/Environmental Health Officer.
 - All available means must be used to prevent the barking of dogs to avoid the keeping of dogs becoming a nuisance to nearby residents because of the emission of noise.
 - No breeding of dogs allowed, unless planning approval obtained.



- The premises have the appropriate fencing and infrastructure for the size and the number of dogs.
- The premises is inspected every 4 months each year during the time that it holds a Kennel Licence.

Motion lapsed for want of a Seconder

MINUTE NO. 22/238

DECISION

Cr Polley/Cr Adams

That the matter be deferred to a workshop for discussion; and a decision on the kennel licence application be deferred to a future Council meeting.

Carried

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Goninon and Cr Polley

Voting Against the Motion:

Cr Davis



10 COMMUNITY & DEVELOPMENT REPORTS

10.1 MONTHLY REPORT: DEVELOPMENT SERVICES

Responsible Officer: Des Jennings, General Manager

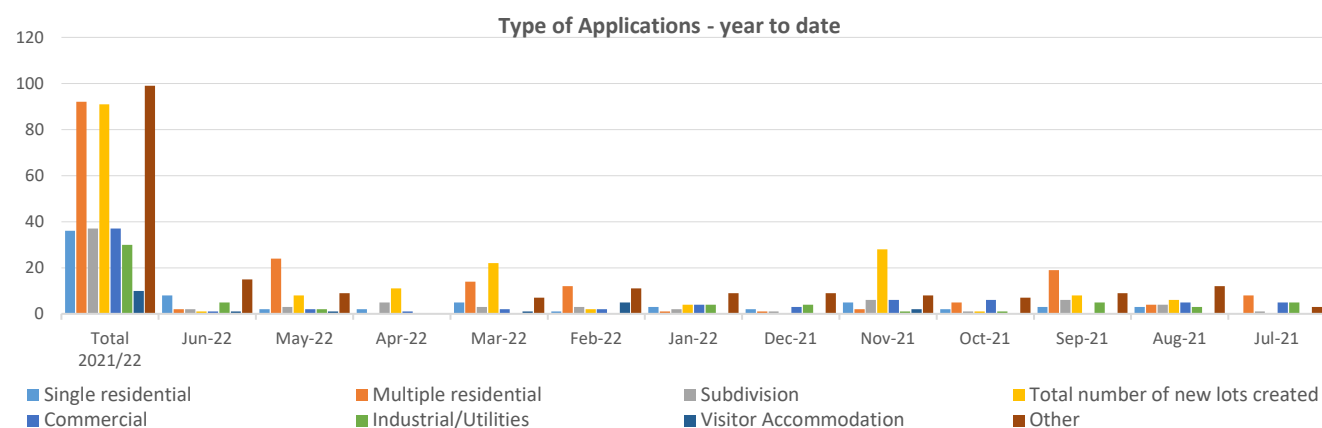
1 PURPOSE OF REPORT

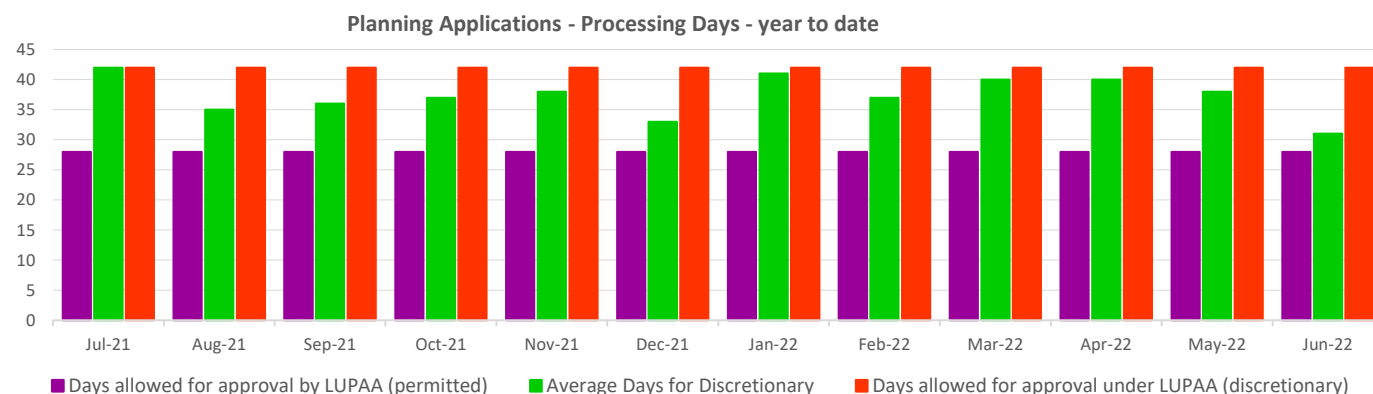
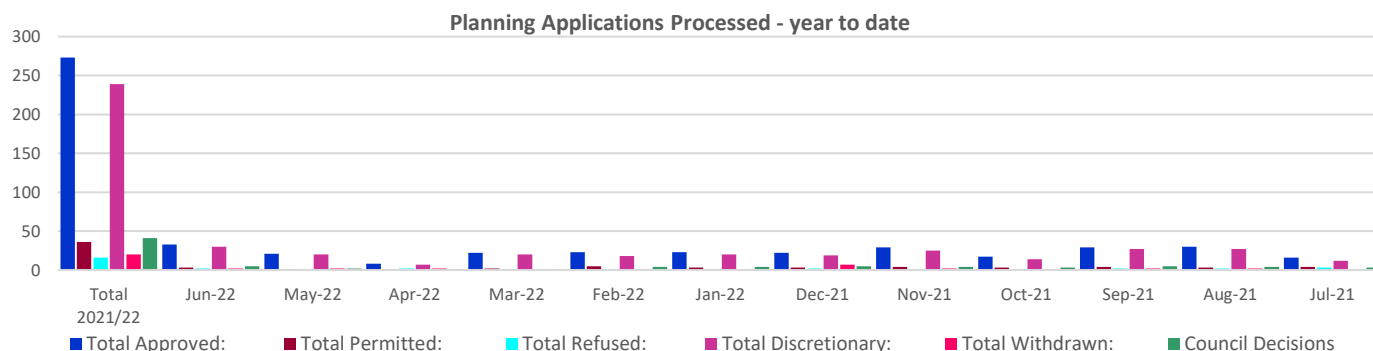
The purpose of this report is to present the Development Services activities as at the month end.

2 DEVELOPMENT SERVICES REPORTING

2.1 Planning Decisions

	Total YTD	July	Aug1	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Number of valid applications	254	14	34	35	21	37	20	15	15	17	8	24	14
Applications on STOP for further information							50	43	47	43	42	48	52
Single residential	36	0	3	3	2	5	2	3	1	5	2	2	8
Multiple residential	92	8	4	19	5	2	1	1	12	14	0	24	2
Subdivision	37	1	4	6	1	6	1	2	3	3	5	3	2
Total number of new lots created	91	0	6	8	1	28	0	4	2	22	11	8	1
Commercial	37	5	5	0	6	6	3	4	2	2	1	2	1
Industrial/Utilities	30	5	3	5	1	1	4	4	0	0	0	2	5
Visitor Accommodation	10	0	0	0	0	2	0	0	5	1	0	1	1
Total permitted	0	0	0	0	0	0	0	0	0	0	0	0	0
Total discretionary	10	0	0	0	0	2	0	0	5	1	0	1	1
Other (includes all residential development on existing dwellings [alterations/ additions, sheds, solar, fences, pools etc])	99	3	12	9	7	8	9	9	11	7	0	9	15
Total No. Applications Approved:	273	16	30	29	17	29	22	23	23	22	8	21	33
Total Permitted:	36	4	3	4	3	4	3	3	5	2	1	1	3
Average Days for Permitted	17.25	23	14	18	13	16	16	18	20	18	8	25	18
Days allowed for approval by LUPAA	28	28	28	28	28	28	28	28	28	28	28	28	28
Total Exempt under IPS:	84	8	9	5	4	14	10	2	3	6	4	10	9
Total Refused:	16	3	2	2	1	0	2	1	1	0	2	0	2
Total Discretionary:	239	12	27	27	14	25	19	20	18	20	7	20	30
Average Days for Discretionary:	37.33	42	35	36	37	38	33	41	37	40	40	38	31
Days allowed for approval under LUPAA:	42	42	42	42	42	42	42	42	42	42	42	42	42
Total Withdrawn:	20	0	2	2	1	2	7	0	0	0	2	2	2
Council Decisions	41	3	4	5	3	4	5	4	4	1	1	2	5
Appeals lodged by the Applicant	9	1	1	3	0	0	2	0	1	0	1	0	0
Appeals lodged by third party	1	1	0	0	0	0	0	0	0	0	0	0	0





Project	Details	Address	Applicant	No of LUPAA days	Perm / Disc / Exempt
DELEGATED DECISIONS					
PLN-21-0237	New Warehouse & Access with associated signage, car parking and landscaping (Road & Railway Assets Code, Car Parking & Sustainable Transport Code, Airports Impact Management Code, Signs Code, Translink SAP).	5 Hudson Fysh Drive, Western Junction TAS 7212	Ms Narelle Lobdale	41	D
PLN-22-0022	Land filling of Sports Field at Longford Football Ground (Flood Prone, Attenuation, Water Quality Code)	(CT232329/1) Smith St/Hay St, LONGFORD (and adjacent Crown Land, with access over PID6736617) TAS 7301	Northern Midlands Council	23	D
PLN-22-0038	Dwelling (Heritage Precinct, Vary Internal Frontage)	24A Malcombe Street, Longford TAS 7301	Abode Designer Homes	42	D
PLN-22-0054	Kerb realignment and installation of bollard and vehicle safety barriers (Heritage Precinct)	Corner of Wellington St & Marlborough St (adjacent to 1-3 Marlborough St), LONGFORD TAS 7301	Northern Midlands Council	20	D
PLN-22-0057	Part Change of Use to Residential (Vary Bicycle Parking Access, Safety and Security)	49 Lee Street, Rossarden TAS 7213	Evelina Van Hecke	34	D
PLN-22-0068	Dwelling & Garage & Front Fence (Vary Rear Setback & POS Provision)	3 Effra Court, Perth TAS 7300	BVZ Designs	21	D
PLN-22-0070	Swimming Pool including Demolition of Existing Pool (Irrigation District, Attenuation)	Old Marchington, 717 Hobart Road, Breadalbane TAS 7258	Prime Design	25	D
PLN-22-0071	Swimming Pool (Irrigation District & Vary Side Setback)	199 Maitland Road, Toiberry TAS 7301	Prime Design	38	D
PLN-22-0072	17m x 10m Farm Shed (Vary Side Setback, within ANEF Contour)	803 Hobart Road (access partly over CT131512/9), Breadalbane TAS 7258	Wilkin Design & Drafting Pty Ltd	25	D
PLN-22-0076	Dwelling & Garage (Sight distance at access; Attenuation distances)	3 Brewis Place, Lake Leake TAS 7210	Karl Robinson	36	D
PLN-22-0079	Shed (16mx8mx4.672m) (Vary site coverage, rear and side setbacks, outbuilding size >80m2)	293 Cressy Road, Longford TAS 7301	Benjamin Kingston	27	D



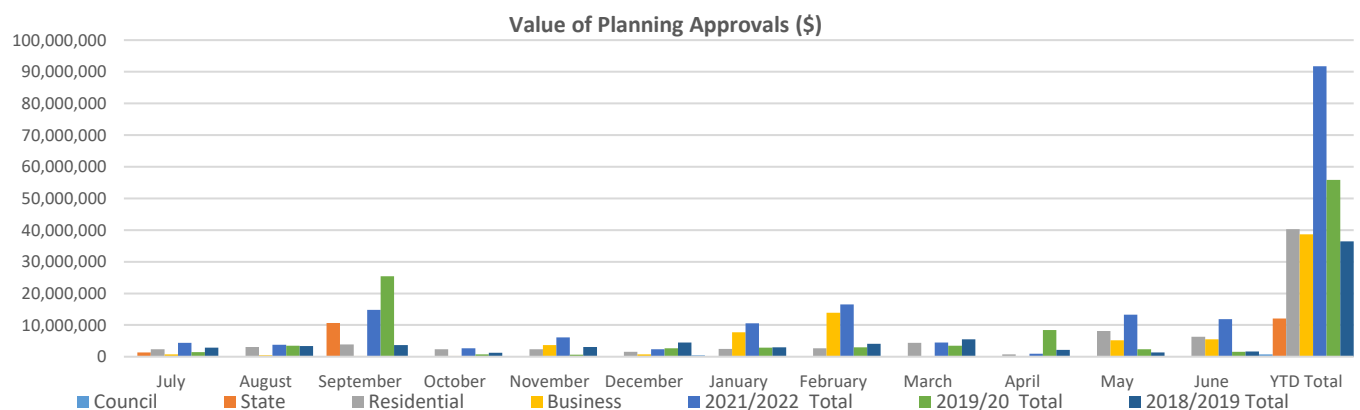
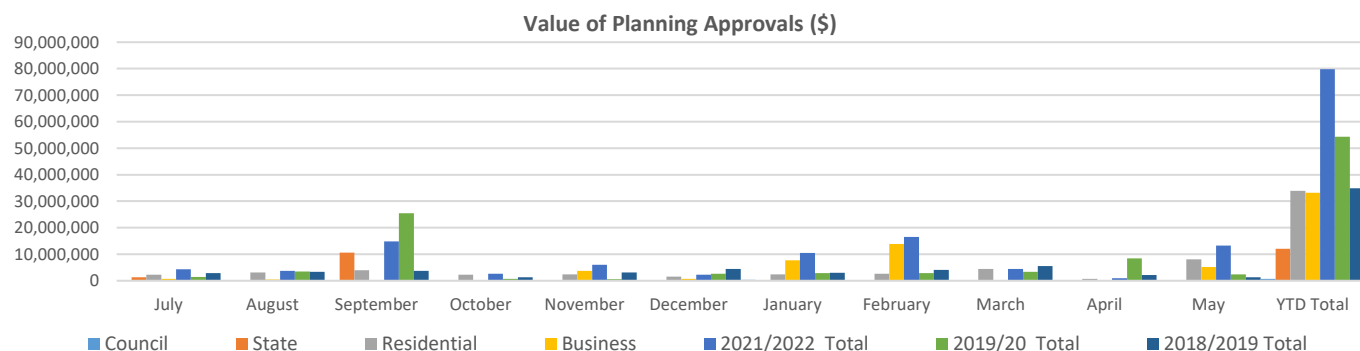
Project	Details	Address	Applicant	No of LUPAA days	Perm / Disc / Exempt
PLN-22-0081	Alterations & Additions to Existing Dwelling (Local Historic Heritage Code; Heritage Precinct)	130 High Street, Campbell Town TAS 7210	Leigh Adams	20	D
PLN-22-0083	Single dwelling (Scenic Management Area; Vary Location of Car Parking)	Lot 1, 2 Sinclair Street (CT 182777/1), Perth TAS 7300	Abode Designer Homes	29	D
PLN-22-0084	Swimming Pool (Attenuation, ANEF Contour)	772 Hobart Road, Breadalbane TAS 7258	Prime Design	26	D
PLN-22-0087	Carport (Vary Landscaping; Vary Bicycle Parking Access, Safety and Security; Water Quality Code)	Lot 12, Tooms Lake Rd, Ross TAS 7209	Peter Champion	33	D
PLN-22-0088	Alterations & Additions to Existing Outbuildings to Form Ancillary Dwelling (vary rear setback, Local Heritage Place, Heritage Precinct)	7 Drummond Street, Perth TAS 7300	Emily McClarron & Austin Bird	24	D
PLN-22-0089	Dwelling, Outbuilding & Associated Works (Scenic Management Code)	38 Fairtlough Street, Perth TAS 7300	6ty° Pty Ltd	35	D
PLN-22-0092	Dwelling, including Demolition of Existing Dwelling & Car Parking (Irrigation, Vary Setbacks, Car Parking and Sustainable Transport Code)	740 White Hills Road, Evandale TAS 7212	Crump Architects	33	D
PLN-22-0093	Extension to Existing Garage (Gross floor area of outbuildings in excess of 80m2)	83 Devon Hills Road, Devon Hills TAS 7300	Jamie Butler	34	D
PLN-22-0094	Minor Boundary Adjustment between 2 Lots	38 Burghley St & U5/40 Burghley St, Longford TAS 7301	AJ Phillips Surveying	7	P
PLN-22-0095	Change of Use of Barn to Visitor Accommodation, Alterations & Additions including Demolition of Existing Timber Structure (Heritage Listed Place, Heritage Place)	2 Russell Street, Evandale TAS 7212	Laurance Nicholls	37	D
PLN-22-0097	Outbuilding (20mx25m) (Vary Side Setback, Heritage Listed) - RE-ADVERTISED	15960 Midland Highway, Perth TAS 7300	Driscolls Nursery	24	D
PLN-22-0098	Alterations & Additions to Existing Dwelling (Vary frontage setback)	7 Sapphire Court, Perth TAS 7300	Engineering Plus	24	D
PLN-22-0102	Alts & Additions to Existing Residence (Scenic Management)	1487 Esk Main Road, Avoca TAS 7213	Design Intent Architecture & Management	14	P
PLN-22-0103	Removal of 4 Trees (Biodiversity Code)	4 Summit Drive, Devon Hills TAS 7300	Chloe Kidd	31	D
PLN-22-0105	Alterations & Additions to Existing Dwelling (Vary Side Setback)	'Brambletye', 1014 Glen Esk Rd, CONARA TAS 7211	Design Intent Architecture & Management	26	D
PLN-22-0106	Farm Shed (Vary southern/side setback; Attenuation, Scenic corridor)	832 Hobart Road, Breadalbane TAS 7258	Heath Clayton	28	D
PLN-22-0112	Multiple Dwellings (2) & Shed (Vary Area of Outbuilding & Vary Driveway Material)	Lot 5 Tasman St, ROSS TAS 7209	Roger Garment	24	D
PLN-22-0114	Window Shading Device (Heritage Listed, Vary roof form and materials; Heritage Precinct, Vary roof forms, and paint colours)	118 Bridge Street, Campbell Town TAS 7210	HBV Architects	22	D
PLN-22-0029	Shed (Development on and adjacent to existing and future arterial roads and railways)	30A Arthur Street, Perth TAS 7300	Engineering Plus	30	D
COUNCIL DECISIONS					
PLN-22-0055	20m x 10m Shed inc. Office & Lunchroom & Bitumen Apron (Vary side Setback [W], Heritage Listed)	Anstey St (Longford Racecourse PID 2853277), Longford TAS 7301	Woolcott Surveys	42	C
PLN-22-0082	Subdivision - 2 lots to 3 lots (Bushfire Prone Area, Vary Building Envelope (existing dwelling on Lot 1))	26-28 Charles St & 14 Saundridge Rd, Cressy TAS 7302	D J McCulloch Surveying	39	C
PLN-22-0075	Ancillary Dwelling (extend existing non-conforming residential use) (Road & Railway	2 Wellington Street, Longford TAS 7301	6ty° Pty Ltd	42	C



Project	Details	Address	Applicant	No of LUPAA days	Perm / Disc / Exempt
	Assets Code, Environmental Impacts & Attenuation Code)				
COUNCIL DECISIONS - REFUSAL					
PLN-22-0045	16 Multiple Dwellings (1 Existing, 15 New) (Reliance on performance criteria of the General Residential Zone, Road and Railway Assets Code & Car Parking and Sustainable Transport Code)	21 Drummond Crescent, 46 Drummond Street, Drummond Crescent and Drummond Street road reserves, Perth TAS 7300	Another Perspective	22	CR
PLN-21-339	Change of use to communal dwelling	26-28 Charles St Cressy	Wilkin Design	42	CR
DELEGATED DECISIONS - REFUSAL					

2.2 Value of Planning Approvals

	Council	State	2021/2022			2020/21	2019/20	2018/2019
			Residential	Business	Total	Total	Total	Total
July	0	1,327,500	2,310,000	743,247	4,380,747	3,377,500	1,429,000	2,863,500
August	106,000	120,000	3,070,274	485,000	3,781,274	3,709,500	3,503,000	3,369,300
September	27,000	10,605,000	3,910,000	275,000	14,817,000	6,189,000	25,457,550	3,704,400
October	86,000	0	2,322,500	230,295	2,638,795	9,987,000	717,900	1,282,500
November	1,800	0	2,365,619	3,684,800	6,052,219	3,281,226	648,500	3,079,000
December	30,000	0	1,534,458	755,000	2,319,458	2,617,240	2,636,000	4,499,500
January	403,871	0	2,419,000	7,725,575	10,548,446	4,413,100	2,830,700	2,965,400
February	0	0	2,680,550	13,861,000	16,541,550	5,788,780	2,916,000	4,090,500
March	0	0	4,409,000	50,000	4,459,000	2,914,596	3,425,000	5,537,000
April	0	0	759,860	183,000	942,860	5,068,500	8,452,750	2,110,350
May	0	0	8,127,000	5,200,000	13,327,000	5,625,188	2,345,000	1,335,500
June	40,000	10,000	6,342,078	5,515,000	11,907,078	6,129,617	1,530,500	1,646,000
YTD Total	694,671	12,062,500	40,250,339	38,707,917	91,715,427	59,101,247	55,891,900	36,482,950
Annual Total						59,101,247	55,891,900	36,482,950





2.3 Matters Awaiting Decision by TASCAT & TPC

TASCAT TASMANIAN CIVIL AND ADMINISTRATIVE TRIBUNAL	
PLN-21-0223	Appeal 152/21S. 102 & 104 Marlborough Street, Longford. Appeal against Council's refusal of 7 multiple dwellings. Preliminary conference held 17 January 2022. Mediation being undertaken.
PLN21-0195	Appeal P/2022/77. 47Marlborough Street, Longford. Appeal against Council's refusal of 21 multiple dwellings. Preliminary conference held 9 May 2022. Hearing set for 29 July 2022. Evidence to be exchanged 15 July.
PLN21-0073	Appeal P/2022/113. 5 Eskleigh Road, Perth. 2 lot subdivision. Appeal against request for additional information. Preliminary conference held 11 July 2022
Decisions received	
PLN21-0292	<p>Appeal 13/22P. 74 Marlborough Street, Longford. Appeal against Council's refusal of communal residence for seasonal workers. The grounds of refusal were: Inadequate vehicle parking and access; Inadequate private open space; and Inadequate provision of laundry facilities.</p> <p>Inadequate vehicle parking and access: There simply is adequate car parking of 1 space per bedroom as required by the scheme (4 bedrooms, 5 spaces provided). The ground of inadequate vehicle parking could not be maintained. The appellant has provided amended plans widening the access from 4m to the required 4.5m.</p> <p>Inadequate private open space: The private open space complies with the planning scheme requirement of at least 24m² measuring 6m x 4m. Council had no evidence to support this ground of refusal.</p> <p>Inadequate provision of laundry facilities: The planning scheme does not require laundry facilities. We have no evidence to support this ground for refusal. However, the applicant has provided revised plans showing one washer and one dryer with no loss of showers or toilets.</p> <p>Given that Council had no evidence to support the grounds of refusal, the General Manager agreed to replacing the refusal with a permit and advised Councillors of this. Consent agreement sent to the Tribunal. Decision received, permit issued.</p>
TPC TASMANIAN PLANNING COMMISSION	
LPS-NOR-TPS	Tasmanian Planning Scheme. The State Planning Provisions (SPPs) came into effect on 2/3/2017. They will have no practical effect until the Local Provisions Schedule (LPS) is in effect in a municipal area. Northern Midlands Council's Draft Local Provisions Schedule submitted to the Commission 19/12/2019. Post lodgement meeting held 5/5/2020. Matters raised by the Commission and recommended response tabled at the 29/6/2020 Council meeting. Remaining responses to post lodgement enquiries provided 28/08/2020. Submission of response to post lodgement enquiries made by TPC due 5/2/2021. Meeting held between Council and Commission staff to discuss these matters held 20/1/2021. Response provided to TPC 12/2/2021. TPC requested further clarifications 16/3/2021. Response provided 8/4/2021. Section 32(4) responses to final TPC queries provided 6/5/2021. Minister's declarations issued 31 May 2021 were included in 28 June Council agenda. GIS consultant made map changes required by the Minister. Provided to TPC 19/7/2021. TPC advised 13/8/2021 of final mapping changes needed for exhibition. GIS consultant made map changes required by the Minister. Provided to TPC 19/7/2021. 6/10/2021, received direction to publicly exhibit draft Local Provisions Schedule. Draft Local Provisions Schedule on public exhibition from 22 October to 21 December 2021. Section 35F report on representations to be presented to Council meeting of 21 February 2022. Deferred until 21 March meeting to get information on the process if Council supports any of the representations. Section 35F report on representations considered at Council meeting of 21 March 2022. Report sent to Tasmanian Planning Commission 28 March 2022. Hearings held 8-10 June 2022. Awaiting decision.
PLN21-0301	Draft Amendment 04-2021 for new collocated Emergency Services Facility for the Tasmania Fire Service and State Emergency Service at 17 Church Street, Campbell Town. Report to initiate the draft amendment and decide on permit considered at 22 March 2022 meeting. Initiated and approved. On public exhibition until 29 April 2022. Report on representations considered at Council meeting of 16 May 2022. Report on representations sent to Tasmanian Planning Commission. Awaiting hearing date to be set.
PLN22-0065	Draft Amendment 04-2022 to rezone part of 7 Wellington St, Longford, extend urban growth boundary and insert site specific qualification. Public notification until 29 July 2022.
Decisions received	
-	-

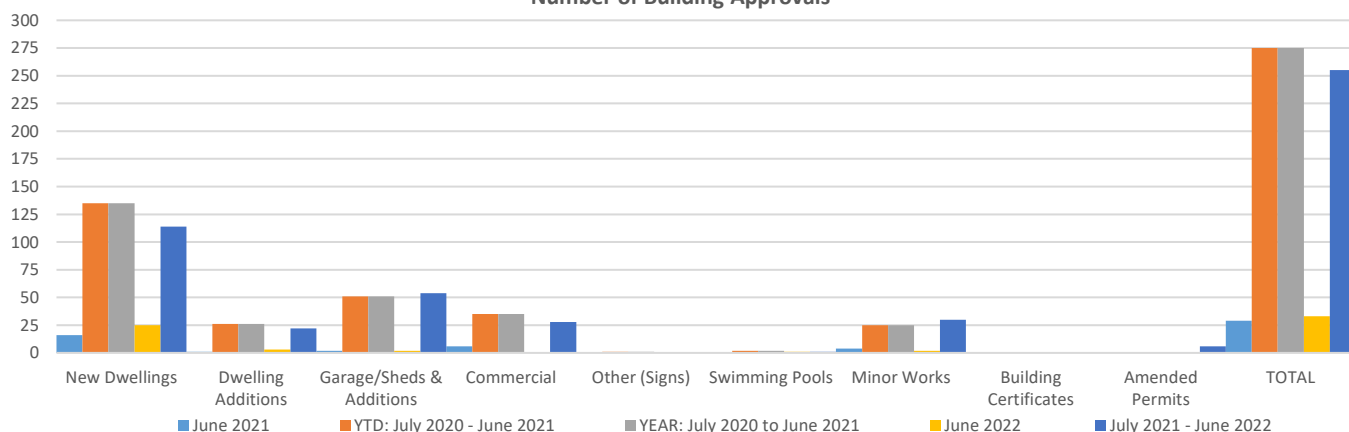


2.4 Building Approvals

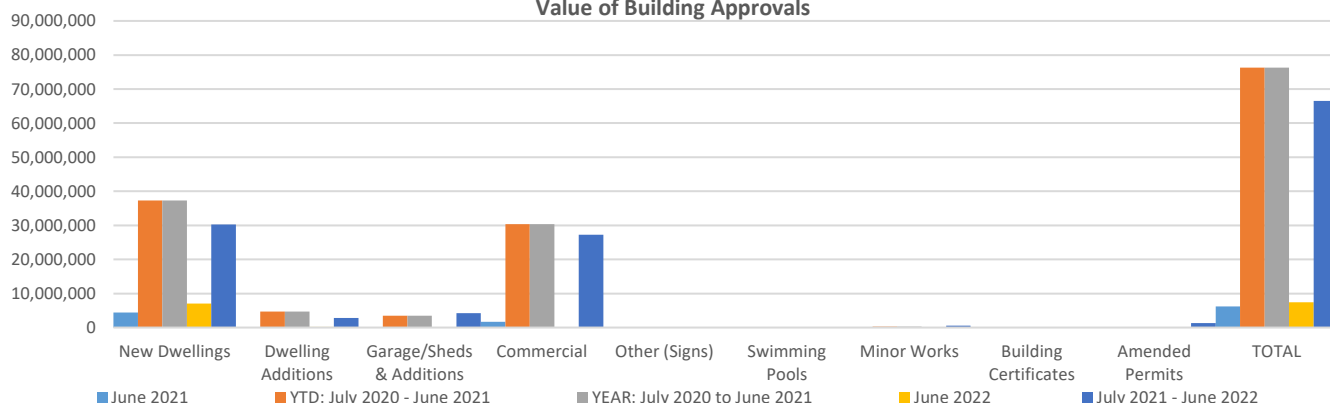
The following table provides a comparison of the number and total value of building works for 2020/2021 – 2021/2022.

	YEAR: 2020-2021				YEAR		YEAR: 2021-2022			
	June 2021		YTD 2020-2021		July 2020 - June 2021		June-2022		YTD 2021-2022	
	No.	Total Value	No.	Total Value	No.	Total Value	No.	Total Value	No.	Total Value
		\$		\$		\$		\$		\$
New Dwellings	16	4,393,672	135	37,308,797	135	37,308,797	25	7,066,319	114	30,244,148
Dwelling Additions	1	75,000	26	4,678,970	26	4,678,970	3	180,500	22	2,848,500
Garage/Sheds & Additions	2	48,000	51	3,494,830	51	3,494,830	2	58,000	54	4,236,238
Commercial	6	1,675,407	35	30,391,057	35	30,391,057	0	0	28	27,270,305
Other (Signs)	0	0	1	12,000	1	12,000	0	0	0	0
Swimming Pools	0	0	2	104,000	2	104,000	1	70,000	1	70,000
Minor Works	4	38,133	25	266,844	25	266,844	2	70,000	30	525,174
Building Certificates	0	0	0	0	0	0	0	0	0	0
Amended Permits	0	0	0	0	0	0	0	0	6	1,295,000
TOTAL	29	6,230,212	275	76,256,498	275	76,256,498	33	7,444,819	255	66,489,365
Inspections										
Building	0		30		30		0		38	
Plumbing	21		299		299		31		316	

Number of Building Approvals



Value of Building Approvals





2.5 Planning and Building Compliance – Permit Review

Below are tables of inspections and action taken for the financial year.

	This Month	2021/2022	Total 2020/2021
Number of Inspections	3	21	31
Property owner not home or only recently started			
Complying with all conditions / signed off		2	11
Not complying with all conditions			1
Re-inspection required	2	14	9
Notice of Intention to Issue Enforcement Notice			
Enforcement Notices issued			
Enforcement Orders issued			
Infringement Notice			
No Further Action Required	1	5	10

	This Month	2021/2022	Total 2020/2021
Number of Inspections	1	1	14
Property owner not home or only recently started			
Complying with all conditions / signed off			2
Not complying with all conditions			
Re-inspection required			2
Building Notices issued			
Building Orders issued			
No Further Action Required	1	1	10

	This Month	2021/2022	Total 2020/2021
Number of Inspections		11	35
Commitment provided to submit required documentation			11
Re-inspection required		8	11
Building Notices issued			5
Building Orders issued			5
Emergency Order			3
No Further Action Required		3	13

	This Month	2021/2022	Total 2020/2021
Number of Inspections		29	81
Commitment provided to submit required documentation		3	9
Re-inspection required		21	48
Enforcement Notices issued			1
Enforcement Orders Issued			
Notice of Intention to Issue Enforcement Notice issued			6

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

2.1 Strategic, sustainable, infrastructure is progressive

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

3.1 Sympathetic design respects historical architecture

3.2 Developments enhance existing cultural amenity

3.4 Towns are enviable places to visit, live and work

Place: Nurture our heritage environment

Environment - Cherish, Sustain our Landscapes and Preserve, Protect Our Built Heritage for Tomorrow

Strategic outcomes:

4.1 Cherish and sustain our landscape



4.2 Meet environmental challenges

4.4 Our heritage villages and towns are high value assets

4 STATUTORY REQUIREMENTS

4.1 Land Use Planning & Approvals Act 1993

The planning process is regulated by the *Land Use Planning & Approvals Act 1993*, section 43 of which requires Council to observe and enforce the observance of its planning scheme.

4.2 Building Act 2016

The *Building Act 2016* requires Council to enforce compliance with the Act.

5 RISK ISSUES

Lack of public awareness is a risk to Council. If people are not aware of requirements for planning, building and plumbing approvals, this may result in work without approval. Council continues to promote requirements to ensure the public is aware of its responsibility when conducting development.

6 COMMUNITY CONSULTATION

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

From time to time, articles are placed in the Northern Midlands Courier and on Council's Facebook page, reminding the public of certain requirements.

7 OFFICER'S COMMENTS/CONCLUSION

There have been 28 commercial building approvals valued at \$27,270,305 for 2021/22 (year to date), compared to 35 commercial building approval valued at \$30,391,057 (year to date) for 2020/2021.

In total, there have been 255 building approvals valued at \$66,489,365 (year to date) for 2021/2022, compared to 275 building approvals valued at \$76,256,498 (year to date) for 2020/21.

RECOMMENDATION

That the report be noted.

MINUTE NO. 22/239

DECISION

Cr Goninon/Cr Polley

That the report be noted.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



11 CORPORATE SERVICES REPORTS

11.1 MONTHLY REPORT: FINANCIAL STATEMENT

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 30 June 2022.

2 INTRODUCTION/BACKGROUND

The Monthly Financial Summary for the period ended 30 June 2022 is circulated for information.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates:

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

2.1 Strategic, sustainable, infrastructure is progressive

4 ALTERATIONS TO 2021-22 BUDGET

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

SUMMARY FINANCIAL REPORT

For Month Ending: 30-Jun-22 12

A. Operating Income and Expenditure

End of Financial Year Statement/Report to be completed by 15th August 2022

Budget Alteration Requests

- For Council authorisation by absolute majority

		Budget Operating	Budget Capital	Actuals
Capital works budget variances above 10% or \$10,000 are highlighted				
June				
May				
Fleet - F20 Child Care Vehicle	700020		\$20,000	C/fwd to 2022/23
Fleet - F23 Utility	700023		\$22,000	C/fwd to 2022/23
Fleet - F42 Truck 6 tonne	700042		\$58,000	C/fwd to 2022/23
Pth - Child Care Centre construction	791111		\$3,371,333	C/fwd to 2022/23 - under construction
Evan - RV Dump point	707918		\$30,000	Deferred for further investigation - cfwd 2022/23
Pth - Train Park Play Equipment Upgrade	708042		\$100,000	C/fwd to 2022/23
Lfd - Road Safety Park St Georges Park	708045		\$100,000	C/fwd to 2022/23
Lfd - Railway Bridge Pillar Restoration	708049		\$50,000	C/fwd to 2022/23
Pth - Train Park BBQ / shelter	715255.6		\$85,000	C/fwd to 2022/23
Pth - William Street BBQ / shelter	715255.4		\$55,000	C/fwd to 2022/23
Ctown - Rec Ground High St access upgrade	707805.3		\$150,000	C/fwd to 2022/23 - incl in Main St Program
Lake leak - Amenities upgrade	707766		\$145,256	C/fwd to 2022/23
Avoca - Hall Toilet Upgrade	707775		\$50,000	C/fwd to 2022/23
Cry - Hall Entrance upgrade	707868		\$40,000	C/fwd to 2022/23
Evan - Hall Roof replacement	707871		\$175,000	C/fwd to 2022/23
Evan - Falls Park Pavillion improvements	707872		\$31,000	C/fwd to 2022/23
Ross - Meeting facility improvements	707873		\$30,000	C/fwd to 2022/23
Ctown - Pool Improvements	707947		\$9,983	C/fwd to 2022/23
Evan - Community Centre Roof works	707955		\$20,000	C/fwd to 2022/23
Ross - Drill Hall roof replacement	708051		\$40,000	C/fwd to 2022/23
Lfd - Cemetery toilet upgrade	720132		\$5,000	C/fwd to 2022/23



Evan - Medical Centre extension	720137	\$300,000	C/fwd to 2022/23
Pth - Rec Ground carpark	720144	\$167,100	C/fwd to 2022/23
Lfd - Main Street & Memorial Hall	707987	\$4,000,000	C/fwd to 2022/23
Pth - Youl Road K&G and seal verge and footpath	751425/6	\$400,000	Deferred awaiting road handover from State Growth
Lfd - Entrance roundabout landscaping	751614	\$200,000	C/fwd to 2022/23
W/Junction - Hobart Road shared pathway	751614.6	\$250,000	C/fwd to 2022/23
Pth - Landscaping of bypass areas	752017	\$286,742	Deferred awaiting road handover from State Growth
Pth - Main Street upgrade program	752025	\$691,000	C/fwd to 2022/23
Lfd - Hay Street verge reconstruction	750536	\$70,000	C/fwd to 2022/23
Lfd - Hobhouse Street reconstruction	750579	\$121,000	C/fwd to 2022/23
Ctown - Main Street Improvement Program	750544	\$925,000	C/fwd to 2022/23
Lfd - Marlborough/Wellington St intersection	750840	\$20,000	C/fwd to 2022/23
Pth - William Street Footbridge	749963	\$270,000	C/fwd to 2022/23 - in progress
	745045 &		
Cry - Bridge guardrail replacement	745517	\$102,000	C/fwd to 2022/23
Liffey - Bridge 9997 Campsite Bridge	749997	\$132,440	Deleted not to proceed
W/Junction - Gatty Street detemtopm basom	788601	\$252,540	C/fwd to 2022/23
Evan - Stormwater Barclay Street	788632	\$385,030	C/fwd to 2022/23
Lfd - Penstock valve Union Street flood levee	788644	\$45,570	C/fwd to 2022/23
April			
March			
February			
January			
Note - December budget changes not yet reflected in accounts			
		No changes identified in January	
December			Note
Original Budget Operating Surplus		-\$22,229!	1*
- Interest on Investments	100300	-\$10,000	1 Additional revenue
	101000 /		
- Govenance General Expenditure	101010	\$60,000	2 Increased consultancy
- Receptions/Presentations	102300	\$1,201	3 Additional expenditure
- NTD - Nth Tas Residential Demand & Supply Study	102604	\$5,549	4 Additional funding requirement
- Other Council Expenditure	102950	\$20,000	5 Increased consultancy
- Corporate General Consultancy	202300	\$3,000	6 Increased consultancy
- Computer Operations	205300	\$27,000	7 E-cloud hosting
- Tourism - Re-assign Project Grant	507439	-\$353,050	8 Grant funding
- Tourism - Re-assign Project Expenditure	507260	\$353,050	9 Grant expenditure
- Health Food Licences	323950	-\$5,000	10 Additional revenue
- Grants Employee Training P&D	300555	-\$5,000	11 Additional revenue
- Planning Fees	323150	-\$203,928	12 One off Fee additional revenue
- Planning Consultancy	323350	\$70,000	13 Additional budget
- Building Permit Authority	323590	\$30,000	14 Reduce budget revenue
- Asset Management	324470	\$33,000	15 Increased consultancy
- Works Traineeship grants	404075	-\$11,500	16 Additional revenue
- Works Road Revenue Other	325200	-\$12,800	17 Increased revenue
- Works Stormwater maintenance C'Town	420066	\$8,000	18 Increased expenditure budget
- Water Trust income	438950	\$2,060	19 Delete budget
- Water Trust Expenditure	439200	-\$2,060	20 Delete budget
- Works Public Amenities cleaning	503650	\$30,000	21 Increase budget expenditure
- Pool Ctown Committee closure	517530	-\$24,646	22 Additional revenue
- Special Community Projects	517210	-\$23,357	23 Reduce budget expenditure
- FAGS Grant adjustment 21/22		-\$6,717	Additional revenue
New Operating Surplus		-\$37,427!	
Change = Surplus Increase		-\$15,198	
Capital			
- Office Furniture	780006	\$6,000	C1 New budget allocation
- Cry - Childcare Centre Painting	791105	-\$10,000	C2 Budget not required maint only
- Avoca Boucher Park	708025	\$7,400	C3 Additional Budget
- Ctown Topdress ground after irrigation	708035	\$25,815	C4 Additional Budget
- Ross Topdress Rec Ground	708037	-\$14,000	C5 Tfr to Ross Pool Fibre Glassing
- Ross Pool Fibre Glass lining	708052	\$15,000	C6 Reallocation
- Perth Roundabouts signage	752015.1	\$5,603	C7 Reallocation from 752017
- Perth Roundabouts Landscaping	752017	-\$5,603	C8 Reallocation
- Perth Cromwell Street section reconstruction	750329	\$5,587	C9 New budget allocation
- Midlands Silhouettes	New	\$10,000	Min 21/444 C10 New budget allocation
- Tooms Lake Improvements	New	\$20,000	Min 21/445 C11 Commitment with \$80,000 grant
- Stormwater Projects	New		C12 New additional budget
- Oakmount Street extension	New	\$30,000	New budget allocation
- Translink Avenue detention basin extension	New	\$50,000	New budget allocation
- Lfd Flood Levee Penstock Valve	New	\$45,570	Matching grant of \$45,750
- Pth Little Mulgrave Street	New	\$10,000	New budget allocation



- Pth Sheepwash Creek widening for detention	New	\$40,000	New budget allocation
- Avoca St Pauls Place	New	\$20,000	New budget allocation
- Other stormwater projects	New	\$30,000	New budget allocation
		<u>\$291,372**</u>	
**Additional Capital budget allocation to be funded from projects deferred in 2021/22 or infrastructure reserves and funded in 2022/23			
November			
Ctown - Tennis Court Shade Shelter	707805.51	\$16,000	Additional allocation
Ctown - Rec Entrance Improvements	707805.97	-\$16,000	
Pth - Edward Street Footpath & Driveways	750395.6	\$18,664	Required after subdivision
Lfd - Paton Street Footpath south side	750999.6	\$2,817	Additional allocation
Cry - Main Street Saundridge south	750795	\$11,315	Unbudgeted project
Footpath Replacements unallocated	750000	-\$32,796	
Ctown - Stormwater High St (Edgar to Mason)	788637	\$10,000	Unbudgeted project
Cry - Stormwater Church Street	788638	\$30,000	Unbudgeted project
Stormwater - Unallocated Projects	788575	-\$40,000	
October			
Fees & Charges - Impounding Fee Initial	From \$ 72Increased to \$75		Increased in line with fees from pound operator increases
Fees & Charges - Impounding Fee Subsequent	From \$ 95Increased to \$98		Increased in line with fees from pound operator increases
Fees & Charges - Pound Fee after 1st day	From \$ 22Increased to \$25		Increased in line with fees from pound operator increases
September			
D2018010 R Preece	101.10		Bad Debt - Deemed uncollectable by EMPRS
D201908 P Groves	326.00		Bad Debt - Deemed uncollectable by EMPRS
D2019019 P Groves	163.00		Bad Debt - Deemed uncollectable by EMPRS
D2019021 P Groves	168.00		Bad Debt - Deemed uncollectable by EMPRS
D2019023 P Groves	168.00		Bad Debt - Deemed uncollectable by EMPRS
D2019024 P Groves	168.00		Bad Debt - Deemed uncollectable by EMPRS
D2019025 P Groves	168.00		Bad Debt - Deemed uncollectable by EMPRS
D2019027 P Groves	168.00		Bad Debt - Deemed uncollectable by EMPRS
D2020036 P Groves	168.00		Bad Debt - Deemed uncollectable by EMPRS
August			
Footpath - Main Street Cressy	750796.6	-\$67,000	Tfr allocation to different
Footpath - Church Street (Main to Charles) at Cressy		\$67,000	location in Cressy
Footpath - Park St (High to Bridge) Ross	750986.6	-\$30,000	Completed 2020/21 reallocate
Footpath & ramp - to old Lfd Gym access	707752.96	\$30,000	
July			
No adjustments for July.			

B. Balance Sheet Items

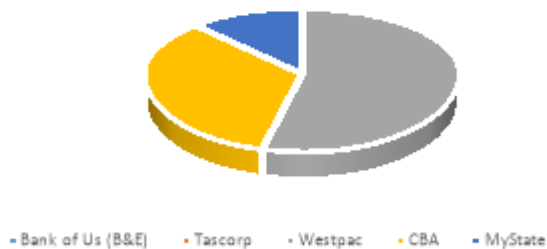
	Year to Date Actual	Monthly Change	Same time last year	Comments
Cash & Cash Equivalents Balance				
- Opening Cash balance	\$19,432,295	\$27,030,526		
- Cash Inflow	\$31,803,896	\$1,926,608		
- Cash Payments	-\$25,263,086	-\$2,984,028		
- Closing Cash balance	\$25,973,106	\$25,973,106		
Account Breakdown				
- Trading Accounts	\$8,265,791			
- Investments	\$17,707,315			
	\$25,973,106			
	\$0			

Summary of Investments

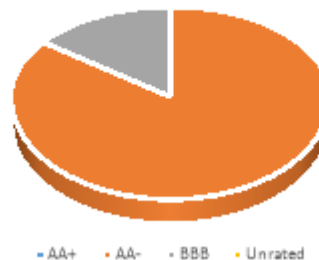
	Investment Date	Maturity Date	Interest Rate%	Purchase Price	Maturity Value
Tasmanian Public Finance Corporation Call Account	7/06/2022	30/06/2022	0.85	\$5,402	\$5,405
CBA Call Account	17/06/2022	30/06/2022	0.06	\$1,574	\$1,574
CBA Business Online Saver	29/06/2022	30/06/2022	0.95	\$109,202	\$109,204
Westpac Corporate Regulated Interest Account	30/06/2022	30/06/2022	1.10	\$169,712	\$169,712
Westpac - Stimulus	4/04/2022	4/07/2022	3.37	\$5,500,000	\$5,546,211
CBA	14/06/2022	14/07/2022	1.24	\$1,000,000	\$1,001,019
CBA	14/06/2022	12/12/2022	2.94	\$1,000,000	\$1,014,579
CBA	14/06/2022	13/03/2023	3.70	\$1,000,000	\$1,027,573
Westpac	13/04/2022	13/04/2023	1.91	\$4,500,000	\$4,585,950
CBA	14/06/2022	10/05/2023	3.94	\$5,000,000	\$5,178,110
My State Financial	25/05/2022	25/05/2023	2.70	\$3,371,425	\$3,462,454
Westpac - Stimulus	29/06/2022	29/06/2023	3.30	\$1,050,000	\$1,084,650
Westpac - Stimulus	16/06/2022	16/12/2024	1.60	\$3,000,000	\$3,120,197
				\$25,707,315	\$26,306,638



Investments by Institution

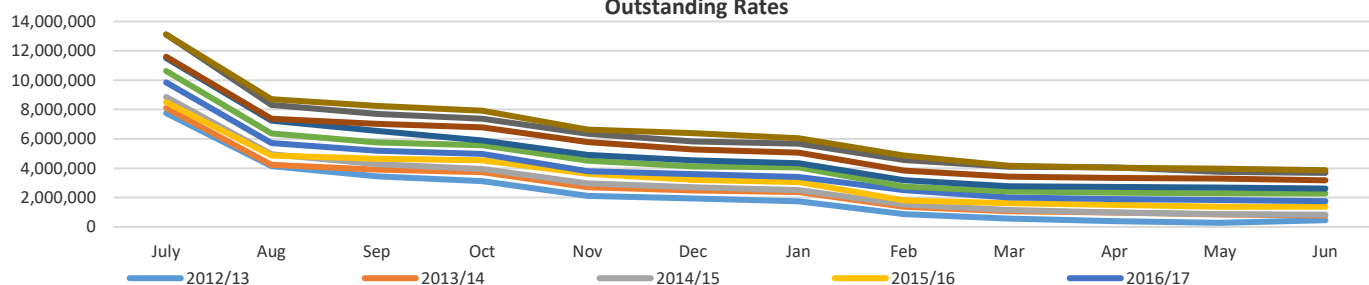


Total Investments by Rating (Standard & Poor's)



Rate Debtors	2020/21	% to Raised	Same Time Last Year	% to Raised
Balance b/fwd	\$3,205,341		\$2,808,852	
Rates Raised	\$12,640,895		\$11,906,149	
	\$15,846,236		\$14,715,001	
Rates collected	\$11,459,895	90.7%	\$10,976,615	92.2%
Pension Rebates	\$496,644	3.9%	\$486,451	4.1%
Discount & Remissions	\$26,594	0.2%	\$46,594	0.5%
	\$11,983,132		\$11,509,660	
Rates Outstanding	\$3,863,134	30.6%	\$3,680,130	30.9%
Advance Payments received	-\$569,775	4.5%	-\$474,789	4.0%

Outstanding Rates



Trade Debtors			
Current balance	\$707,792		
- 30 Days	\$627,747		
- 60 Days	\$14,186		
- 90 Days	\$23,996		
- More than 90 days	\$41,863		
Summary of Accounts more than 90 days:	-		
- Norfolk Plains Book sales	171		
- Hire/lease of facilities	11,557		
- Removal of fire hazards	6,192		
- Dog Registrations & Fines	18,556		
- Private Works	1,241		
- Regulatory Fees	4,147		
- Govt Reimbursements	-		

C. Capital Program	Budget	Actual (\$,000)	Target 100%	Comments
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Full Report of Financial Indicators with End of Financial Year Report

D. Financial Health Indicators

Target	Actual	Variance	Trend
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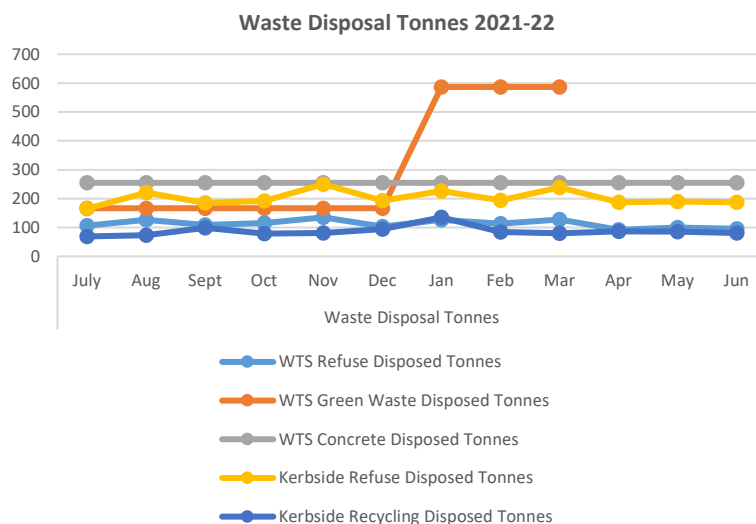
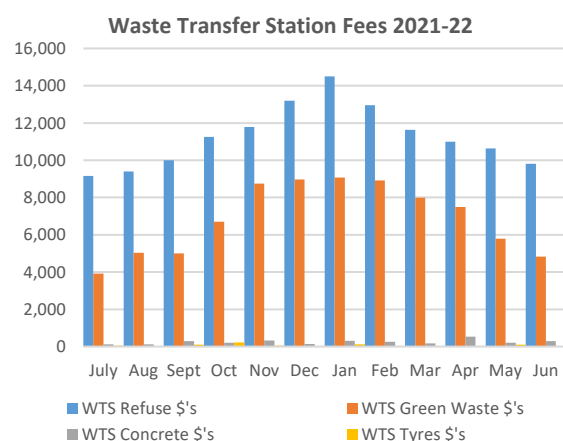
Full Report of Financial Indicators with End of Financial Year Report

E. Employee & WHS scorecard

	YTD	This Month
Number of Employees	101	101
New Employees	32	0
Resignations	19	0
Total hours worked	144,151	11,343
Lost Time Injuries	0	0
Lost Time Days	1	0
Safety Incidents Reported	16	0



Hazards Reported	18	0	
Risk Incidents Reported	5	0	
Insurance claims - Public Liability	0	0	
Insurance claims - Industrial	0	0	
Insurance claims - Motor Vehicle	14	0	
IT - Unplanned lost time	1	0	
Open W/Comp claims	19	1	
F. Waste Management			
Waste Transfer Station	2019/20	2020/21	2021/22 Budget 2021/22 Year to Date
Takings			
- Refuse	\$92,611	\$119,842	\$117,373 \$135,285
- Green Waste	\$50,996	\$80,904	\$76,857 \$82,450
- Concrete	\$1,551	\$2,293	\$1,962 \$2,980
- Tyres		727	\$642 \$694
Total Takings	\$142,782	\$203,767	\$196,833 \$221,409
Tonnes Disposed			
WTS Refuse Disposed Tonnes	1388	1432	1404 1349
WTS Green Waste Disposed Tonnes	5400	4670	4486 2760
WTS Concrete Disposed Tonnes	0	3056	0 3056
Kerbside Refuse Disposed Tonnes	2326	2435	2052 2430
Kerbside Recycling Disposed Tonnes	1036	1051	1095 1048
Total Waste Tonnes Disposed	10150	12644	9037 10643



5 OFFICER COMMENTS

The full Financial Statement as at 30 June 2022 will be provided for the Council's Annual General Meeting.

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

6 ATTACHMENTS

Nil

RECOMMENDATION

That Council:

- receive and note the Monthly Financial Report for the period ending 30 June 2022, and



MINUTE NO. 22/240

DECISION

Cr Adams/Cr Goninon

That Council receive and note the Monthly Financial Report for the period ending 30 June 2022.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



11.2 POLICY REVIEW: ACCESS TO UNITS; AND RURAL REFUSE COLLECTION SERVICE

Responsible Officer: Maree Bricknell, Corporate Services Manager

Report prepared by: Gail Eachar, Executive Assistant

1 PURPOSE OF REPORT

The purpose of this report is for Council to review and update the

- Rural Refuse Collection Service Policy, and
- Access to Residential Units Policy.

2 INTRODUCTION/BACKGROUND

Rural Refuse Collection Service Policy

Council first adopted its Rural Refuse Collection Service Policy in 2015. The Policy has been scheduled for review every four years, and was last reviewed in 2018.

The policy is to provide guidelines to ensure consistency when extending the current refuse collection and recycling service to further rural areas.

Access to Residential Units Policy

Council first adopted its Access to Residential Units Policy in 2009. This Policy has been scheduled for review every four years, and was last reviewed in 2018.

The policy is to provide guidance in allowing access to Council owned residential units of which there is four located at Evandale and four located at Campbell Town.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.2 Councillors serve with integrity and honesty
- 1.3 Management is efficient, proactive and responsible

4 POLICY IMPLICATIONS

Council should be proactive in reviewing its policies.

5 STATUTORY REQUIREMENTS

Not applicable.

6 FINANCIAL IMPLICATIONS

Kerbside waste collection services are funded from an annual charge issued in the annual rates bill to property owners.

Revenue from residential units is based on a weekly rental indexed each year.



7 RISK ISSUES

If Council does not undertake a timely review of its policies, there is a risk that policies will lose their relevance and no longer be fit for purpose.

8 CONSULTATION WITH STATE GOVERNMENT

Not applicable.

9 COMMUNITY CONSULTATION

Not applicable.

10 OPTIONS FOR COUNCIL TO CONSIDER

To endorse the updates to the policies, or not.

11 OFFICER'S COMMENTS/CONCLUSION

Only minor changes required to each policy which are marked by a ~~highlighted strikethrough~~.

12 ATTACHMENTS

1. Access to Units Policy [11.2.1 - 2 pages]
2. Rural Refuse Collection Service Policy i [11.2.2 - 2 pages]

RECOMMENDATION

That Council endorse the updated:

- i) Access to Residential Units Policy; and
- ii) Rural Refuse Collection Service Policy

MINUTE NO. 22/241

DECISION

Cr Davis/Cr Adams

That Council endorse the updated:

- i) Access to Residential Units Policy; and
- ii) Rural Refuse Collection Service Policy

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



12 WORKS REPORTS

12.1 REQUEST TO LOWER SPEED LIMIT: DRUMMOND STREET AND YOUL ROAD, PERTH

Responsible Officer: Leigh McCullagh, Works Manager

Report prepared by: Jonathan Galbraith, Engineering Officer

1 PURPOSE OF REPORT

The purpose of this report is for Council to consider a request to lower the speed limit on Drummond Street and Youl Road, Perth.

2 INTRODUCTION/BACKGROUND

On the 4th of July 2022 Council received correspondence from Mr Garry Hills of the Department of State Growth regarding a request from a resident for the speed limit on Drummond Street, Perth to be lowered to 50kph. Mr Hills does not believe that lowering the speed limit to 50kph can be justified but suggests that it should be lowered to 60kph now that Drummond Street is no longer a through road. He also suggests that the short 70kph section on Youl Road should be lowered to 60kph.

These roads are both currently maintained by the Department of State Growth but are in the process of being transferred to Council.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

1.4 Improve community assets responsibly and sustainably

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

2.1 Strategic, sustainable, infrastructure is progressive

4 POLICY IMPLICATIONS

It is likely that if future development occurs on the southern side of Drummond Street, that Council will receive request to further lower the speed limit to 50kph. At that point a 50kph speed limit could be more appropriate.

5 STATUTORY REQUIREMENTS

The follow rules and regulations are relevant to this matter:

- *Tasmania Road Rules 2019*
- *Vehicles and Traffic Act 1999*

6 FINANCIAL IMPLICATIONS

N/A



7 RISK ISSUES

There is a significantly higher risk or injury in a traffic accident on a 70kph speed limited road compared to a 60kph road.

8 CONSULTATION WITH STATE GOVERNMENT

This report has been prepared for Council at the request of the State Government.

9 COMMUNITY CONSULTATION

The request for the speed limit to be lowered was received by the Department of State Growth from a community member. There have also been previously requests from community members for the speed limit to be lowered.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can either;

- advise the Department of State Growth that Council supports the proposal to lower the speed limit to 60kph on Drummond Street and Youl Road, Perth; or
- not support the proposal.

11 OFFICER'S COMMENTS/CONCLUSION

It is recommended that Council support the lowering of the speed limits on Youl Road and Drummond Street, Perth. Both Youl Road and Drummond Street are now residential streets as a result the construction of the Perth bypass and the 70kph speed limit is no longer necessary.

12 ATTACHMENTS

Nil

RECOMMENDATION

That Council support the recommendation from the Department of State Growth to lower the speed limits on Drummond Street and Youl Road Perth to 60 kph.

MINUTE NO. 22/242-1

DECISION

Cr Goninon/Cr Davis

That Council support the recommendation from the Department of State Growth to lower the speed limits on Drummond Street and Youl Road Perth to 60 kph.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



13 PUBLIC QUESTIONS AND STATEMENTS

PUBLIC ATTENDANCE DURING THE COVID-19 DISEASE EMERGENCY DECLARATION

Public Attendance Meeting Guidelines during the COVID-19 Disease Emergency

The conduct of Council Meetings is currently being undertaken in accordance with the *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020*. This has necessarily meant that public attendance at meetings has been restricted.

While COVID-19 restrictions remain in place, Council is mindful of the need to ensure community safety and compliance with regard to social distancing and limitations on the number of persons who may gather. This obligation is balanced with the need to minimise disruption to the business of Council.

Council determined that limited public access to Council meetings would be permitted from the Council Meeting scheduled for 14 December 2020.

Attendance of the public will be restricted to those who wish to make representation or present a statement in person at the meeting, preference is to be given to individuals

1. making representations to planning applications which are subject to statutory timeframes (limit of 4 persons per item),

and

2. those making statements or representations on items listed in the Agenda for discussion (limited to 2 persons).

To ensure compliance with Council's COVID-19 Safety Plan, any person wishing to attend will be required to register their interest to attend, which is to be received by Council before 12noon 4 days (i.e. usually the Friday) preceding the meeting by emailing council@nmc.tas.gov.au or phoning Council on 6397 7303.

On arrival attendees will:

- be required to complete the health declaration section of their registration form to support COVID-19 tracing (in the event that it is necessary); and
- receive direction from council officers (or Council's delegate) in relation to their access to the meeting room.

Access to the Municipal Building will only be permitted prior to 5.00pm and between 6.30pm to 6.40pm. Public Question Time commences at 6.45pm.

Members of the public who would prefer not to attend the meeting, but would like to ask a question or make a representation to the Council that would normally be heard during Public Question Time, may forward their question/representation to council@nmc.tas.gov.au which is to be received by Council before 12noon 4 days (i.e. usually the Friday) preceding the meeting.

Any questions/representations received will be circulated to Councillors prior to the meeting, tabled at the meeting and recorded in the minutes of the meeting.

These arrangements are subject to review based on any change in circumstance relating to the COVID-19 Disease Emergency.

Council will continue to ensure minutes and audio recordings of Council meetings are available on Council's website.

PUBLIC QUESTIONS AND STATEMENTS

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

Public question time is to commence 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 submission speaker is limited to a maximum of 3 minutes.

PUBLIC QUESTIONS

Councillor Calvert attended the meeting at 5.39pm.

Mayor Knowles adjourned the meeting for the meal break at 5.44pm.

Mayor Knowles reconvened the meeting after the meal break at 6.45pm.

No questions were forthcoming from the gallery.



14 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.

MINUTE NO. 22/252

DECISION

Cr Goninon/Cr Calvert

That the Council intends to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993* for Agenda Item/s 15.1 to 15.5.

Carried Unanimously

14.1 STATEMENTS

REPRESENTATIONS ON PLANNING ITEMS

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

Each speaker is limited to a maximum of 3 minutes.

PLAN 15.2: PLN 22-0040: Road & Streetscape Works, Wellington Street, Longford

Mr Michael Morris, Longford

Mr Morris provided the following statement from which he read:

While my objection was in 3 parts addressing 3 separate areas, the following comments will address only the issue of cyclist safety. Specifically I wish to respond to the planners comments to my objection. To recap my concern is the proposal narrows the effective carriageway for cyclists and vehicles. Where currently there is sufficient room for a vehicle to pass a parked car and cyclist safely that will no longer be the case should this DA proceed. The cyclist will need to use the main carriageway and consequently hold up traffic for the entire length of this development. While technically legal we all know that will be a recipe for accidents, disharmony and road rage incidents.

The planners comments about this are as follows

Council has established a Cycling Committee and will be working towards cycling pathways throughout the municipality. The main carriageway width has not been decreased as a result of the proposal. Cyclists have the right to utilise the main carriageway in accordance with the law, and overtaking shall only be undertaken when safe to do so with a 1.5m distance. Whilst cyclist safety is a concern, Council will be working towards cycling pathways, and alternative routes are available should a cyclist not feel safe traversing those sections of Wellington Street i.e. other routes using subsidiary roads.

Let me deal with these in turn. The existence of a cycling committee does nothing to change the fact that the DA is a risk to cyclists, and the committee hasn't even met yet, nor unsurprisingly I might add, been invited to give input to this proposal. The possibility of future cycleways likewise does nothing to address the fact that cyclists have a right as legitimate road users to safely use the existing roadways, and access the library, businesses and residences along this stretch of Wellington St. And while the main carriageway may not have been decreased, the effective carriageway (the distance from a parked car on one side of the road to a parked car on the other side) most certainly has, and this is the critical distance. To suggest using alternative routes or subsidiary roads is laughable - how do I cycle to the library or Ernestos or private residences fronting Wellington St using an alternative route or a subsidiary road.

The fact is the planner has not offered one reasonable solution to my objections and the DA continues to show no regard to cyclist safety and puts them on a collision course with vehicles, and consequently should be rejected on that basis.



PLAN 15.5: PLN 22-0104: Alterations & Additions to Longford Memorial Hall & Associated Works - 53 Wellington Street, Longford

Mr Chris Cornes, Longford

Mr Cornes provided the following statement from which he read:

We can't believe the council is even considering this development of the memorial hall. There seems to be a complete lack of acknowledgement of the objections of many, many Longford residents. We have been residents of the village green for over 20 years. In that time we have toed the line, conformed to the heritage standards, even as far as being told as to what size windows we were allowed on the back of our house.

We didn't object to the installation of public toilets directly across the street; being that it was for the overall good of the town. This unnecessary development is in no way in keeping with the historic look of the park and surrounds.

Regarding the existing elm tree, the planner's comment is that "a management plan to be adopted during construction to protect the tree". Anyone with any horticultural knowledge would know a tree can die years after the ground around it has been disturbed and impacting the ground around it with buildings.

Q: Why do we need so many toilets?

A: We don't.

Q: Why do we even need this development?

A: There are other suitable venues in Longford, more suitable in fact like the Town Hall and excellent Riverlands.

I say that those proposing the increase in size of the hall and denying it will have no impact on the green space have not been at the park on a busy summer's day. There are only two open spaces in the park and this is going to encroach on one of them. More and more people are coming to our unique playground and the park is going to be more in demand and busier.

Having a glass fronted function room, where people will be drinking alcohol, close to and overlooking a children's playground I put to you is totally unacceptable.

As far as the passive permit alcohol lines goes, functions like weddings are going to go on for much later than 10pm with all the associated social disturbances. I'm sure none of the council would want such a venue across the street from their home.

This is the village green, not the town function centre. This grant supposedly for just renovating the hall is better spent on upgrading other village green facilities. I say to you councillors that once this has been built there is no getting back that park area, and if this is your legacy of money badly spent denying families of valuable park space this is shameful.

Mrs Annette Aldersea, Longford

Mrs Aldersea provided the following statement from which she read:

Thank you for giving me the opportunity to speak.

We are disappointed that the large re-development of the Longford Memorial Hall may be given approval, encroaching into the open space of the Village Green, negatively impacting the original structure, and the surrounding heritage buildings and precinct.

Unfortunately, it appears this issue is not going away. As we live directly opposite the Hall, we, and the other residents of Lyttleton Street, who's concerns to date have not been fully considered, will be by far the most affected by this development. As we have to look at the Hall every day, we are only asking for some minor changes which will soften the impact to us and will have minimal effect on the budget. The issues we ask be addressed are:

- The unacceptable colour finish on the active door leafs and windows in powdercoat Precious Silver Kinetic Pearl. This silver colour will give the appearance of a modern shop front entrance.*
- These must be changed to a deeper, less obtrusive shade such as Precious Metropolis Storm Pearl, which is in keeping with heritage tones. We don't want to see the same mistake as the entrance doors on the Town Hall.*
- We are very concerned about the additions encroaching into the root zone of the existing Elm tree. Council must engage the services of an arboriculturist to ensure the long-term health and integrity of the tree is protected, as advised by Heritage Tasmania.*
- We object to the harsh, flat "reddish brown" solid brick walls as described. Consideration must be given to the use of bricks having some character i.e., texture or burnt feature. Wire cut plain red bricks are not acceptable.*



- *We are concerned by the use of Cemintel 'Barestone' cladding. It's appearance and colour of raw concrete (as described on the company's own website), does not belong in the Heritage Precinct; an earthier tone would be more appropriate.*
- *Landscape areas need to be increased. The proposed planting beds along the Lyttleton Street side need to be extended to cover this entire frontage, including both sides of the proposed pedestrian ramp and around the rear toilet addition. This will again soften the harsh appearance.*

The following have not been addressed in the application but must be included in the works:

- *The exterior of the existing Hall where retained, must be painted, and refreshed.*
- *The existing exterior toilets need to be refurbished.*
- *The existing bus shelter, which is in poor condition, must be replaced, preferably with a shelter to match those in Wellington Street.*

We again reiterate that we, the residents of Lyttleton Street will be the most impacted by this redevelopment. We therefore respectfully ask that you include the above minor changes as conditions in the planning permit if the application for the redevelopment of the Memorial Hall is approved.



15 PLANNING REPORTS

15.1 PLN21-0315; 121 HIGH ST CAMPBELL TOWN - FOOD VAN

File: 302301.04; PLN21-0315
Responsible Officer: Des Jennings, General Manager
Report prepared by: Rebecca Green, Planning Consultant

1 INTRODUCTION

This report assesses an application for 121 High Street, Campbell Town to for Food Services - Food Van (Heritage Precinct, Road & Railways Code & Car Parking and Sustainable Transport Code).

2 BACKGROUND

Applicant:

Benjamin Miller

Zone:

General Business Zone

Owner:

Choon Suan Chua & Xin Ma

Codes:

Road and Railway Assets Code
Car Parking and Sustainable Transport Code
Local Historic Heritage Code
Heritage Precincts Specific Area Plan

Classification under the Scheme:

Food Services

Deemed Approval Date:

23 July 2022

Existing Use:

General Retail and Hire

Recommendation:

Approve

Discretionary Aspects of the Application:

- Reliance on performance criteria of Car Parking and Sustainable Heritage Code (bicycle parking);
- Reliance of performance criteria of Local Historic Heritage Code and Heritage Precincts Specific Area Plan (site cover).

Planning Instrument:

Northern Midlands Interim Planning Scheme 2013, Version 38, Effective from 22nd February 2022.

Preliminary Discussion

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

3 STATUTORY REQUIREMENTS

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

4 ASSESSMENT

4.1 Proposal

- Food Services - Food Van (Heritage Precinct, Road & Railways Code & Car Parking and Sustainable Transport Code)

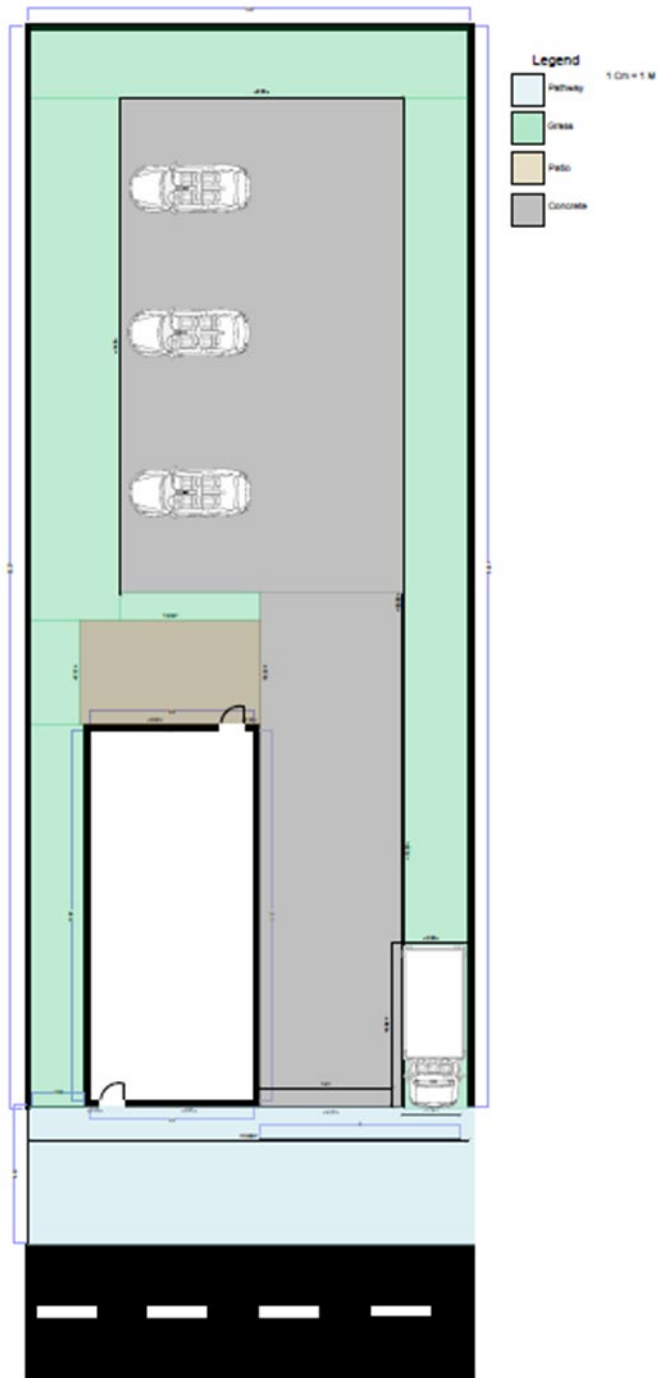


Site Plan (extract)

Received
28.04.2022

121 Highstreet

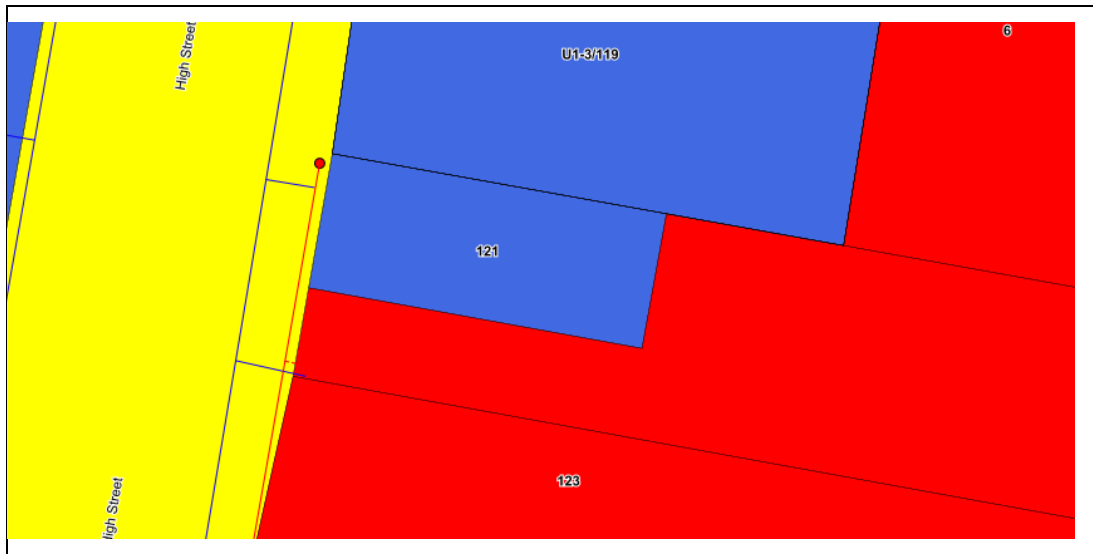
EXHIBITED





4.2 Zone and Land Use

Zone Map – General Business Zone



The land is zoned General Business and is within the Heritage Precinct.

The relevant Planning Scheme definition is:

<i>Food services</i>	<i>use of land for preparing or selling food or drink for consumption on or off the premises. Examples include a cafe, restaurant and take-away food premises.</i>
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Food Services is permitted (with permit) in the zone, however as the proposal relies upon performance criteria, the application has a discretionary status.

4.3 Subject Site and Locality

A site inspection was carried out on 27th May 2022. The site comprises an area of 366m² and contains an existing hairdresser building. The site is located to the south of the business district of Campbell Town and is surrounded by residential uses with shops to the north.

Aerial photograph of area





Photographs of subject site



4.4 Permit/Site History

Relevant permit history includes:

- P10-282 – 2 Lot Subdivision
- P11-146 – Dwelling
- P18-034 – Change of use and s43 PS Amendment

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 two representations (attached) were received from:

- M & D Hingston, 2796 Macquarie Road, Cressy (owner of 121A High Street)
- John Murphy, 121A High Street, Campbell Town

Map showing location of representors property in relation to subject site



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

Issue 1

- Concerns with customers using the driveway of 121A High Street, as the boundary is unfenced between the driveway of 121A and 121 High Street, there is nothing to stop customers using or parking on 121A's driveway, impeding access to 121A. Suggest that the applicant be required to install a fence between the two driveways.

Planner's comment:

The proponents have suggested in response to the concerns raised that the van be rotated to cover the driveway and only provide for staff parking to the rear. As the parking requirement for Food Services is based on floor area and not employee numbers, the provision of parking is for customers and staff. The rotation of the van will also eliminate access to two of the three parking spaces on site provided for the general retail and hire use.

Installation of a fence along the southern boundary is to be conditioned to provide for restriction of pedestrian access utilising the adjacent neighbouring property for customer access to the food van around the rear of the van from any customer accessing from High Street. To require fencing along the entirety of the southern boundary would not be fairly required for this proposal as it is only necessary to restrict access from the street around the rear of the van to the food services operation. Should the proponent / property owner and the adjoining property owner wish to erect a fence along the entirety of the shared southern boundary they may wish to do so, and consideration of the Boundary Fences Act 1908 could be undertaken by them.

Therefore, a minimum fence length from the front boundary along the southern property boundary for at least 12 metres (to be in line with the rear of the existing building on site) would only be necessary to restrict pedestrian access and mitigate the issues raised in the representations.

Issue 2

- Customers ability to determine whether the car park is full. Drivers entering from the main street would be unable to determine if car park was at capacity, and if full they would have to reverse out.

Planner's comment:

The proposal meets the requirements for provision of one car parking space to be provided on site. Although not a requirement due to the number of car parking spaces, vehicles parking on site have the ability to access and egress the site in a forward motion. Due to the short period of time a customer will required to access the food van, it is likely that the majority of customers will park within on-street parking, like many do already in Campbell Town.



Issue 3

- Future use of 121A block concerns. 121A is presently tenanted with one vehicle, which may change, and increase in usage of 121A's driveway is possible.

Planner's comment:

At this point in time, no planning application has been made for 121A High Street to consider increase in use of the access. Residential (single dwelling) use is existing on site and vehicle parking and movements are existing. No further consideration of the adjoining land use is required as part of this assessment.

Issue 4

- Will the staff entering and exiting the van need to encroach beyond the boundary to utilise the van.

Planner's comment:

There is no requirement for the staff entering the van to encroach beyond the boundary of the site.

Issue 5

- Query how the power will be sourced from the existing building, will this be via a cable across the driveway? There is no mention of water and how this will be supplied and how waste will be disposed of.

Planner's comment:

The proponent has advised in response to the concern raised that power will be supplied by the existing property via a lead covered by safety ramp and that there is no requirement to use a generator. This will run alongside the existing building. The food van has a holding tank that contains all of the wastewater tanks so there is no chance of it spilling across. In relation to food waste, the proponent has advised that their product is served in clamshells and not bags, and the sales are purely takeaway. A bin will be provided on the very rare occasion customers stand near the van and eat.

4.6 Referrals

Department of State Growth

The Department advised Council on 6 June 2022 that they have no comment to make on this application. The Traffic Impact Assessment was provided with written advice as to its adequacy from the road authority on 20 May 2022.

Heritage Advisor

Council's Heritage Advisor, David Denman, reviewed the application on 5 July 2022. Mr. Denman noted that he had no objections to the proposal and his comments form the Heritage Code assessment of this report.

"There will be no substantive changes to the streetscape as a result of this proposal.

The food truck will not have an adverse impact on the historic cultural heritage values of the streetscape.

The adjoining buildings have no heritage value."

4.7 Planning Scheme Assessment

GENERAL BUSINESS ZONE

21.1 Zone Purpose

21.1.1 Zone Purpose Statements

21.1.1.1 *To provide for business, community, food, professional and retail facilities serving a town or group of suburbs.*

Comment: Not applicable. The proposal does not rely on any discretion relevant to this statement.

21.1.1.2 *To create through good urban design:*

- a) *an attractive and safe environment; and*
- b) *activity at pedestrian levels with active road frontages offering interest and engagement to shoppers and; and*
- c) *appropriate provision for car parking, pedestrian access and traffic circulation.*

Comment: The only statement applicable to the discretion of variation in carparking is c). The assessment against the Carparking and Sustainable Transport Code is that the proposal complies with this statement.

21.1.2 Local Area Objectives



To consolidate growth within the existing urban land use framework of the towns of Campbell Town, Longford and Perth.

To manage development in the General business zone so as to conserve and enhance the quality of the Heritage Precincts in the Campbell Town, Longford, and Perth town centres.

To ensure developments within street reservations contribute positively to the context of the Heritage Precincts in each settlement.

Comment: Not applicable. The proposal does not rely on any discretion relevant to these objectives.

21.1.3 **Desired Future Character Statements**

There are no desired future character statements

21.2 **Use Table**

No Permit Required	
Use Class	Qualification
Passive recreation	
Natural and cultural values management	
Permitted	
Use Class	Qualification
Bulky goods sales	
Business and professional services	
Food services	
General retail and hire	
Hotel industry	
Research and development	
Utilities	<i>If for minor utilities</i>
Visitor accommodation	
Vehicle fuel sales and service	
Discretionary	
Use Class	Qualification
Emergency services	
Community meeting & entertainment	
Recycling and waste disposal	<i>If not for refuse disposal site, scrap yard, vehicle wrecking yard</i>
Educational and occasional care	
Manufacturing and processing	
Residential	
Service industry	<i>Must incorporate a shopfront for customer service</i>
Sport and recreation	
Storage	
Transport depot and distribution	
Tourist operation	
Vehicle parking	
Utilities	<i>If not for minor utilities</i>
Prohibited	
All other uses	



21.3 Use Standards

21.3.1 Amenity

Objective <i>To ensure that the use of land is not detrimental to the amenity of the surrounding area in terms of noise, emissions, operating hours or transport.</i>	
Acceptable Solutions	Performance Criteria
A1 Commercial vehicles (except for visitor accommodation and recreation) must only operate between 6.00am and 10.00pm Monday to Sunday.	P1 Commercial vehicles (except for visitor accommodation and recreation) must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, odour, dust and illumination.
Comment: Complies. Business hours are to be Friday, Saturday, Sunday and Monday 12pm to 6pm.	N/a
A2 Noise levels at the boundary of the site with any adjoining land must not exceed: a) 50dB(A) day time; and b) 40dB(A) night time; and c) 5dB(A) above background for intrusive noise.	P2 Noise must not cause unreasonable loss of amenity to nearby sensitive uses.
Comment: It is considered that A2 is complied with. A condition on the permit is required to ensure compliance.	N/a

21.4 Development Standards

21.4.1 Siting, Design and Built Form

Objective <i>To ensure that buildings are visually compatible with surrounding development.</i>	
Acceptable Solutions	Performance Criteria
A1 The entrance of a building must be: a) clearly visible from the road or publically accessible areas on the site; and b) provide a safe access for pedestrians.	P1 No performance criteria.
Not applicable. No building is proposed.	N/a
A2 Building height must not exceed: a) 8m; or b) 1m greater than the average of the heights of buildings on immediately adjoining lots.	P2 Building height must: a) be consistent with the local area objectives if any, and b) have regard to the streetscape and the desirability of a greater setback for upper floors from the frontage; and c) avoid unreasonable levels of overshadowing to public places or adjoining properties.
Not applicable. No building is proposed.	N/a
A3.1 Buildings must be: set back the same as or less than the setback of an immediately adjoining building; A3.2 Extensions or alterations to existing buildings must not reduce the existing setback.	P3 Building setbacks must: a) provide for enhanced levels of public interaction or public activity; and b) ensure the efficient use of the site; and c) be consistent with the established setbacks within the immediate area and the same zone; and d) be consistent with the local area objectives, if any; and e) provide for emergency vehicle access.
Not applicable. No building is proposed.	N/a



21.4.2 Subdivision

Not applicable.

CODES		
E1.0	BUSHFIRE PRONE AREAS CODE	N/a
E2.0	POTENTIALLY CONTAMINATED LAND	N/a
E3.0	LANDSLIP CODE	N/a
E4.0	ROAD AND RAILWAY ASSETS CODE	Complies – See code assessment below
E.5.0	FLOOD PRONE AREAS CODE	N/a
E6.0	CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies – See code assessment below
E7.0	SCENIC MANAGEMENT CODE	N/a
E8.0	BIODIVERSITY CODE	N/a
E9.0	WATER QUALITY CODE	N/a
E10.0	RECREATION AND OPEN SPACE CODE	N/a
E11.0	ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0	AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0	LOCAL HISTORIC HERITAGE CODE	Complies – See code assessment below
E14.0	COASTAL CODE	N/a
E15.0	SIGNS CODE	N/a

ASSESSMENT AGAINST E4.0 ROAD AND RAILWAY ASSETS CODE

E4.6 Use Standards

E4.6.1 Use and road or rail infrastructure

Objective To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria
A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.	P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.
N/a	N/a
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.
Complies.	N/a
A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.	P3 For limited access roads and roads with a speed limit of more than 60km/h: a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources,



	<p>characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and</p> <p>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.</p>
N/a	N/a

E4.7 Development Standards

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

<p>Objective</p> <p>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:</p> <p>a) ensure the safe and efficient operation of roads and railways; and</p> <p>b) allow for future road and rail widening, realignment and upgrading; and</p> <p>c) avoid undesirable interaction between roads and railways and other use or development.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</p> <p>a) new road works, buildings, additions and extensions, earthworks and landscaping works; and</p> <p>b) building areas on new lots; and</p> <p>c) outdoor sitting, entertainment and children's play areas</p>	<p>P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:</p> <p>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</p> <p>b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and</p> <p>c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</p> <p>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.</p>
N/a	N/a

E4.7.2 Management of Road Accesses and Junctions

<p>Objective</p> <p>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.</p>	
Acceptable Solutions	Performance Criteria
<p>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.</p>	<p>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.</p>
Complies.	N/a
<p>A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</p>	<p>P2 For limited access roads and roads with a speed limit of more than 60km/h:</p> <p>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</p>



	<p>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</p> <p>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.</p>
N/a	N/a

E4.7.3 Management of Rail Level Crossings

<p>Objective</p> <p>To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.</p>	
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>
N/a	N/a

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

<p>Objective</p> <p>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.</p>	
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 <i>AS1742.7 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 – the access is existing with no issues of compliance with the Safe Intersection Sight Distance.	N/a

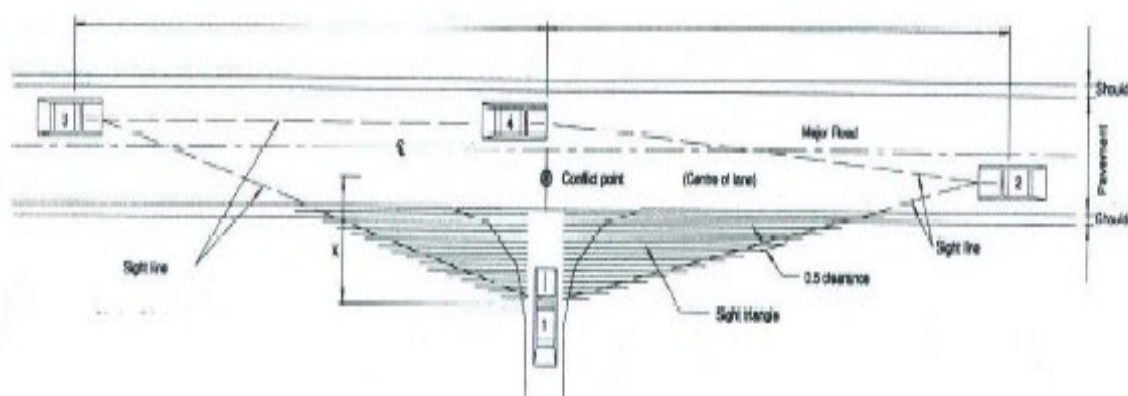


Figure E4.7.4 Sight Lines for Accesses and Junctions

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)

<i>Vehicle Speed</i>	<i>Safe Intersection Sight Distance (SISD) metres, for speed limit of:</i>	
<i>km/h</i>	<i>60 km/h or less</i>	<i>Greater than 60 km/h</i>
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;
 - (ii) These sight line requirements are to be maintained over the full sight triangle for vehicles at any point between positions 1, 2 and 3 in Figure E4.7.4 and the access junction;
 - (iii) A driver at position 1 must have sight lines to see cars at any point between the access and positions 3 and 2 in Figure E4.7.4;
 - (iv) A driver at any point between position 3 and the access must have sight lines to see a car at position 4; and
 - (v) A driver at position 4 must have sight lines to see a car at any point between position 2 and the access.

ASSESSMENT AGAINST E6.0

CAR PARKING & SUSTAINABLE TRANSPORT CODE

E6.6 Use Standards

E6.6.1 Car Parking Numbers

<i>Objective: To ensure that an appropriate level of car parking is provided to service use.</i>	
Acceptable Solutions	
A1	The number of car parking spaces must not be less than the requirements of:
a)	Table E6.1; or



b)	<i>a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).</i>
<p>Comment: <u>Proposed food services</u> For Food Services, Table E6.1 1 requires 1 space per 15m² net floor area. The new use for food services will have a floor area (footprint of the truck) of 14.7m², therefore 1 car parking space is required. <u>Proposed parking</u> Three spaces are existing and available on site, comprising of 1 space for the proposed Food Services Use and 2 Spaces for the existing General Retail and Hire use. The proposal meets the acceptable solutions.</p>	

Table E6.1: Parking Space Requirements

Use	Parking Requirement	
	Vehicle	Bicycle
Food services (restaurant, café, take-away)	1 space per 15m ² net floor area + 6 queuing spaces for drive-through	1 space per 75m ² net floor area.

E6.6.2 Bicycle Parking Numbers

Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.	
Acceptable Solutions	Performance Criteria
<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>
Comment: With a floor area of 14.7m ² , 1 bicycle parking space is required. None were proposed, must address the performance criteria.	Comment: The subject site has adequate area excluding access, carparking and buildings to accommodate any bicycle parking. Customer access via bicycle will be only for a short period of time and it is not considered warranted to require a bike loop or similar due to the short time a customer would be on site, and likely to have hold of their bicycle during any purchase transaction. Should parking be required on site for a bicycle, as noted previously there is adequate area on site. It is considered that this complies with the performance criteria.

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: Less than 50 car spaces are required, so a taxi drop-off and pickup space is not required.	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: Less than 20 car spaces are required by Table E6.1 so a motorbike parking space is not required.	N/a



E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

<i>Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.</i>			
Acceptable Solutions		Performance Criteria	
A1	All car parking, access strips manoeuvring and circulation spaces must be:	P1	All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.
a)	formed to an adequate level and drained; and		
b)	except for a single dwelling, provided with an impervious all weather seal; and		
c)	except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.		
Comment: The existing parking space(s) comply with a) and b). A condition is required for c).		N/a	

E6.7.2 Design and Layout of Car Parking

<i>Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.</i>			
Acceptable Solutions		Performance Criteria	
A1.1	Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and	P1	The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:
A1.2	Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.	a)	the layout of the site and the location of existing buildings; and
		b)	views into the site from the road and adjoining public spaces; and
		c)	the ability to access the site and the rear of buildings; and
		d)	the layout of car parking in the vicinity; and
		e)	the level of landscaping proposed for the car parking.
Comment: The application seeks to use 1 of 3 existing spaces, all of which are behind the building line. Proposal complies with A1.1.		N/a	
A1.2 Not applicable.			
A2.1	Car parking and manoeuvring space must:	P2	Car parking and manoeuvring space must:
a)	have a gradient of 10% or less; and	a)	be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and
b)	where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and	b)	provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.
c)	have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and		
A2.2	The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.		
Comment: A2.1 a) Complies. A2.1 b) Not applicable, however plans demonstrate that vehicles can enter and exit the site in a forward direction. A2.1 c) Complies.		N/a	



A2.2 Complies.	
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Table E6.2: Access Widths for Vehicles

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

E6.7.3 Car Parking Access, Safety and Security

<i>Objective: To ensure adequate access, safety and security for car parking and for deliveries.</i>			
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.
Comment: Not applicable as less than 20 parking spaces		N/a	

E6.7.4 Parking for Persons with a Disability

<i>Objective: To ensure adequate parking for persons with a disability.</i>			
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: <ul style="list-style-type: none"> 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.
Comment: The requirement to provide parking for persons with a disability is controlled by the Building Code of Australia. No building is proposed.		N/a	
A2	Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with Australian Standards AS/NZ 2890.6 2009.	P2	The number of parking spaces provided is appropriate for the needs of disabled persons, having regard to: <ul style="list-style-type: none"> a) characteristics of the populations to be served; b) their means of transport to and from the site; and c) applicable Australian Standards.
Comment: The requirement to provide parking for persons with a disability is controlled by the Building Code of Australia. No building is proposed.		N/a	

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

<i>Objective: To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.</i>			
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 loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.
a)	at least one loading bay must be provided in accordance with Table E6.4; and		



b) loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site.	
Comment: N/a	Comment: 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: <i>To ensure that parking and storage facilities for bicycles are safe, secure and convenient.</i>	
Acceptable Solutions	Performance Criteria
A1.1 <i>Bicycle parking spaces for customers and visitors must:</i> <i>a) be accessible from a road, footpath or cycle track; and</i> <i>b) include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and</i> <i>c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and</i> <i>d) be available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used; and</i> A1.2 <i>Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</i>	P1 <i>Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.</i>
Comment: With a floor area of 14.7m ² , 1 bicycle parking space is required. None were proposed, must address the performance criteria.	Comment: The subject site has adequate area excluding access, carparking and buildings to accommodate any bicycle parking. Customer access via bicycle will be only for a short period of time and it is not considered warranted to require a bike loop or similar due to the short time a customer would be on site, and likely to have hold of their bicycle during any purchase transaction. Should parking be required on site for a bicycle, as noted previously there is adequate area on site. It is considered that this complies with the performance criteria.
A2 <i>Bicycle parking spaces must have:</i> <i>a) minimum dimensions of:</i> <i>i) 1.7m in length; and</i> <i>ii) 1.2m in height; and</i> <i>iii) 0.7m in width at the handlebars; and</i> <i>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.</i>	P2 <i>Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.</i>
Comment: With a floor area of 14.7m ² , 1 bicycle parking space is required. None were proposed, must address the performance criteria.	Comment: The subject site has adequate area excluding access, carparking and buildings to accommodate any bicycle parking. Customer access via bicycle will be only for a short period of time and it is not considered warranted to require a bike loop or similar



	<p>due to the short time a customer would be on site, and likely to have hold of their bicycle during any purchase transaction.</p> <p>Should parking be required on site for a bicycle, as noted previously there is adequate area on site. It is considered that this complies with the performance criteria.</p>
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E6.8.5 Pedestrian Walkways

<i>Objective: To ensure pedestrian safety is considered in development</i>	
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: Less than 10 parking spaces provided, therefore no separate pedestrian access required.	N/a

Table E6.5: Pedestrian Access

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

Notes

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

ASSESSMENT AGAINST E13.0

LOCAL HISTORIC HERITAGE CODE

E13.1 Purpose

E13.1.1 The purpose of this provision is to:

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

E13.2 Application of the Code

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

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

E13.3 Use or Development Exempt from this Code

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

- a) works required to comply with an Emergency Order issued under Section 162 of the Building Act 2000;
- b) electricity, optic fibre and telecommunication cables and gas lines to individual buildings;



- c) internal alterations to buildings if the interior is not included in the historic heritage significance of the place or precinct;
- d) maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;
- e) repainting of an exterior surface that has been previously painted, in a colour similar to that existing;
- f) the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and
- g) the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.

Comment: The subject site is within a Heritage Precinct.

E13.5 USE STANDARDS

E13.5.1 Alternative Use of heritage buildings

<i>Objective: To ensure that the use of heritage buildings provides for their conservation.</i>	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where:</p> <ul style="list-style-type: none"> a) it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and b) the amenity impacts of both the proposed use on the surrounding areas and from the surrounding area on the proposed use are considered acceptable; and c) a report by heritage professional states that it is necessary for conservation purposes or the continued maintenance of the building or where there is an overriding public benefit.

Comment: N/a

E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

<i>Objective: To ensure that the demolition or removal of buildings and structures does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 Removal of non-original cladding to expose original cladding.	<p>P1.1 Existing buildings, parts of buildings and structures must be retained except:</p> <ul style="list-style-type: none"> a) where the physical condition of place makes restoration inconsistent with maintaining the cultural significance of a place in the long term; or b) the demolition is necessary to secure the long-term future of a building or structure through renovation, reconstruction or rebuilding; or c) there are overriding environmental, economic considerations in terms of the building or practical considerations for its removal, either wholly or in part; or d) the building is identified as non-contributory within a precinct identified in Table E13.1: Heritage Precincts, if any; and <p>P1.2 Demolition must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: N/a

E13.6.2 Subdivision and development density

<i>Objective: To ensure that subdivision and development density does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	P1 Subdivision must:



	<p>a) <i>be consistent with and reflect the historic development pattern of the precinct or area; and</i></p> <p>b) <i>not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and</i></p> <p>c) <i>not result in the separation of building or structures from their original context where this leads to a loss of historic heritage significance; and</i></p> <p>d) <i>not require the removal of vegetation, significant trees of garden settings where this is assessed as detrimental to conserving the historic heritage significance of a place or heritage precinct; and</i></p> <p>e) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>
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Comment: N/a

E13.6.3 Site Cover

Objective: To ensure that site coverage is consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts, if any.

Acceptable Solutions	Performance Criteria
<p>A1 <i>Site coverage must be in accordance with the acceptable development criterion for site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>	<p>P1 <i>The site coverage must:</i></p> <p>a) <i>be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and</i></p> <p>b) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>

Comment: Satisfies the performance criteria.

E13.6.4 Height and Bulk of Buildings

Objective: To ensure that the height and bulk of buildings are consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
<p>A1 <i>New building must be in accordance with the acceptable development criteria for heights of buildings or structures within a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>	<p>P1.1 <i>The height and bulk of any proposed buildings must not adversely affect the importance, character and appearance of the building or place, and the appearance of adjacent buildings; and</i></p> <p>P1.2 <i>Extensions proposed to the front or sides of an existing building must not detract from the historic heritage significance of the building; and</i></p> <p>P1.3 <i>The height and bulk of any proposed buildings must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>

Comment: N/a

E13.6.5 Fences

Objective: To ensure that fences are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
<p>A1 <i>New fences must be in accordance with the acceptable development criteria for fence type and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>	<p>P1 <i>New fences must:</i></p> <p>a) <i>be designed to be complementary to the architectural style of the dominant buildings on the site or</i></p> <p>b) <i>be consistent with the dominant fencing style in the heritage precinct; and</i></p>



	c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
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Comment: N/a

E13.6.6 Roof Form and Materials

Objective: To ensure that roof form and materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 Roof form and materials must be in accordance with the acceptable development criteria for roof form and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 Roof form and materials for new buildings and structures must: a) be sympathetic to the historic heritage significance, design and period of construction of the dominant existing buildings on the site; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.7 Wall materials

Objective: To ensure that wall materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 Wall materials must be in accordance with the acceptable development criteria for wall materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 Wall material for new buildings and structures must: a) be complementary to wall materials of the dominant buildings on the site or in the precinct; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.8 Siting of Buildings and Structures

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

Acceptable Solutions	Performance Criteria
A1 New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 The front setback for new buildings or structure must: a) be consistent with the setback of surrounding buildings; and b) be set at a distance that does not detract from the historic heritage significance of the place; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.9 Outbuildings and Structures

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

Acceptable Solutions	Performance Criteria
A1 Outbuildings and structures must be: a) set back an equal or greater distance from the principal frontage than the principal buildings on the site; and b) in accordance with the acceptable development criteria for roof form, wall material and site	P1 New outbuildings and structures must be designed and located; a) to be subservient to the primary buildings on the site; and



coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	b) to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
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Comment: N/a

E13.6.10 Access Strips and Parking

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

Comment: Meets acceptable solution (non-residential car parking located behind the building line).

E13.6.11 Places of Archaeological Significance

<i>Objective: To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.</i>	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	P1 For works impacting on places listed in Table E13.3: a) it must be demonstrated that all identified archaeological remains will be identified, recorded and conserved; and b) details of survey, sampling and recording techniques technique be provided; and c) that places of identified historic heritage significance will not be destroyed unless there is no prudent and feasible alternative.

Comment: N/a

E13.6.12 Tree and Vegetation Removal

<i>Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	P1 The removal of vegetation must not: a) unreasonably impact on the historic cultural significance of the place; and b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.13 Signage

<i>Objective: To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater than 0.2m ² .	P1 New signs must be of a size and location to ensure that: a) period details, windows, doors and other architectural details are not covered or removed; and



	<p>b) <i>heritage fabric is not removed or destroyed through attaching signage; and</i></p> <p>c) <i>the signage does not detract from the setting of a heritage place or does not unreasonably impact on the view of the place from public viewpoints; and</i></p> <p>d) <i>signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>
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Comment: N/a

E13.6.14 Maintenance and Repair

<p>Objective</p> <p><i>To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places and precincts.</i></p>
<p>Acceptable Solution</p> <p><i>New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.</i></p>

Comment: N/a

Table E13.1: Local Heritage Precincts

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

Existing Character Statement - Description and Significance
<p>CAMPBELL TOWN HERITAGE PRECINCT CHARACTER STATEMENT</p> <p><i>The Campbell Town Heritage Precinct is unique because it is the core of a substantially intact nineteenth century townscape, with its significant built fabric, and its atmosphere of a traditional resting place on the main road between the north and south. Its wide main street, historic buildings and resting places for travellers all contribute to its unique character. High Street has remained as the main commercial focus for the town, continuing to serve the needs of residents, visitors and the agricultural community. The War Memorial to the north marks the approach to the business area which terminates at the historic bridge over the Elizabeth River; a significant landscape feature. Traditional buildings in the Precinct include impressive examples of colonial architecture. The historic Valentine's Park is the original foreground for 'The Grange' and provides a public outdoor resting place for visitors and locals at the heart of the town. Campbell Town's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.</i></p>
Management Objectives
<p><i>To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct.</i></p> <p><i>To ensure developments within street reservations in the towns and villages having Heritage Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.</i></p>

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

SPECIFIC AREA PLANS	
F1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN	Complies – See Specific Area Plan assessment below



Assessment against F2.0
(Heritage Precincts Specific Area Plan)

F2.1 Purpose of Specific Area Plan

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

F2.2 Application of Specific Area Plan

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

F2.2.2 The following development is exempt from this Specific Area Plan:

- a) works required to comply with an Emergency Order issued under section 162 of the Building Act 2000;*
- b) electricity, optic fibre and telecommunications cables, and water, sewerage, drainage connections and gas lines to individual buildings;*
- c) maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;*
- d) repainting of an exterior surface that has been previously painted, in a colour similar to that existing;*
- e) the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead wood, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and*
- f) the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.*

F2.3 Definitions

F2.3.1 Streetscape

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

F2.3.2 Heritage-Listed Building

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

F2.4 Requirements for Design Statement

F2.4.1 In addition to the requirements of clause 8.1.3, a design statement is required in support of the application for any new building, extension, alteration or addition, to ensure that development achieves consistency with the existing streetscape and common built forms that create the character of the streetscape.

F2.4.2 The design statement must identify and describe, as relevant to the application, setbacks, orientation, scale, roof forms, plan form, verandah styles, conservatories, architectural details, entrances and doors, windows, roof covering, roof plumbing, external wall materials, paint colours, outbuildings, fences and gates within the streetscape. The elements described must be shown to be the basis for the design of any new development.

F2.4.3 The design statement must address the subject site and the two properties on both sides, the property opposite the subject site and the two properties both sides of that.

Comment: Although the subject site is within the Heritage Precincts Specific Area Plan, the proposal will not have an effect on the streetscape.



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 Change of Use of a Place listed on the Tasmanian Heritage Register or a heritage place	N/a
9.6 Change of Use	N/a
9.7 Access and Provision of Infrastructure Across Land in Another Zone	N/a
9.8 Buildings Projecting onto Land in a Different Zone	N/a
9.9 Port and Shipping in Proclaimed Wharf Areas	N/a

STATE POLICIES
The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993
The proposal is consistent with the objectives of the <i>Land Use Planning & Approvals Act 1993</i> .

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES
<i>Strategic Plan 2017-2027</i> <ul style="list-style-type: none"><i>Statutory Planning</i>

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

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

7 DISCUSSION

Discretion to refuse the application is limited to:

- Reliance on performance criteria of Car Parking and Sustainable Heritage Code (bicycle parking);
- Reliance of performance criteria of Local Historic Heritage Code and Heritage Precincts Specific Area Plan (site cover).

The use is a permitted use in the zone and the only variations are in relation to site cover in the Heritage Precinct and lack of formal provisions of bicycle parking on site. The representations have raised a general concern in relation to public access to the operation potentially over the adjoining land, and a condition requiring part of the shared boundary fence to be erected is required to mitigate those concerns and restrict pedestrian access either via internal of the site itself or directly from the frontage of the subject site.

Conditions that relate to any aspect of the application can be placed on a permit. The proposal will be conditioned to be used and developed in accordance with the proposal plans.



8 ATTACHMENTS

1. Application documents [15.1.1 - 21 pages]
2. Additional Information Request PL N-21-0315 Food Van 121 High Street, Campbell Town [15.1.2 - 3 pages]
3. Additional Information Request no 2 PL N-21-0315 Food Van 121 High Street, Campbell Town [15.1.3 - 3 pages]
4. Additional Information Request no 3 PL N-21-0315 Food Van 121 High Street, Campbell Town [15.1.4 - 3 pages]
5. written response to RFI - operating hours and signage [15.1.5 - 2 pages]
6. DSG Referral - Complete [15.1.6 - 2 pages]
7. Representations [15.1.7 - 7 pages]
8. Heritage referral PL N-21-0315 - 121 High Street Campbell Town - Completed [15.1.8 - 12 pages]

RECOMMENDATION

That land at 121 High Street, Campbell Town be approved to be developed and used for a Food Services - Food Van (Heritage Precinct, Road & Railways Code & Car Parking and Sustainable Transport Code) in accordance with application PLN-21-0315, and subject to the following conditions:

1 Layout not altered

The use and development shall be in accordance with the endorsed plans numbered P1 (Site Plan 121 High Street, Dated: received 26.04.2022); and D1 (Candy Van Operations details, Dated: 24 May 2022); and D2 (Car Parking and Traffic Impact Assessment, ML Traffic Engineers, Dated: 24th March 2022).

2 Noise Levels

Noise levels at the boundary of the site with any adjoining land must not exceed:

- a) 50dB(A) day time; and
- b) 40dB(A) night time.

3 Hours of Operations

The use must operate only between the hours of 12pm to 6pm Friday, Saturday, Sunday and Monday.

4 Fence

Before the use commences, a fence must be constructed along the southern boundary for a minimum length of 12 metres from the frontage to a height of at least 1.5m.

5 Lighting

Outdoor lighting must be designed, baffled and located to present any adverse effect on adjoining land.

MINUTE NO. 22/253

DECISION

Cr Polley/Cr Goninon

That land at 121 High Street, Campbell Town be approved to be developed and used for a Food Services - Food Van (Heritage Precinct, Road & Railways Code & Car Parking and Sustainable Transport Code) in accordance with application PLN-21-0315, and subject to the following conditions:

1 Layout not altered

The use and development shall be in accordance with the endorsed plans numbered P1 (Site Plan 121 High Street, Dated: received 26.04.2022); and D1 (Candy Van Operations details, Dated: 24 May 2022); and D2 (Car Parking and Traffic Impact Assessment, ML Traffic Engineers, Dated: 24th March 2022).

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Before the use commences, a fence must be constructed along the southern boundary for a minimum length of 12 metres from the frontage to a height of at least 1.5m.

5 Lighting

Outdoor lighting must be designed, baffled and located to present any adverse effect on adjoining land.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Calvert, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



15.2 PLN22-0040: ROAD AND STREETSCAPE WORKS, WELLINGTON STREET, LONGFORD

File: R11360; PLN22-0040
Responsible Officer: Des Jennings, General Manager
Report prepared by: Rebecca Green, Planning Consultant

1 INTRODUCTION

This report assesses an application for roadworks/streetscape works in Wellington Street, Union Street, Mason Street, Smith Street, Archer Street, & Lyttleton Street, Longford.

2 BACKGROUND

Applicant:

Northern Midlands Council

Zone:

Utilities Zone

General Business (58 Wellington St)

Owner:

Department of State Growth & Northern Midlands Council

Codes:

Road and Railway Assets Code

Car Parking and Sustainable Transport Code

Local Historic Heritage Code

Heritage Precinct

Classification under the Scheme:

Utilities

Existing Use:

Utilities

Deemed Approval Date:

22 July 2022

Recommendation:

Approve

Discretionary Aspects of the Application:

- *Reliance on the performance criteria of the Car Parking and Sustainable Transport Code;*
- *Reliance on the performance criteria of the Local Historic Heritage Code.*

Planning Instrument:

- *Northern Midlands Interim Planning Scheme 2013, Version 38, Effective from 22nd February 2022.*

Preliminary Discussion

- Prior to submission of the application, the applicant held discussions with Council officers.

3 STATUTORY REQUIREMENTS

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

4 ASSESSMENT

4.1 Proposal

- Roadworks/Streetscape works (Heritage Precinct) Wellington St from adjacent to 19 & 22 Wellington St to adj. to 69 Wellington St & 2A William St, & Union St adjacent to 19, 22, 23 & 24-26 Wellington St, Mason St adj. to 2 Mason St & 34A Wellington St, Smith St adj. to 39, 41-43, 44 & 46 Wellington St, Archer St adj. to 51, 53, & 58 Wellington St & 2A William St, and Lyttleton St adj. to 53 & 55 Wellington St.



The relevant Planning Scheme definition is:

<i>Utilities</i>	<i>use of land for utilities and infrastructure including:</i> (a) <i>telecommunications;</i> (b) <i>electricity generation;</i> (c) <i>transmitting or distributing gas, oil, or power;</i> (d) <i>transport networks;</i> (e) <i>collecting, treating, transmitting, storing or distributing water; or</i> (f) <i>collecting, treating, or disposing of storm or floodwater, sewage, or sullage.</i> <i>Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retarding basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir.</i>
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Utilities (if not for minor utilities) is Permitted (with permit) use in the Utilities zone; however, the site's location within a Heritage Precinct caused the application to become discretionary.

Vehicle Parking is discretionary in the General Business zone, however Special Provision 9.2.1 applies, and the relocation of car parking is permitted.

4.3 Subject Site and Locality

A site inspection was undertaken on 24th May 2022. The works are proposed in Wellington Street from the intersection of Union Street to the William Street intersection. The site is presently road infrastructure and associated items including vehicle parking and street furniture.

Aerial photograph of area



Photographs of subject site



















4.4 Permit/Site History

Relevant permit history includes:

- Nil

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 7 (seven) representations (attached) were received from:

- R. Cuthbert & M. Dufour, 65 Wellington Street, Longford
- E. Aalbrecht, 7 Country Field Court, Longford
- M. Morris, 97 Brickendon Street, Longford
- D. Hutchinson & F. Pilioras, 57 Wellington Street, Longford
- Theo & Jan Haage, 31 Wellington Street, Longford
- Dee Alty, Pakenham Street, Longford
- Jeff Carins, 177 Wilmores Lane, Longford

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

Issue 1

- Concerns raised in relation to the cost of the project, and that these funds could be utilised elsewhere.

Planner's comment:

This is not a matter for the Planning Authority to take into consideration when assessing a planning application.



Issue 2

- Suggestion made of provision of further flower displays to enhance the streetscape with Council to maintain these.

Planner's comment:

The proponent has advised that this comment has been noted. No further consideration required at this stage in relation to the proposal.

Issue 3

- Query why the existing asphalt footpath which is in perfect condition is to be replaced with concrete. Asphalt is common and equally as aesthetic as concrete.

Planner's comment:

The proposal has been designed to mitigate issues within the street. The main objectives of the project are to provide a safer environment for pedestrians of all ages and mobility and to enhance the visual amenity of the streetscape.

Issue 4

- Concerns in relation to potential structural damage from works (including jack hammering - vibrations) which may impact on building foundations. A dilapidation survey is requested to be conducted prior to commencing any construction to confirm property conditions. Also, vibration monitoring sensors are requested to be installed to confirm actual vibration levels experienced during construction.

Planner's comment:

The proponent has advised that a dilapidation report is to be undertaken. A condition is to be proposed to any approval requiring this to be undertaken prior to any works commencing.

Issue 5

- Concern raised in relation to the proposed garden bed immediately outside the Library. A number of bollards were installed to create an outdoor sitting area a couple of years ago but were removed as they were deemed a traffic hazard. This garden bed would appear to be a repetition of that issue.

Planner's comment:

The Traffic Impact Assessment which accompanied the application did not consider this design element to be a traffic hazard.

Issue 6

- Safety concerns for cyclists utilising Wellington Street, particularly the section at intersections where kerb alignment and new out-stands are proposed and also where pedestrian crossings and traffic islands are to be placed, pose a risk to cyclists, especially when heavy vehicles and farm machinery pass a cyclist.

Planner's comment:

Council has established a Cycling Committee and will be working towards cycling pathways throughout the municipality. The main carriageway width has not been decreased as a result of the proposal. Cyclists have the right to utilise the main carriageway in accordance with the law, and overtaking shall only be undertaken when safe to do so with a 1.5m distance. Whilst cyclist safety is a concern, Council will be working towards cycling pathways, and alternative routes are available should a cyclist not feel safe traversing those sections of Wellington Street i.e. other routes using subsidiary roads.

Issue 7

- The proposal does not provide a dedicated cycling lane, the proposal effectively narrows the roadway and increase in "pinch points" and pedestrian crossover traffic islands increase risk to cyclists.

Planner's comment:

Council has established a Cycling Committee and will be working towards cycling pathways throughout the municipality. The main carriageway width has not been decreased as a result of the proposal.

Issue 8

- Request to install a compulsory "Left Turn Only" for traffic exiting the Hill Street complex or an alternative of "Entry Only" from Wellington Street. Traffic lights at critical pedestrian crossings such as the Library and at the Hill Street shopping complex and a reduction in speed limit from Union Street to High Street suggested.

Planner's comment:

The scope of the proposed works does not extend or include the area of Wellington Street adjacent to the Hill Street



complex. No further consideration of this matter can be undertaken as part of this assessment.

Whilst traffic lights may be a way of reducing vehicular speed, other traffic calming devices have been implemented as part of this proposal to assist in reducing traffic speed and provide for additional pedestrian refuges.

Issue 9

- The proposal changes the character of the town from the existing wide and open thoroughfares to cluttered narrow streets.

Planner's comment:

Council's Heritage Adviser has reviewed the application and Mr. Denman's assessment forms part of the assessment against the Local Historic Heritage Code and the Heritage Precincts Specific Area Plan. It is noted that no objections to the proposal were made, and that the assessment considers that the proposal would make a positive contribution to the streetscape. The proposal will not detrimentally alter the character of the township of Longford.

Issue 10

- The proposed gardens beds which abut residential boundaries are a threat to existing boundary fences.

Planner's comment:

The proponent has advised that plant species have been chosen which have fibrous roots and which would stay within the 300mm of topsoil/ garden bed. Garden beds within the road reservation will be maintained by Council.

Issue 11

- Concerns regarding works outside 57 Wellington Street, namely blockage of the sub-floor ventilation system as a result of previous road and footpath upgrades. Request is made that the project design includes the provisions of building air vents intended to reinstate the sub-floor ventilation and prevent further damage to the buildings ground floor structure.

Planner's comment:

The proponent has confirmed that the proposed works will unblock any covered vents and shield them from surface water, as indicated in the proposal plans. The addition of the strip drain down from the Town Hall to the Library will prevent any overland water from reaching the buildings and prevent it from entering the unblocked sub floor ventilation to the buildings. The Heritage Assessment recommends these measures be conditioned.

Issue 12

- A new buried stormwater drain and side entry pit under the kerb area outside the front of 57 Wellington Street is shown on the proposed drawings. This building has an awning structure which is mounted to the pavement behind the existing kerb. Excavation for installation of the stormwater drain will need to ensure suitable support measures are implemented to prevent damage to this structure.

Planner's comment:

The proponent has advised that all existing structures will be supported with temporary propping where required.

Issue 13

- A business owner has concerns in relation to the continuity of business operations due to the extensive nature of the works directly in front of the property at 57 Wellington Street.

Planner's comment:

The proponent has advised that as part of the successful contractor's methodology, limiting disruptions to all business will be paramount, however it is inevitable due to the location and nature of the works that there will be some disruptions. The proponent will endeavour to keep any disruption as minor as possible and work with businesses and property owners throughout the process.

Issue 14

- Concern raised in relation to the very poor existing street lighting and the need for this to be upgraded.

Planner's comment:

Concerns noted, however no new street lighting forms part of the application. The existing lighting conditions are not a matter that can be considered as part of this assessment.



Issue 15

- Concern raised that there are no marked pedestrian crossings between Hill Street and the Library.

Planner's comment:

The additional pedestrian crossings proposed on Wellington Street, north and south of the Wellington Street/Archer Street intersection, are expected to improve pedestrian connectivity along Wellington Street by increase the number of crossing points. The provision of shorter crossing points via the use of kerb outstands is also anticipated to reduce the likelihood of crashes between vehicles and pedestrians. A pedestrian refuge is proposed adjacent to the Library, with a proposed median island having a width of minimum 1.8m wide.

Issue 16

- The increase in traffic flow has been observed and is noticeable particularly during morning and evening weekday peaks. Have there been ongoing traffic counts?

Planner's comment:

Traffic data sourced as part of the Traffic Impact Assessment preparation was provided by the Department of State Growth via Geocounts for Tannery Road South approximately 50m north-west of where it changes names to Wellington Street. As such, traffic volumes on Wellington Street within the study length were expected to be similar. Table 1 of the Traffic Impact Assessment did note a growth rate per year (from previous count). The AADT in 2022 was calculated to be approximately 28,400 vehicles per day at the traffic counter and thus at Wellington Street. It was assumed that the percentage of heavy vehicles on Wellington Street would be approximately 15%. The growth rate was considered within this assessment. The streetscape improvements are intended to cater for existing and future traffic on the network.

Issue 17

- Traffic speed requested to be reduced to 40 km/h, or alternatively some form of traffic calming installed i.e. flashing lights.

Planner's comment:

The road authority of Wellington Street is the Department of State Growth, any speed reduction is to be approved by the road authority. The proposal is designed to improve road safety, as the proposal is anticipated to less the likelihood of heavy vehicle crashes and rear end crashes at certain points along Wellington Street.

Issue 18

- Concern raised in relation to what appears to be the existing parking position outside of the library to be removed which will have a bad impact on the use of the library.

Planner's comment:

One car parking space will be removed out the front of the Library as part of this proposal, which provides for further improved formalised pedestrian road crossing. Pedestrian safety and accessibility are envisaged to provide improved access to all users of the Library with a number of car parking spaces available and retained within close proximity.

Issue 19

- Parking problem with those building that are purely used for residential purposes and parking on the street for weeks at a time without moving. Parking timing restrictions suggested in that part of Wellington Street, and maybe a loading zone outside the town hall, to improve access to these buildings. Short term parking for the frontages on Wellington and Marlborough Streets suggested.

Planner's comment:

These concerns are noted, however, to further investigate existing parking concerns and a potential loading bay location, community consultation may be required. To do such would require further analysis which is outside the scope of this project.

Issue 20

- Concerns that it may be an overkill with the number of pedestrian crossovers for traffic calming and the potential safety issues which pedestrians being "out in the traffic".

Planner's comment:

One additional pedestrian crossing is proposed, pedestrian barriers have been incorporated in the design as proposed.



Issue 21

- F2.5.15 is raised in relation to the requirement that side and rear fences in the heritage areas need to be constructed using vertical palings, this seems to be illogical given the maintenance free materials now available.

Planner's comment:

No new boundary fence is proposed. Pedestrian barriers are the only type of fences for the proposal. This concern has no relevance to the proposed application and therefore no further consideration is warranted.

4.6 Referrals

The following referrals were required:

Council's Works Department

Summary: Council's Works & Infrastructure Department (Jonathan Galbraith) advised on 24 May 2022 that the Department has no comment to make in regard to this application.

TasWater

Summary: TasWater advised Council on 23 June 2022 that the application has been determined to not require a submission from TasWater.

Heritage Adviser

Summary: Council's Heritage Advisor, David Denman, reviewed the application on 14 June 2022. Mr. Denman noted that he had no objections to the proposal and his comments form the Heritage Code assessment of this report.

"The proposed roadworks and streetscape works are sympathetic with the existing historic streetscape elements and will therefore make a positive contribution to the overall street and townscape aesthetic within the development area.

The new streetscape furniture items have a historic style theme and are acceptable.

Consideration should be given to installing air vent drains below the new paving adjacent to the existing historic shopfront buildings to address ventilation and rising damp issues."

Tasmanian Heritage Council

As the property is on the Register of the Tasmanian Heritage Council, the proposal was also subject to a Notice of No Interest. A Notice of No Interest was issued on 26 May 2022 (Ref: 09-70-18THC) and includes advice regarding where new footpaths will adjoin places that are entered in the Tasmanian Heritage Register. The Planning Permit will condition the development to be in accordance with the Notice of No Interest.

Department of State Growth

The Department of State Growth advised Council on 6 June 2022 that the usual condition to obtain a State road works permit should be included in any approval.

4.7 Planning Scheme Assessment

GENERAL BUSINESS ZONE
ZONE PURPOSE
<i>To provide for business, community, food, professional and retail facilities serving a town or group of suburbs. To create through good urban design:</i> <ul style="list-style-type: none"><i>a) an attractive and safe environment; and</i><i>b) activity at pedestrian levels with active road frontages offering interest and engagement to shoppers and;</i><i>c) appropriate provision for car parking, pedestrian access and traffic circulation.</i>
Assessment: The proposal meets the zone purpose.



LOCAL AREA OBJECTIVES
<i>To consolidate growth within the existing urban land use framework of the towns of Campbell Town, Longford and Perth.</i>
<i>To manage development in the General business zone so as to conserve and enhance the quality of the Heritage Precincts in the Campbell Town, Longford, and Perth town centres.</i>
<i>To ensure developments within street reservations contribute positively to the context of the Heritage Precincts in each settlement.</i>
Assessment: The proposal meets the local area objectives.

21.3 Use Standards

21.3.1 Amenity

Objective To ensure that the use of land is not detrimental to the amenity of the surrounding area in terms of noise, emissions, operating hours or transport.	
Acceptable Solutions	Performance Criteria
A1 Commercial vehicles (except for visitor accommodation and recreation) must only operate between 6.00am and 10.00pm Monday to Sunday.	P1 Commercial vehicles (except for visitor accommodation and recreation) must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, odour, dust and illumination.
Complies with A1 – no change.	N/a
A2 Noise levels at the boundary of the site with any adjoining land must not exceed: a) 50dB(A) day time; and b) 40dB(A) night time; and c) 5dB(A) above background for intrusive noise.	P2 Noise must not cause unreasonable loss of amenity to nearby sensitive uses.
No change.	N/a

21.4 Development Standards

21.4.1 Siting, Design and Built Form

Objective To ensure that buildings are visually compatible with surrounding development.	
Acceptable Solutions	Performance Criteria
A1 The entrance of a building must be: a) clearly visible from the road or publicly accessible areas on the site; and b) provide a safe access for pedestrians.	P1 No performance criteria.
N/a	N/a
A2 Building height must not exceed: a) 8m; or b) 1m greater than the average of the heights of buildings on immediately adjoining lots.	P2 Building height must: a) be consistent with the local area objectives if any, and b) have regard to the streetscape and the desirability of a greater setback for upper floors from the frontage; and c) avoid unreasonable levels of overshadowing to public places or adjoining properties.
N/a	N/a
A3.1 Buildings must be: set back the same as or less than the setback of an immediately adjoining building;	P3 Building setbacks must: a) provide for enhanced levels of public interaction or public activity; and



A3.2 Extensions or alterations to existing buildings must not reduce the existing setback.	b) ensure the efficient use of the site; and c) be consistent with the established setbacks within the immediate area and the same zone; and d) be consistent with the local area objectives, if any; and e) provide for emergency vehicle access.
N/a	N/a

21.4.2 Subdivision – N/a

UTILITIES ZONE
ZONE PURPOSE
28.1.1 <i>Zone Purpose Statements</i> 28.1.1.1 <i>To provide land for major utilities installations and corridors.</i> 28.1.1.2 <i>To provide for other compatible uses where they do not adversely impact on the utility.</i>
Assessment: The proposal meets the zone purpose.

LOCAL AREA OBJECTIVES
<i>There are no desired local area objectives.</i>
Assessment: The proposal meets the local area objectives.

USE AND DEVELOPMENT STANDARDS

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: a) existing land use practices; and b) the location of the use in relation to the utility; and c) any required buffers or setbacks; and d) the management of access.
Complies with A1 – permitted use.	N/a

28.4 Development Standards

28.4.1 Building Design and Siting

Objective To ensure that the siting and design of development: a) considers the impacts to adjoining lots; and b) furthers the local area objectives and desired future character statements for the area, if any.	
Acceptable Solutions	Performance Criteria
A1 Height must not exceed: a) 10m; or b) 15 m for ancillary antenna and masts for communication devices.	P1.1 Height must: a) minimise the visual impact having regard to: i) prevailing character of the landscape or urban pattern of the surrounding area; and



	<ul style="list-style-type: none"> ii) form and materials; and iii) the contours or slope of the land; iv) existing screening or the ability to implement/establish screening through works or landscaping; and v) The functional requirements of the proposed development or use; and b) protect the amenity of residential uses in the area from unreasonable impacts having regard to: <ul style="list-style-type: none"> i) the surrounding pattern of development; and ii) the existing degree of overlooking and overshadowing; and iii) methods to reduce visual impact; or <p>P1.2 Where development is unavoidably prominent in the landscape, it must provide a significant community benefit.</p>
N/a	N/a
A2 Buildings must be set back from all boundaries a minimum distance of 3m.	<p>P2 Building setbacks must:</p> <ul style="list-style-type: none"> a) complement existing building setbacks in the immediate area; and b) minimise adverse impacts on adjoining land uses having regard to: <ul style="list-style-type: none"> i) the form of the building; and ii) the contours or slope of the land; and iii) methods to reduce visual impact; and c) protect the amenity of adjoining residential uses from unreasonable impacts of overshadowing and overlooking having regard to: <ul style="list-style-type: none"> i) the surrounding pattern of development; and ii) the existing degree of overlooking and overshadowing; and iii) methods to reduce overlooking and overshadowing.
N/a	N/a

28.4.2 Subdivision – N/a

CODES	
E1.0 BUSHFIRE PRONE AREAS CODE	N/a
E2.0 POTENTIALLY CONTAMINATED LAND	N/a
E3.0 LANDSLIP CODE	N/a
E4.0 ROAD AND RAILWAY ASSETS CODE	Complies – See code assessment below
E.5.0 FLOOD PRONE AREAS CODE	N/a
E6.0 CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies – no parking requirement set for Utilities. See code assessment below.
E7.0 SCENIC MANAGEMENT CODE	N/a
E8.0 BIODIVERSITY CODE	N/a
E9.0 WATER QUALITY CODE	N/a
E10.0 RECREATION AND OPEN SPACE CODE	N/a
E11.0 ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0 AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0 LOCAL HISTORIC HERITAGE CODE	Complies – See code assessment below
E14.0 COASTAL CODE	N/a



E15.0 SIGNS CODE	N/a
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**ASSESSMENT AGAINST E4.0
ROAD AND RAILWAY ASSETS CODE**

E4.6 Use Standards

E4.6.1 Use and road or rail infrastructure

Objective To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria
A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.	P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.
N/a	N/a
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.
Complies with A2. The proposed streetscape improvements will not generate any additional traffic but will instead improve the safety and functionality of the current road network.	N/a
A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.	P3 For limited access roads and roads with a speed limit of more than 60km/h: a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.
N/a	N/a

E4.7 Development Standards

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

Objective To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to: a) ensure the safe and efficient operation of roads and railways; and b) allow for future road and rail widening, realignment and upgrading; and c) avoid undesirable interaction between roads and railways and other use or development.
--



Acceptable Solutions	Performance Criteria
<p>A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> a) new road works, buildings, additions and extensions, earthworks and landscaping works; and b) building areas on new lots; and c) outdoor sitting, entertainment and children's play areas 	<p>P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:</p> <ul style="list-style-type: none"> a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.
Complies with A1.	N/a

E4.7.2 Management of Road Accesses and Junctions

<p>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.</p>	
Acceptable Solutions	Performance Criteria
<p>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.</p>	<p>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.</p>
N/a	N/a
<p>A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</p>	<p>P2 For limited access roads and roads with a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.
N/a	N/a

E4.7.3 Management of Rail Level Crossings

<p>Objective To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.</p>

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>
N/a	N/a

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

<p>Objective</p> <p>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.</p>	
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 <i>AS1742.7 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 – the supplied Traffic Impact Assessment, prepared by pitt&sherry, 21 February 2022, notes the sight distances from each of Wellington Street's adjoining roads within the study length meet the requirements of the Austroads Guide Part 4A per the preliminary design drawings, and thus meet the requirements of the Planning Scheme.	N/a

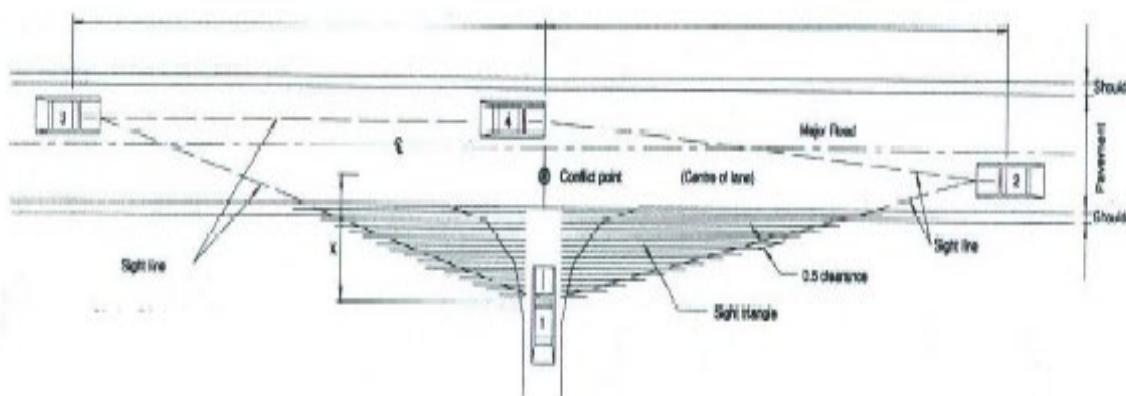


Figure E4.7.4 Sight Lines for Accesses and Junctions

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) <i>metres, for speed limit of:</i>	
	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;
 - (ii) These sight line requirements are to be maintained over the full sight triangle for vehicles at any point between positions 1, 2 and 3 in Figure E4.7.4 and the access junction;
 - (iii) A driver at position 1 must have sight lines to see cars at any point between the access and positions 3 and 2 in Figure E4.7.4;
 - (iv) A driver at any point between position 3 and the access must have sight lines to see a car at position 4; and
 - (v) A driver at position 4 must have sight lines to see a car at any point between position 2 and the access.

**ASSESSMENT AGAINST E6.0
CAR PARKING & SUSTAINABLE TRANSPORT CODE**

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective: To ensure that an appropriate level of car parking is provided to service use.			
Acceptable Solutions		Performance Criteria	
A1	The number of car parking spaces must not be less than the requirements of:	P1	The number of car parking spaces provided must have regard to:
a)	Table E6.1; or	a)	the provisions of any relevant location specific car parking plan; and
b)	a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	b)	the availability of public car parking spaces within reasonable walking distance; and
		c)	any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and
		d)	the availability and frequency of public transport within reasonable walking distance of the site; and
		e)	site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and
		f)	the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and
		g)	an empirical assessment of the car parking demand; and
		h)	the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and



	<ul style="list-style-type: none"> i) the recommendations of a traffic impact assessment prepared for the proposal; and j) any heritage values of the site; and k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to: <ul style="list-style-type: none"> i) the size of the dwelling and the number of bedrooms; and ii) the pattern of parking in the locality; and iii) any existing structure on the land.
Comment: Complies, no parking requirements set for Utilities use.	

Table E6.1: Parking Space Requirements

Use:	Parking Requirement	
	Vehicle	Bicycle
Utilities	No requirements set	No requirements 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:
A1.2	The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.	a)	likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and
		b)	location of the site and the distance a cyclist would need to travel to reach the site; and
		c)	availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.
Comment: Complies, no requirements set for Utilities use.			

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



<p>A1 All car parking, access strips manoeuvring and circulation spaces must be:</p> <ul style="list-style-type: none"> a) formed to an adequate level and drained; and b) except for a single dwelling, provided with an impervious all-weather seal; and c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces. 	<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>Comment: Complies with A1. All on-street car parking is proposed to be appropriately sealed, levelled and drained and feature line marking to delineate car spaces.</p>	

E6.7.2 Design and Layout of Car Parking

<p>Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.</p>	
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"> a) the layout of the site and the location of existing buildings; and b) views into the site from the road and adjoining public spaces; and c) the ability to access the site and the rear of buildings; and d) the layout of car parking in the vicinity; and e) the level of landscaping proposed for the car parking.
<p>Comment: Relies on P1.</p> <p>The proposal satisfies P1. As the proposed relocated car parking spaces located at 58 Wellington Street are still to be located in front of the building line, they are not able to comply with the acceptable solution. The proposal does satisfy the performance criteria as follows:</p> <ul style="list-style-type: none"> (a) The car parking spaces do not impede on the site layout; (b) The relocation of car parking spaces is not expected to have a negative effect on the views into the site given it is currently used as a car park; (c) The relocation of car parking spaces is anticipated to simplify access to and from the site. Access to the rear of the buildings is to remain unchanged; (d) As car parking is simply being relocated, it has no negative impact on the layout of car parking in the vicinity; (e) The streetscape improvements in the vicinity of the off-street car parking proposes gardens surrounding the relocated car parking. 	
<p>A2.1 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> a) have a gradient of 10% or less; and b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and <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"> a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.
<p>Comment: Complies with A2.1 and A2.2 excluding A2.1 c).</p>	<p>Comment: The car park has a gradient of less than 10%, enables vehicles to enter and exit in a forward motion. It also features an</p>



	aisle width which exceeds 6.4m. However, as the car parking spaces are 2.4m wide and 6.0m long, they do not meet the width requirements in Table E6.3. The car parking spaces have been designed to be convenient, safe and efficient. The proposal is consistent with the performance criteria.
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Table E6.2: Access Widths for Vehicles

Number of parking spaces served	Access width (see note 1)	Passing bay (2.0m wide by 5.0m long plus entry and exit tapers) (see note 2)
1 to 5	3.0m	Every 30m
6 to 20	4.5m for initial 7m from road carriageway and 3.0m thereafter	Every 30m

Table E6.3: Width of Access and Manoeuvring Space adjacent to Parking Spaces

Angle of Car Spaces to Access Strip	Access Strips Widths	Car Park Widths	Car parking length
Parallel	3.6m	2.3m	6.7m
45 degrees	3.5m	2.6m	5.4m
60 degrees	4.9m	2.6m	5.4m
90 degrees	6.4m	2.6m	5.4m
	5.8m	2.8m	5.4m
	5.2m	3.0m	5.4m
	4.8m	3.2m	5.4m

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.
Comment: N/a			

E6.7.4 Parking for Persons with a Disability

Objective: To ensure adequate parking for persons with a disability.			
Acceptable Solutions		Performance Criteria	
A1	All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.	P1	The location and design of parking spaces considers the needs of disabled persons, having regard to: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> a) characteristics of the populations to be served; b) their means of transport to and from the site; and



	c) applicable Australian Standards.
Comment: Accessible parking is not required for single or multiple dwellings.	

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

Objective: To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.	
Acceptable Solutions	Performance Criteria
<p>A1 For retail, commercial, industrial, service industry or warehouse or storage uses:</p> <p>a) at least one loading bay must be provided in accordance with Table E6.4; and</p> <p>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.</p>	<p>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.</p>
Comment: 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: Proposal complies.	

E6.8.5 Pedestrian Walkways

Objective: To ensure pedestrian safety is considered in development	
Acceptable Solution	Performance Criteria
<p>A1 Pedestrian access must be provided for in accordance with Table E6.5.</p>	<p>P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.</p>
Comment: N/a	



Table E6.5: Pedestrian Access

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

Notes

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

Assessment against E13.0 (Local Historic Heritage Code)

E13.1 Purpose

E13.1.1 The purpose of this provision is to:

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

E13.2 Application of the Code

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

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

E13.3 Use or Development Exempt from this Code

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

- a) works required to comply with an Emergency Order issued under Section 162 of the Building Act 2000;
- b) electricity, optic fibre and telecommunication cables and gas lines to individual buildings;
- c) internal alterations to buildings if the interior is not included in the historic heritage significance of the place or precinct;
- d) maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;
- e) repainting of an exterior surface that has been previously painted, in a colour similar to that existing;
- f) the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and
- g) the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.

Comment:

The subject site is within a Heritage Precinct.

E13.5 USE STANDARDS

E13.5.1 Alternative Use of heritage buildings

Objective: To ensure that the use of heritage buildings provides for their conservation.



Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where:</p> <ul style="list-style-type: none"> a) it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and b) the amenity impacts of both the proposed use on the surrounding areas and from the surrounding area on the proposed use are considered acceptable; and c) a report by heritage professional states that it is necessary for conservation purposes or the continued maintenance of the building or where there is an overriding public benefit.

Comment: N/a

E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

Objective: To ensure that the demolition or removal of buildings and structures does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 Removal of non-original cladding to expose original cladding.	<p>P1.1 Existing buildings, parts of buildings and structures must be retained except:</p> <ul style="list-style-type: none"> a) where the physical condition of place makes restoration inconsistent with maintaining the cultural significance of a place in the long term; or b) the demolition is necessary to secure the long-term future of a building or structure through renovation, reconstruction or rebuilding; or c) there are overriding environmental, economic considerations in terms of the building or practical considerations for its removal, either wholly or in part; or d) the building is identified as non-contributory within a precinct identified in Table E13.1: Heritage Precincts, if any; and <p>P1.2 Demolition must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: Satisfies the performance criteria.

E13.6.2 Subdivision and development density

Objective: To ensure that subdivision and development density does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1 Subdivision must:</p> <ul style="list-style-type: none"> a) be consistent with and reflect the historic development pattern of the precinct or area; and b) not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and c) not result in the separation of building or structures from their original context where this leads to a loss of historic heritage significance; and d) not require the removal of vegetation, significant trees or garden settings where this is assessed as detrimental to conserving the historic heritage significance of a place or heritage precinct; and e) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a



E13.6.3 Site Cover

<i>Objective: To ensure that site coverage is consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts, if any.</i>	
Acceptable Solutions	Performance Criteria
A1 Site coverage must be in accordance with the acceptable development criterion for site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	<p>P1 The site coverage must:</p> <ul style="list-style-type: none"> a) be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.4 Height and Bulk of Buildings

<i>Objective: To ensure that the height and bulk of buildings are consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 New building must be in accordance with the acceptable development criteria for heights of buildings or structures within a precinct identified in Table E13.1: Heritage Precincts, if any.	<p>P1.1 The height and bulk of any proposed buildings must not adversely affect the importance, character and appearance of the building or place, and the appearance of adjacent buildings; and</p> <p>P1.2 Extensions proposed to the front or sides of an existing building must not detract from the historic heritage significance of the building; and</p> <p>P1.3 The height and bulk of any proposed buildings must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: N/a

E13.6.5 Fences

<i>Objective: To ensure that fences are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 New fences must be in accordance with the acceptable development criteria for fence type and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	<p>P1 New fences must:</p> <ul style="list-style-type: none"> a) be designed to be complementary to the architectural style of the dominant buildings on the site or b) be consistent with the dominant fencing style in the heritage precinct; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.6 Roof Form and Materials

<i>Objective: To ensure that roof form and materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 Roof form and materials must be in accordance with the acceptable development criteria for roof form and materials within a precinct	<p>P1 Roof form and materials for new buildings and structures must:</p> <ul style="list-style-type: none"> a) be sympathetic to the historic heritage significance, design and period of construction of the dominant existing buildings on the site; and



identified in Table E13.1: Heritage Precincts, if any.	b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
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Comment: N/a

E13.6.7 Wall materials

Objective: To ensure that wall materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 Wall materials must be in accordance with the acceptable development criteria for wall materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 Wall material for new buildings and structures must: a) be complementary to wall materials of the dominant buildings on the site or in the precinct; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.8 Siting of Buildings and Structures

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

Acceptable Solutions	Performance Criteria
A1 New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 The front setback for new buildings or structure must: a) be consistent with the setback of surrounding buildings; and b) be set at a distance that does not detract from the historic heritage significance of the place; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.9 Outbuildings and Structures

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

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

Comment: N/a

E13.6.10 Access Strips and Parking

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

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



	b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
--	--

Comment: Satisfies the performance criteria.

E13.6.11 Places of Archaeological Significance

Objective: To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.

Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1 For works impacting on places listed in Table E13.3:</p> <p>a) it must be demonstrated that all identified archaeological remains will be identified, recorded and conserved; and</p> <p>b) details of survey, sampling and recording techniques technique be provided; and</p> <p>c) that places of identified historic heritage significance will not be destroyed unless there is no prudent and feasible alternative.</p>

Comment: N/a

E13.6.12 Tree and Vegetation Removal

Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1 The removal of vegetation must not:</p> <p>a) unreasonably impact on the historic cultural significance of the place; and</p> <p>b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: N/a

E13.6.13 Signage

Objective: To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.

Acceptable Solutions	Performance Criteria
A1 Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater than 0.2m ² .	<p>P1 New signs must be of a size and location to ensure that:</p> <p>a) period details, windows, doors and other architectural details are not covered or removed; and</p> <p>b) heritage fabric is not removed or destroyed through attaching signage; and</p> <p>c) the signage does not detract from the setting of a heritage place or does not unreasonably impact on the view of the place from public viewpoints; and</p> <p>d) signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: Satisfies the performance criteria.

E13.6.14 Maintenance and Repair

<i>Objective</i>



<i>To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places and precincts.</i>
Acceptable Solution
<i>New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.</i>

Comment: N/a

Table E13.1: Local Heritage Precincts

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

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

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

SPECIFIC AREA PLANS	
F1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN	Complies – See Specific Area Plan assessment below

Assessment against F2.0 (Heritage Precincts Specific Area Plan)

F2.1 Purpose of Specific Area Plan	
F2.1.1	<i>In addition to, and consistent with, the purpose of E13.0 Local Historic Heritage Code, the purpose of this Specific Area Plan is to ensure that development makes a positive contribution to the streetscape within the Heritage Precincts.</i>
F2.2 Application of Specific Area Plan	
F2.2.1	<i>This Specific Area Plan applies to those areas of land designated as Heritage Precincts on the Planning Scheme maps.</i>
F2.2.2	<i>The following development is exempt from this Specific Area Plan:</i>
a)	<i>works required to comply with an Emergency Order issued under section 162 of the Building Act 2000;</i>



- b) electricity, optic fibre and telecommunications cables, and water, sewerage, drainage connections and gas lines to individual buildings;
- c) maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;
- d) repainting of an exterior surface that has been previously painted, in a colour similar to that existing;
- e) the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead wood, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and
- f) the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.

F2.3 Definitions

F2.3.1 Streetscape

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

F2.3.2 Heritage-Listed Building

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

F2.4 Requirements for Design Statement

F2.4.1 In addition to the requirements of clause 8.1.3, a design statement is required in support of the application for any new building, extension, alteration or addition, to ensure that development achieves consistency with the existing streetscape and common built forms that create the character of the streetscape.

F2.4.2 The design statement must identify and describe, as relevant to the application, setbacks, orientation, scale, roof forms, plan form, verandah styles, conservatories, architectural details, entrances and doors, windows, roof covering, roof plumbing, external wall materials, paint colours, outbuildings, fences and gates within the streetscape. The elements described must be shown to be the basis for the design of any new development.

F2.4.3 The design statement must address the subject site and the two properties on both sides, the property opposite the subject site and the two properties both sides of that.

Comment: Although the subject works is within the Heritage Precincts Specific Area Plan, the proposal will have a positive effect on the streetscape.

SPECIAL PROVISIONS	
9.1 Changes to an Existing Non-conforming Use	N/a
9.2 Development for Existing Discretionary Uses	Complies.
9.3 Adjustment of a Boundary	N/a
9.4 Demolition	N/a
9.5 Change of Use of a Place listed on the Tasmanian Heritage Register or a heritage place	N/a
9.6 Change of Use	N/a
9.7 Access and Provision of Infrastructure Across Land in Another Zone	N/a
9.8 Buildings Projecting onto Land in a Different Zone	N/a
9.9 Port and Shipping in Proclaimed Wharf Areas	N/a

STATE POLICIES
The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993
The proposal is consistent with the objectives of the Land Use Planning & Approvals Act 1993.



STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES

Strategic Plan 2017-2027

Statutory Planning

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

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

7 DISCUSSION

Discretion to refuse the application is limited to:

- Reliance on the performance criteria of the Car Parking and Sustainable Transport Code;
- Reliance on the performance criteria of the Local Historic Heritage Code.

The relocated car parking at 58 Wellington Street is proposed in front of the building line, triggering discretion, however this is already the case at this location, but the relocation of spaces will provide for a safe and efficient layout. The proposal has been designed to mitigate issues within the street. The main objectives of the project are to provide a safer environment for pedestrians of all ages and mobility and to enhance the visual amenity of the streetscape.

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

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

8 ATTACHMENTS

1. Planning Permit Application - Trent Atkinson - Wellington Street Longford [15.2.1 - 4 pages]
2. NMC Planning Submission Final [15.2.2 - 10 pages]
3. pitt&sherry plans [15.2.3 - 8 pages]
4. Lange Design Concept Plan Sheet 1 [15.2.4 - 1 page]
5. Lange Design Concept Plan Sheet 2 [15.2.5 - 1 page]
6. Lange Design Footpath Pavement Plans [15.2.6 - 3 pages]
7. pitt&sherry Traffic Impact Assessment [15.2.7 - 42 pages]
8. Representations [15.2.8 - 11 pages]
9. DA Response to reps [15.2.9 - 2 pages]
10. DSG Referral - Complete [15.2.10 - 2 pages]
11. Heritage referral PL N-22-0040 - Wellington St Union St Mason St Smith St Archer St Lyttleton St LO [15.2.11 - 11 pages]
12. No Interest W A 7900 [15.2.12 - 2 pages]
13. Response from Tas Water [15.2.13 - 3 pages]
14. WI referral PL N-22-0040 Wellington St Union St Mason St Smith St Archer St Lyttleton St LONGFORD [15.2.14 - 1 page]

RECOMMENDATION

That land at Wellington St, Union St, Mason St, Smith St, Archer St, & Lyttleton St, LONGFORD be approved to be developed and used for a Roadworks/Streetscape works (Heritage Precinct) Wellington St from adjacent to 19 & 22 Wellington St to adj. to 69 Wellington St & 2A William St, & Union St adjacent to 19, 22, 23 & 24-26 Wellington St, Mason St adj. to 2 Mason St & 34A Wellington St, Smith St adj. to 39, 41-43, 44 & 46 Wellington St, Archer St adj. to 51, 53, & 58 Wellington St & 2A William St, and Lyttleton St adj. to 53 & 55 Wellington St. in accordance with application PLN-22-0040, and subject to the following conditions:

- 1 Layout not altered



The use and development shall be in accordance with the endorsed plans numbered P1 – P13, D1 and D2 as follows:

- P1 – (Cover Page, pitt&sherry, Drawing No: S-P.21.0231-00-CIV-DRG-1000, Rev: B, Dated: 21-02-22);
- P2 – (General Arrangement and Stormwater Plan, pitt&sherry, Drawing No: S-P.21.0231-00-CIV-DRG-1010, Sheet 1 of 4, Rev: C, Dated: 21-02-22);
- P3 – (General Arrangement and Stormwater Plan, pitt&sherry, Drawing No: S-P.21.0231-00-CIV-DRG-1011, Sheet 2 of 4, Rev: C, Dated: 21-02-22);
- P4 – (General Arrangement and Stormwater Plan, pitt&sherry, Drawing No: S-P.21.0231-00-CIV-DRG-1012, Sheet 3 of 4, Rev: C, Dated: 21-02-22);
- P5 – (General Arrangement and Stormwater Plan, pitt&sherry, Drawing No: S-P.21.0231-00-CIV-DRG-1013, Sheet 4 of 4, Rev: D, Dated: 21-03-22);
- P6 – (Stormwater Longitudinal Sections, pitt&sherry, Drawing No: S-P.21.0231-00-CIV-DRG-1014, Sheet 1 of 2, Rev: B, Dated: 21-02-22);
- P7 – (Stormwater Longitudinal Sections, pitt&sherry, Drawing No: S-P.21.0231-00-CIV-DRG-1015, Sheet 2 of 2, Rev: B, Dated: 21-02-22);
- P8 – (Sections Wellington Street, pitt&sherry, Drawing No: S-P.21.0231-00-CIV-DRG-1020, Rev: C, Dated: 21-02-22);
- P9-P10 – (Concept Plans, Lange Designs, Sheet 1 of 2 and Sheet 2 of 2, Rev: C, Dated: 12 December 2021);
- P11-P13 – (Footpath Pavement Plans, Lange Designs, Sheet 1 of 3, Sheet 2 of 3 and Sheet 3 of 3, Rev: A, Dated: 16 August 2021);
- D1 – (Planning Submission Statement, Northern Midlands Council, Dated: 24th February 2022); and
- D2 – (Traffic Impact Assessment, pitt&sherry, Rev: 00, Dated: 21 February 2022).

2 Tasmanian Heritage Council Requirements

The proposed development must comply with the advice of the Tasmanian Heritage Council Notice of No Interest (Reference #7900, File No. 09-70-18THC, 26 May 2022) – attached as Appendix A.

3 Department of State Growth conditions

Detailed engineering drawings showing the extent of the works and associated ancillary construction must be provided to the Department of State Growth for review and acceptance as part of a works permit application per the details noted below.

NOTE: A valid works permit is required for all works undertaken in the State Road (Wellington Street) reservation. Details of the permit process and application forms can be found at:

[www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/general_works_pathways_stock_un](http://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/general_works_pathways_stock_underpass)
derpass. Applications must be received by the Department of State Growth a minimum of twenty (20) business days prior to the expected commencement date of works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued.

4 Dilapidation Report

Prior to any development commencing, a Dilapidation report is to be prepared and submitted to the approval of the General Manager detailing the existing condition of adjoining buildings which abut the road reservation.

5 Construction Environmental Management Plan (CEMP)

Prior to any development commencing, a CEMP is to be prepared and submitted to the approval of the General Manager and must include the provision of vibration monitoring and reporting that will be undertaken during the construction phase of the project for adjoining buildings which abut the road reservation.

6 Sub-floor Ventilation System

The works approved must ensure that as part of the development phase of the project, the covered vents at 57 Wellington Street, Longford be unblocked and shielded from surface water entering the vents.



MINUTE NO. 22/254

DECISION

Cr Polley/Cr Goninon

That a decision on this matter be deferred to the next Council meeting; and the application be referred to the new Bicycle Advisory Committee.

Carried

Voting for the Motion:

Cr Adams, Cr Calvert, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Mayor Knowles



15.3 DRAFT AMENDMENT 02/2022; PLN22-0047, 5 ESKLEIGH ROAD, PERTH

File: 13/026/007/166; 104200.385; PLN22-0047

Responsible Officer: Des Jennings, General Manager

Report prepared by: Paul Godier, Senior Planner

1 INTRODUCTION

This report assesses a direction from the Tasmanian Planning Commission to reconsider a request for additional information.

2 BACKGROUND

Applicant:

6ty° Pty Ltd

Zone:

Rural Resource Zone

Owner:

Bernard Einoder

Proposal:

Rezone part of the property

Planning Instrument:

- Northern Midlands Interim Planning Scheme 2013, Version 38, Effective from 22 February 2022.

3 STATUTORY REQUIREMENTS

The *Land Use Planning & Approvals Act 1993* (former provisions) contains the following provisions:

Section 33 (1) – A person may request a planning authority to initiate an amendment of a planning scheme administered by it.

33A. Additional information

(1) A planning authority may, within the period of 28 days from the day on which it receives from a person a request under section 33(1), by notice in writing served on the person, require the person to provide it with additional information before it considers the application.

(2) If the planning authority requires a person to provide it with additional information under subsection (1), the period referred to in section 33(3) or (3AA), whichever is applicable, does not run while the requirement has not been, in the opinion of the planning authority, satisfied.

33B. Review of requirement for additional information

(1) Where a planning authority requires additional information under section 33A(1) from a person, the person may, within 14 days of receiving notice of that requirement, request the Commission to review the process by which the planning authority reached its decision to make the requirement.

(2) Where the Commission has been requested under subsection (1) to review the process by which the planning authority reached its decision, the Commission may require the planning authority to provide it with any relevant material that is in the possession of the planning authority before the day on which the requirement is made.

(3) A planning authority must provide the relevant material required by the Commission under subsection (2) within 7 days of receiving notice of the requirement under that subsection.

(4) The Commission, not later than 28 days after receiving the request under subsection (1) or such longer period as the Minister may allow, must –

(a) direct the planning authority to reconsider the planning authority's decision to require the information under section 33A(1); or

(b) determine that the requirement under section 33A(1) was appropriate.

4 ASSESSMENT

Additional information was requested from the application in the attached letter dated 14 April 2022 which states:



I refer to the abovementioned application which includes a document titled Drummond Street Developments Pty Ltd, Drummond Street Planning Scheme Amendment, Planning Assessment, GHD, December 2020 (GHD Planning Assessment).

Appendix G (GHD Infrastructure Assessment) includes Appendix C (NMC South Perth Concept WSUD – Preliminary Options, Hydrodynamica, 15 July 2020) which advises on page 3 that, ‘The site is possibly going to present difficulties in fully servicing the roads with traditional underground piped drainage when considering the minimum cover requirements, the wetlands depths to develop treatment volumes, and the depth for hydraulic connection at Sheepwash Creek under AEP 1% flood levels’.

Before the application is considered the following information is required in accordance with section 33A (1) (former provisions) of the Land Use Planning and Approvals Act 1993:

- 1. An engineering demonstration to satisfy the statement on page 9 of Appendix G (GHD Infrastructure Assessment) that “stormwater can be drained to the South Esk River and to Sheepwash Creek”.*

This must include long sections, gradients and diameters of required trunk mains, main channels and overland flow paths, necessary easements and/or land acquisition requirements, connection points to Sheepwash Creek, proposed extensions and/or upgrades to Council infrastructure to provide connectivity to the east and west, and likely cut/fill areas throughout the site to facilitate drainage.

- 2. The Specific Area Plan with accompanying precinct plan as referenced and relied upon in the GHD Planning Assessment; or an amended planning assessment report that does not rely upon or reference a Specific Area Plan to clarify the scope and terms of the proposed amendment.*

In accordance with section 33A (former provisions) of the Land Use Planning and Approvals Act 1993 the period referred to in section 33(3) or (3AA) does not run while the requirement has not been, in the opinion of the planning authority, satisfied.

The information requested at point 2 was provided.

On 25 May 2022, Council received the attached letter from the Tasmanian Planning Commission which states:

On 26 April 2022, the Tasmanian Planning Commission (the Commission) received a request from 6ty° Pty Ltd to review the requirement for additional information for draft amendment 02/2022 of the Northern Interim Planning Scheme 2013 under section 33B of the former provisions of the Land Use Planning and Approvals Act 1993 (the Act).

The Commission has reviewed the request and advise the planning authority that under section 33B(4)(a) of the Act, item 1 of the planning authority’s further information request dated 14 April 2022 relating to draft amendment 02/2022 must be reconsidered.

Specifically, the reconsideration should involve reviewing the level of detail requested on stormwater design at this stage of the draft amendment process. Consideration should be given to whether some of the information requested could be provided at the stage of a development application should the draft amendment be approved.

It is considered that while some of this detail could be provided at development application stage, given the possible difficulties indicated in the application, it is prudent to resolve these issues before the land is rezoned.

5 FINANCIAL IMPLICATIONS TO COUNCIL

Assessment of requests to amend the planning scheme provided for within budget allocations.

6 OPTIONS

Having reconsidered the request for additional information Council can resolve to:

- Require the information detailed in its letter dated 14 April 2022;



- Modify the request for additional information;
- Cease to require the information.

7 DISCUSSION

The request is based on documents provided by the applicant, Appendix G of which (GHD Infrastructure Assessment) includes Appendix C (NMC South Perth Concept WSUD – Preliminary Options, Hydrodynamica, 15 July 2020) which advises on page 3 that, 'The site is possibly going to present difficulties in fully servicing the roads with traditional underground piped drainage when considering the minimum cover requirements, the wetlands depths to develop treatment volumes, and the depth for hydraulic connection at Sheepwash Creek under AEP 1% flood levels'.

The request is for an engineering demonstration to satisfy the statement on page 9 of Appendix G (GHD Infrastructure Assessment) that "stormwater can be drained to the South Esk River and to Sheepwash Creek" and that this must include long sections, gradients and diameters of required trunk mains, main channels and overland flow paths, necessary easements and/or land acquisition requirements, connection points to Sheepwash Creek, proposed extensions and/or upgrades to Council infrastructure to provide connectivity to the east and west, and likely cut/fill areas throughout the site to facilitate drainage.

The Tasmanian Planning Commission states that:

Specifically, the reconsideration should involve reviewing the level of detail requested on stormwater design at this stage of the draft amendment process. Consideration should be given to whether some of the information requested could be provided at the stage of a development application should the draft amendment be approved.

While some of this detail could be provided at development application stage, given the possible difficulties indicated in the application, it is considered prudent to resolve these issues before the land is rezoned.

8 ATTACHMENTS

1. 22.061 - Completed Development Application Form [15.3.1 - 4 pages]
2. 22.061 - Drummond Street Scheme Amendment [15.3.2 - 270 pages]
3. 22.061 - Land Owner Consent [15.3.3 - 3 pages]
4. 22.061 - Title Documentation [15.3.4 - 3 pages]
5. PERTH 12510470- RE P-0 Planning Scheme Amendment [15.3.5 - 20 pages]
6. Additional Information Request [15.3.6 - 2 pages]
7. Northern Midlands 2013 - Review - Letter to planning authority regarding section 33 B decision, 25 M [15.3.7 - 1 page]

RECOMMENDATION

That Council, having reconsidered the requirement for additional information, resolve to require the information in its letter dated 14 April 2022, namely:

1. *An engineering demonstration to satisfy the statement on page 9 of Appendix G (GHD Infrastructure Assessment) that "stormwater can be drained to the South Esk River and to Sheepwash Creek".*

This must include long sections, gradients and diameters of required trunk mains, main channels and overland flow paths, necessary easements and/or land acquisition requirements, connection points to Sheepwash Creek, proposed extensions and/or upgrades to Council infrastructure to provide connectivity to the east and west, and likely cut/fill areas throughout the site to facilitate drainage.



MINUTE NO. 22/255

DECISION

Cr Goninon/Cr Davis

That Council, having reconsidered the requirement for additional information, resolve to require the information in its letter dated 14 April 2022, namely:

1. *An engineering demonstration to satisfy the statement on page 9 of Appendix G (GHD Infrastructure Assessment) that "stormwater can be drained to the South Esk River and to Sheepwash Creek".
This must include long sections, gradients and diameters of required trunk mains, main channels and overland flow paths, necessary easements and/or land acquisition requirements, connection points to Sheepwash Creek, proposed extensions and/or upgrades to Council infrastructure to provide connectivity to the east and west, and likely cut/fill areas throughout the site to facilitate drainage.*

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Calvert, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



15.4 PLN20-0316; 81 EVANDALE RD WESTERN JUNCTION - EXPAND QUARRY

File: 201800.16; PLN20-0316
Responsible Officer: Des Jennings, General Manager
Report prepared by: Rebecca Green, Planning Consultant

1 INTRODUCTION

This report assesses an application for 81 Evandale Road, Western Junction for Southern Extension to BIS Quarry (Level 2 Activity under the Environmental Management and Pollution Control Act 1994).

BIS Quarries Pty Ltd operate the Western Junction Quarry on private land owned by Mr. Hughes at 81 Evandale Road, Western Junction. Due to declining reserves of basalt rock in the existing quarry, Mr. Hughes has applied for a level 2 permit for an extension of the existing quarry.

2 BACKGROUND

Applicant:

Mr D Hughes

Zone:

Rural Resource Zone

Classification under the Scheme:

Extractive Industry

Deemed Approval Date:

19-Jul-22

Owner:

David Nicholas Hughes

Codes:

Road & Railway Assets Code,
Carparking & Sustainable Transport Code,
Airports Impact Management Code

Existing Use:

Resource development and Extractive industry

Recommendation:

Approve with conditions

Discretionary Aspects of the Application:

- *Extractive Industry (level 2 activity) in Rural Resource Zone*

Planning Instrument:

- *Northern Midlands Interim Planning Scheme 2013, Version 38, Effective from 22nd February 2022.*

Preliminary Discussion

- Prior to submission of the application, the applicant held discussions with Council officers regarding the application.

3 STATUTORY REQUIREMENTS

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

4 ASSESSMENT

4.1 Proposal

It is proposed to undertake:

- Southern Extension to Biz Quarry (Level 2 Activity).

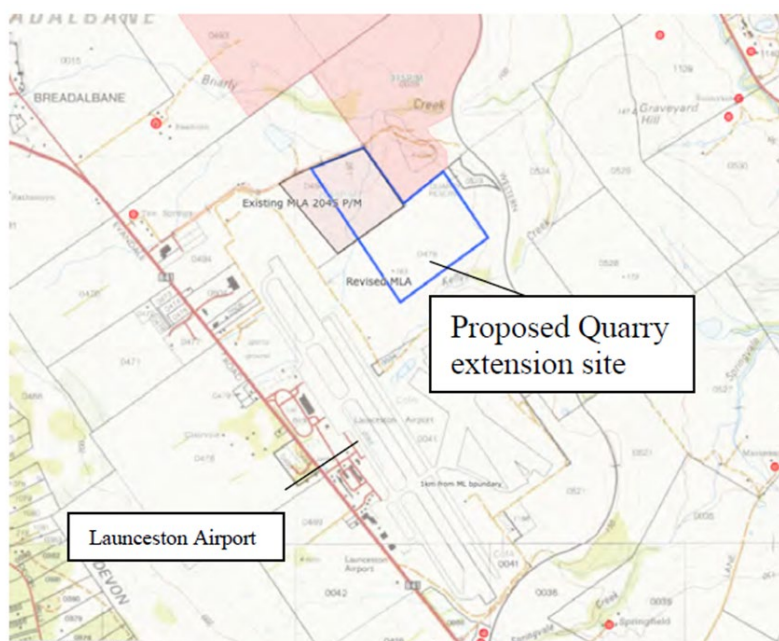
Planning approval (PLN-19-0071), including the EPA Permit Part B No. 9667 was granted on 20 November 2020. The planning approval was for 500,000 tonnes per annum.

During the application process the landowner to the south of the quarry, indicated that they were interested in selling part of the property to the immediate south of the quarry operations and Mr. Hughes has since purchased the land. As this land has better rock reserves and also provides a greater separation distance from the Launceston Airport and residences to the North, this new application is for the revised quarry location and revised Mining Lease Application.

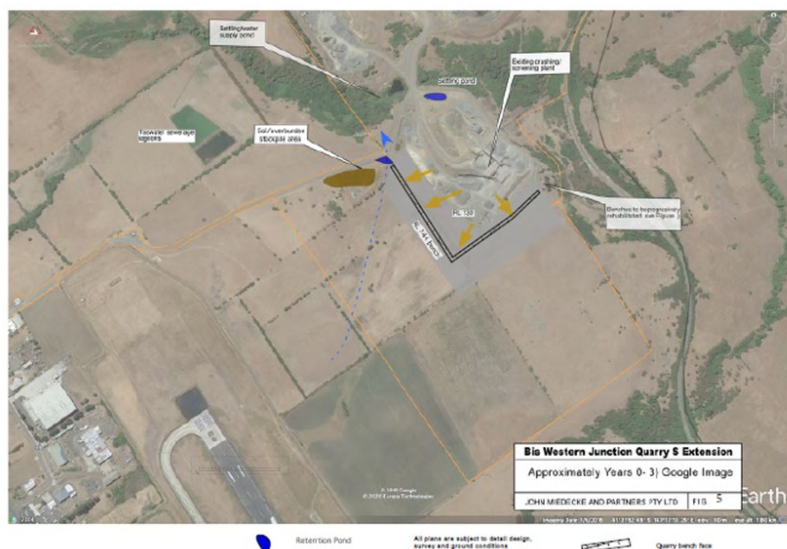
The same production levels of 312,500 cubic metres of product per annum (500,000 tonnes per annum) as the existing permit, with the only change the movement of quarry operations to include the different property title.

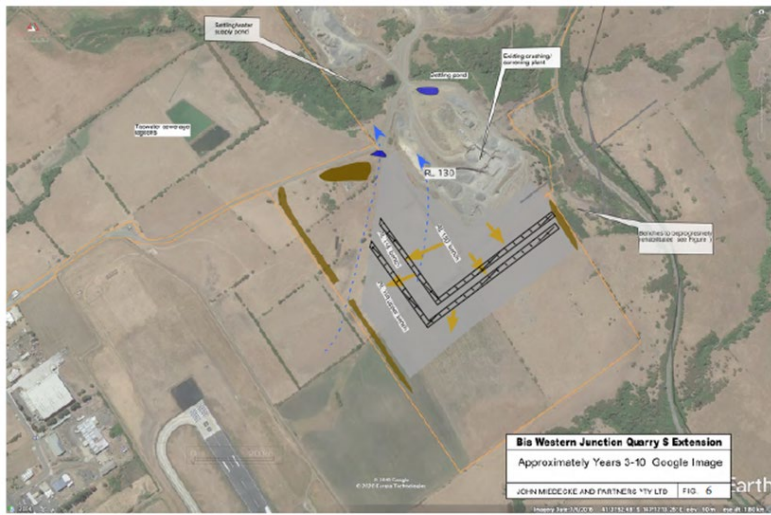
Rock will be be gained by drilling and blasting and then transported to the existing crushing and screening plant on site for processing and stockpiling. It is expected that expansion will allow the quarry to continue for approximately 20 years

Mining Lease Application (ML 2045P/M)



Expansion Plans (0-13 years)





4.2 Zone and Land Use

Zone Map – Rural Resource Zone



The land is zoned Rural Resource. The relevant Planning Scheme definition is:



a) <i>Extractive industry</i>	b) <i>use of land for extracting or removing material from the ground, other than resource development, and includes the treatment or processing of those materials by crushing, grinding, milling or screening on, or adjoining the land from which it is extracted. Examples include mining, quarrying, and sand mining.</i>
-------------------------------	--

Extractive industry (for a level 2 activity) is Discretionary in the zone.

4.3 Subject Site and Locality

Planning officers have carried out a site visit with staff from the Environment Protection Authority (EPA) and the proponent's consultant before the application was lodged.

Aerial photograph of area



4.4 Permit/Site History

Relevant permit history includes:

- Licence to Operate Scheduled Premises 3374
- PLN-19-0071 – Expansion of existing quarry (level 2 activity)

4.5 Representations

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

4.6 Referrals

The following referrals were required:

Department of State Growth
Precis: The Department advised Council on 8 March 2022, that they have no objections to the proposed development.
Launceston Airport



Precis: Launceston Airport advised Council on 29 March 2022 that they have no objections to the development application. They have requested that a number of items are implemented as part of the development of the quarry. This can be included as advisory notes upon any approval.

Tasrail (adjoining landowner)

Precis: TasRail advised Council on 17 March 2022 that they have no objection to the proposal as BIS currently complies with TasRail protocols for the existing quarry. TasRail have requested that the TasRail Standard Notes be included with any permits issued.

Environment Protection Agency (level 2 under EMPCA)

Summary: Council received notification of the Board of the Environment Protection Authority's Environmental Assessment Report and Permit Part B No. 10888 (attached) on 6 June 2022.

In accordance with section 25(5)(a) of the Environmental Management & Pollution Control Act 1994, the conditions and restrictions in the Permit Part B must be contained in any permit granted by the Northern Midlands Council under the Land Use Planning & Approvals Act 1993.

To satisfy the requirements of the Environmental Management & Pollution Control Act 1994, the Council must not include any other condition or restriction which is inconsistent with, or which extends the operation of, any conditions or restrictions which the Board requires to be contained in the permit.

4.7 Planning Scheme Assessment

26 Rural Resource Zone

26.1 Zone Purpose

26.1.1 Zone Purpose Statements

- 26.1.1.1 *To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.*
- 26.1.1.2 *To provide for other use or development that does not constrain or conflict with resource development uses.*
- 26.1.1.3 *To provide for economic development that is compatible with primary industry, environmental and landscape values.*
- 26.1.1.4 *To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.*

Comment: The proposal supports the zone purpose at 26.1.1.1 to provide for the sustainable use or development of resources for mining.

26.1.2 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.

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.

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

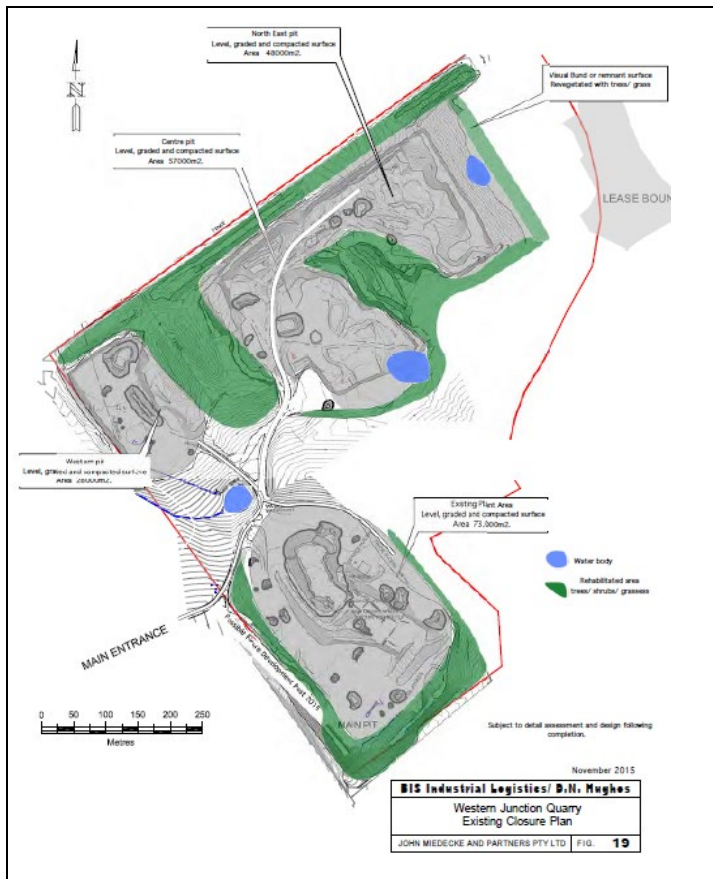
26.1.3 Desired Future Character Statements

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

Comment: The Environmental Effects Report discusses visual effects at part C.6 noting that the visibility of the proposed quarry extension will be very limited, as it will progress in a south-westerly direction as a “pit”. The only open views will be from the east, where the topography shields the workings, which in addition are located behind the crusher and screening plant. The location for the quarry extension and the quarry designs, were selected to avoid environmental impacts, including minimising discernible visual change. The topography has presented opportunities for effectively screening the quarry operations, except for short durations when stockpiles near the airport are undergoing revegetation. The quarry location and design will screen views to active working areas and rehabilitation of bunds and stockpiles will maintain a natural-like appearance in the viewed landscape.

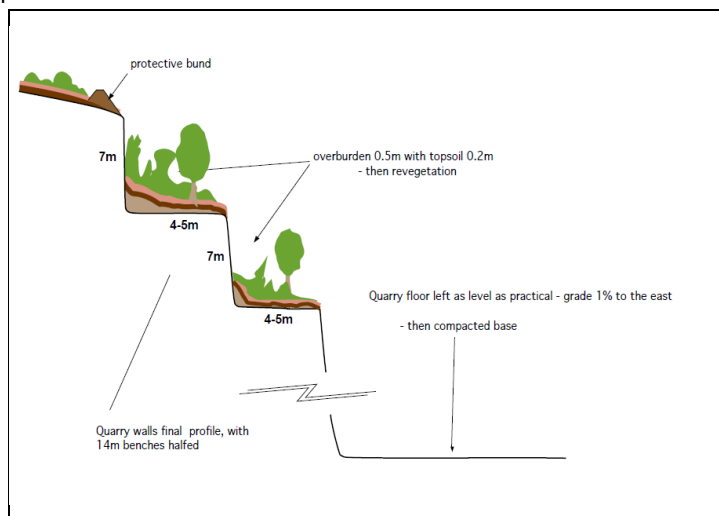
The EPA’s Environmental Assessment Report considers decommissioning and rehabilitation as Issue 8. Condition DC3 and DC4 of Permit Part B will require progressive rehabilitation to reduce the risk of large areas of the site being left unrehabilitated should the activity cease.

Existing Closure Plan





Typical Rehabilitation Profile



26.2 Use Table (extract)

Discretionary	
Use Class	Qualification
Extractive industries	If for a Level 2 Activity

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.	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 P1.2 Business and professional services and general retail and hire must not exceed a combined gross floor area of 250m ² over the site.
Not applicable – a discretionary use.	P1.1 The local area objectives are for Primary Industries, Tourism and Rural Communities. These are not relevant to this application for an Extractive Industry. P1.2 N/a
A2 If for permitted or no permit required uses.	P2.1 Utilities, extractive industries and controlled environment agriculture located on prime agricultural land must demonstrate that the: i) amount of land alienated/converted is minimised; and ii) location is reasonably required for operational efficiency; and P2.2 Uses other than utilities, extractive industries or controlled environment agriculture located on prime agricultural land, must demonstrate that the



	<i>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.</i>
Not applicable – a discretionary use.	Complies – not on prime agricultural land.
A3 <i>If for permitted or no permit required uses.</i>	<p>P3 <i>The conversion of non-prime agricultural to non-agricultural use must demonstrate that:</i></p> <ul style="list-style-type: none"> a) <i>the amount of land converted is minimised having regard to:</i> <ul style="list-style-type: none"> i) <i>existing use and development on the land; and</i> ii) <i>surrounding use and development; and</i> iii) <i>topographical constraints; or</i> b) <i>the site is practically incapable of supporting an agricultural use or being included with other land for agricultural or other primary industry use, due to factors such as:</i> <ul style="list-style-type: none"> i) <i>limitations created by any existing use and/or development surrounding the site; and</i> ii) <i>topographical features; and</i> iii) <i>poor capability of the land for primary industry; or</i> c) <i>the location of the use on the site is reasonably required for operational efficiency.</i>
Not applicable – a discretionary use.	The amount of land to be converted is restricted to the extent of the quarry. The nature of extractive industries limits the location of these developments to where specific resources are available.
A4 <i>If for permitted or no permit required uses.</i>	<p>P4 <i>It must be demonstrated that:</i></p> <ul style="list-style-type: none"> a) <i>emissions are not likely to cause an environmental nuisance; and</i> b) <i>primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and</i> c) <i>the capacity of the local road network can accommodate the traffic generated by the use.</i>
Not applicable – a discretionary use.	<p>The proposal has been assessed by the Environment Protection Authority as a level 2 activity under the <i>Environmental Management and Pollution Control Act 1994</i> which specifically deals with environmental nuisance.</p> <p>The proposed quarry will have limited impact on primary industry uses.</p> <p>The quarry is accessed via Richard Street which a previous Traffic Impact Assessment finds is adequate for the expected traffic volumes.</p>
<p>A5 <i>The use must:</i></p> <ul style="list-style-type: none"> a) <i>be permitted or no permit required; or</i> b) <i>be located in an existing building.</i> 	<p>P5 <i>It must be demonstrated that the visual appearance of the use is consistent with the local area having regard to:</i></p> <ul style="list-style-type: none"> a) <i>the impacts on skylines and ridgelines; and</i> b) <i>visibility from public roads; and</i> c) <i>the visual impacts of storage of materials or equipment; and</i> d) <i>the visual impacts of vegetation clearance or retention; and</i> e) <i>the desired future character statements.</i>
Not applicable – a discretionary use.	<p>The Environmental Effects Report discusses visual effects at part C.6 noting that the visibility of the proposed quarry extension will be very limited, as it will progress in a south-westerly direction as a “pit”. The only open views will be from the east, where the topography shields the workings, which in addition are located behind the crusher and screening plant. The location for the quarry extension and the quarry designs, were selected to avoid environmental impacts, including minimising discernible visual change. The topography has presented opportunities for effectively screening the quarry operations, except for short durations when stockpiles near the airport are undergoing revegetation. The quarry location and design will screen views to active working areas and rehabilitation of bunds and stockpiles will maintain a natural-like appearance in the viewed landscape.</p> <p>The EPA’s Environmental Assessment Report considers decommissioning and rehabilitation as Issue 8. Condition DC3 and DC4 of Permit Part B will require</p>



	progressive rehabilitation to reduce the risk of large areas of the site being left unrehabilitated should the activity cease. The proposal satisfies the performance criteria.
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26.3.2 Dwellings

N/a

26.3.3 Irrigation Districts

Objective <i>To ensure that land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 is not converted to uses that will compromise the utilisation of water resources.</i>	
Acceptable Solutions	Performance Criteria
A1 Non-agricultural uses are not located within an irrigation district proclaimed under Part 9 of the Water Management Act 1999.	P1 Non-agricultural uses within an irrigation district proclaimed under Part 9 of the Water Management Act 1999 must demonstrate that the current and future irrigation potential of the land is not unreasonably reduced having regard to: <ul style="list-style-type: none"> a) the location and amount of land to be used; and b) the operational practicalities of irrigation systems as they relate to the land; and c) any management or conservation plans for the land.
Does not comply – is in the North Esk Irrigation District.	The proposal satisfies the performance criteria.

26.4 Development Standards

26.4.1 Building Location and Appearance

N/a – no buildings proposed

CODES		
E1.0	BUSHFIRE PRONE AREAS CODE	N/a
E2.0	POTENTIALLY CONTAMINATED LAND	N/a
E3.0	LANDSLIP CODE	N/a
E4.0	ROAD AND RAILWAY ASSETS CODE	Complies - Previous Traffic Impact Assessment demonstrates compliance with the code.
E5.0	FLOOD PRONE AREAS CODE	N/a
E6.0	CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies – proposal provided required car parking on site
E7.0	SCENIC MANAGEMENT CODE	N/a
E8.0	BIODIVERSITY CODE	N/a
E9.0	WATER QUALITY CODE	N/a – a level 2 activity is exempt from this code
E10.0	RECREATION AND OPEN SPACE CODE	N/a
E11.0	ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a - a level 2 activity is exempt from this code
E12.0	AIRPORTS IMPACT MANAGEMENT CODE	Complies with the acceptable solutions - not a sensitive use and does not encroach into the prescribed airspace
E13.0	LOCAL HISTORIC HERITAGE CODE	N/a
E14.0	COASTAL CODE	N/a
E15.0	SIGNS CODE	N/a



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 Change of Use of a Place listed on the Tasmanian Heritage Register or a heritage place	N/a
9.6 Change of Use	N/a
9.7 Access and Provision of Infrastructure Across Land in Another Zone	N/a
9.8 Buildings Projecting onto Land in a Different Zone	N/a
9.9 Port and Shipping in Proclaimed Wharf Areas	N/a

STATE POLICIES
The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993
The proposal is consistent with the objectives of the <i>Land Use Planning & Approvals Act 1993</i> .

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES
Strategic Plan 2017-2027 <ul style="list-style-type: none"> Statutory Planning

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

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

7 DISCUSSION

Industry (level 2 activity) in the Rural Resource Zone.

Concern was raised about safety impacts of the quarry expansion on the Launceston Airport. A suitably qualified consultant prepared an Aviation Safety Impact Assessment as part of the 2019 application. The Department of Infrastructure, Transport, Regional Development and Communications provided a letter to the Northern Midlands Council in relation to the issues it had raised previously and the provision of the Safety Review Report. The Safety Review Report recommends that blasts be undertaken in the Launceston Airport's off-peak hours. The average busy hours were identified as being between 0900 hours and 1100 hours and between 1600 hours and 1800 hours. Condition B1 of the Permit Part B restricts blasting times to between 1100 hours and 1600 hours Monday to Friday. Condition B3 of Permit Part B requires the Launceston Airport Air Traffic Control Line Manager to be contacted at least 24 hours prior to any blasting operations, including drilling operations, being undertaken on the Land.

Regarding visual impact, the Development Proposal and Environmental Management Plan notes that the visibility of the proposed quarry extension will be very limited, as it will progress in a south-westerly direction as a "pit". The only open views will be from the east, where the topography shields the workings, which in addition are located behind the crusher and screening plant. The location for the quarry extension and the quarry designs, were selected to avoid environmental impacts, including minimising discernible visual change. The topography has presented opportunities for effectively screening the quarry operations, except for short durations when stockpiles near the airport are undergoing revegetation. The quarry location and design will screen views to active working areas and prompt rehabilitation of bunds and stockpiles



before they become visible will maintain a natural-like appearance in the viewed landscape. Condition DC3 and DC4 of Permit Part B will require progressive rehabilitation to reduce the risk of large areas of the site being left unrehabilitated should the activity cease.

The application is found to satisfy the requirements of the planning scheme. It is recommended for approval with the conditions below.

8 ATTACHMENTS

1. Application and associated docs [15.4.1 - 246 pages]
2. Tas Rail Response [15.4.2 - 3 pages]
3. PL N-20-0316 - Quarry Southern extension response (Department) [15.4.3 - 2 pages]
4. PL N-20-0316 - Quarry Expansion - 81 Evandale Road [15.4.4 - 1 page]
5. DSG response [15.4.5 - 2 pages]
6. Signed - 06062022 - D 22-251146 - HUGHES David - EAR Decision Western Junction Quarry [15.4.6 - 2 pages]
7. SIGNED - 06062022 - D 22-144818 - EAR Western Junction Southern Expansion [15.4.7 - 52 pages]
8. Signed - 06062022 - Permit 01888 [15.4.8 - 20 pages]

RECOMMENDATION

That land at 81 Evandale Road, Western Junction be approved to be developed and used for a Southern Extension to Biz Quarry (Level 2 Activity) in accordance with application PLN-20-0316, and subject to the following conditions:

1 Layout not altered

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

- **D1** (*Western Junction Quarry Extension, Environmental Effects Report and Appendices*, John Miedecke and Partners PL, Final, February 2022).

2 Environmental Management & Pollution Control Act 1994

The person responsible for the activity must comply with the conditions contained in Schedule 2 of Permit Part B, which the Board of Environmental Protection Authority (EPA) has required the planning authority to include in this permit, pursuant to section 25(5) of the *Environmental Management & Pollution Control Act 1994* (**D2**).

ADVICE

Launceston Airport Requirements

- *That the quarry operator will continue to periodically monitor and review the impacts of high-risk quarry operations relating to explosive deployment. This would include the monitoring and management of flying debris and air motion impacts.*
- *That the quarry development does not increase the risks of wildlife to the airport site. This would include ensuring that the development does not increase standing water or animal attractants as the site is developed and expanded.*
- *That the airport safeguarding measures outlines in the previous 'Safety Review Report for Proposed Quarry Extension' prepared by Mott MacDonald will be implemented for the revised proposal.*

TasRail Standard Notes (V2021)

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



property@tasrail.com.au to discuss the proposed interface ahead of the planning process. Consideration should also be given to the orientation and siting of above ground structures on adjoining land as well as landscaping to ensure there is no potential to obscure or obstruct the line of sight with respect to a railway crossing.

- Stormwater or effluent is not permitted to be discharged onto rail land or into the rail drainage system. Should there be a requirement for a service or asset to be installed on rail land in order to connect into an authorised stormwater or other outlet, a separate TasRail Permit is required and will only be approved subject to terms and conditions (costs apply). A Permit Application Form is available by contacting property@tasrail.com.au
- Any excavation within 3 metres of the rail boundary line requires a separate TasRail Permit from property@tasrail.com.au in accordance with s44 of the Rail Infrastructure Act 2009. A minimum of seven (7) business days notice is required, but earlier engagement is recommended
- Rail land is not for private use and should not be encroached for any purpose including for gardens, storage, keeping of animals etc. Dumping of rubbish including green waste into the rail corridor is not permitted.
- No obstruction, installation or works of any kind are permitted inside railway land for any purpose including for structures, unauthorised vehicles, drainage, water pipes, stormwater discharge, electrical or service infrastructure, storage of materials, vegetation clearing, inspections etc.
- As per the Rail Infrastructure Act 2007, the Rail Infrastructure Manager (TasRail) may remove and dispose of unauthorised or unlawful service infrastructure and take such other action as it sees fit. Where this occurs, TasRail may recover its costs of doing so as a debt due to TasRail from that person and retain if applicable any proceeds of disposal. No action lies against TasRail for removing or disposing of the unauthorised or unlawful service infrastructure.
- No persons should enter rail land without formal authorisation from TasRail in the form of a TasRail Permit issued by property@tasrail.com.au

As railway land is Crown Land, the Rail Infrastructure Manager is not required to contribute to the cost of boundary fencing.

MINUTE NO. 22/256

DECISION

Cr Goninon/Cr Adams

That land at 81 Evandale Road, Western Junction be approved to be developed and used for a Southern Extension to Biz Quarry (Level 2 Activity) in accordance with application PLN-20-0316, and subject to the following conditions:

1 Layout not altered

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ADVICE

Launceston Airport Requirements

- That the quarry operator will continue to periodically monitor and review the impacts of high-risk quarry operations relating to explosive deployment. This would include the monitoring and management of flying debris and air motion impacts.
- That the quarry development does not increase the risks of wildlife to the airport site. This would include ensuring that the development does not increase standing water or animal attractants as the site is developed and expanded.
- That the airport safeguarding measures outlines in the previous 'Safety Review Report for Proposed Quarry Extension' prepared by Mott MacDonald will be implemented for the revised proposal.

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- *Landowners, builders/developers and prospective residents should undertake appropriate due diligence to ensure they are aware of potential exposure to train horn noise and vibration, particularly in relation to building design, material specifications and lifestyle. The train horn is a safety device that is required to be sounded twice per level crossing being on approach and on entry. The minimum duration of each train horn blow is one second. The train driver also has the discretion to sound the horn at any time he/she perceives a risk.*
- *Using or creating an unauthorised railway crossing or stock crossing is unsafe and strictly prohibited. If the proposed development interfaces with a rail crossing and/or rail corridor land it is recommended you contact property@tasrail.com.au to discuss the proposed interface ahead of the planning process. Consideration should also be given to the orientation and siting of above ground structures on adjoining land as well as landscaping to ensure there is no potential to obscure or obstruct the line of sight with respect to a railway crossing.*
- *Stormwater or effluent is not permitted to be discharged onto rail land or into the rail drainage system. Should there be a requirement for a service or asset to be installed on rail land in order to connect into an authorised stormwater or other outlet, a separate TasRail Permit is required and will only be approved subject to terms and conditions (costs apply). A Permit Application Form is available by contacting property@tasrail.com.au*
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- *No persons should enter rail land without formal authorisation from TasRail in the form of a TasRail Permit issued by property@tasrail.com.au*

As railway land is Crown Land, the Rail Infrastructure Manager is not required to contribute to the cost of boundary fencing.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Calvert, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



15.5 PLN22-0104: ALTERATIONS & ADDITIONS TO LONGFORD MEMORIAL HALL & ASSOCIATED WORKS - 53 WELLINGTON STREET, LONGFORD

File: 113600.2
Responsible Officer: Des Jennings, General Manager
Report prepared by: Chloe Lyne, Consultant Planner

1 INTRODUCTION

This report assesses an application for alterations and additions to the Longford Memorial Hall, replacement of BBQ facilities, construction of RSL Memorial Wall, and landscaping (Heritage Listed Place, Heritage Precinct, vary setbacks and car parking provision) at 53 Wellington Street, Longford

2 BACKGROUND

Applicant: Loop Architecture	Owner: Northern Midlands Council
Zone: Open Space Zone	Codes: Heritage Code, Heritage Precincts Specific Area Plan, Carparking and Sustainable Transport Code
Classification under the Scheme: Discretionary	Existing Use: Passive Recreation (BBQ Shelter) Community Meeting and Entertainment (Memorial Hall)
Deemed Approval Date: 23 July 2022	Recommendation: Approve

Discretionary Aspects of the Application:

- Setbacks to Lyttleton and Archer Streets.
- Car Parking Numbers.
- Reliance on performance criteria of the Heritage Code and the Heritage Precincts Specific Area Plan.

Planning Instrument:

- *Northern Midlands Interim Planning Scheme 2013, Version 38, Effective from 22 February 2022.*

3 STATUTORY REQUIREMENTS

The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application).

Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.

4 ASSESSMENT

4.1 Proposal

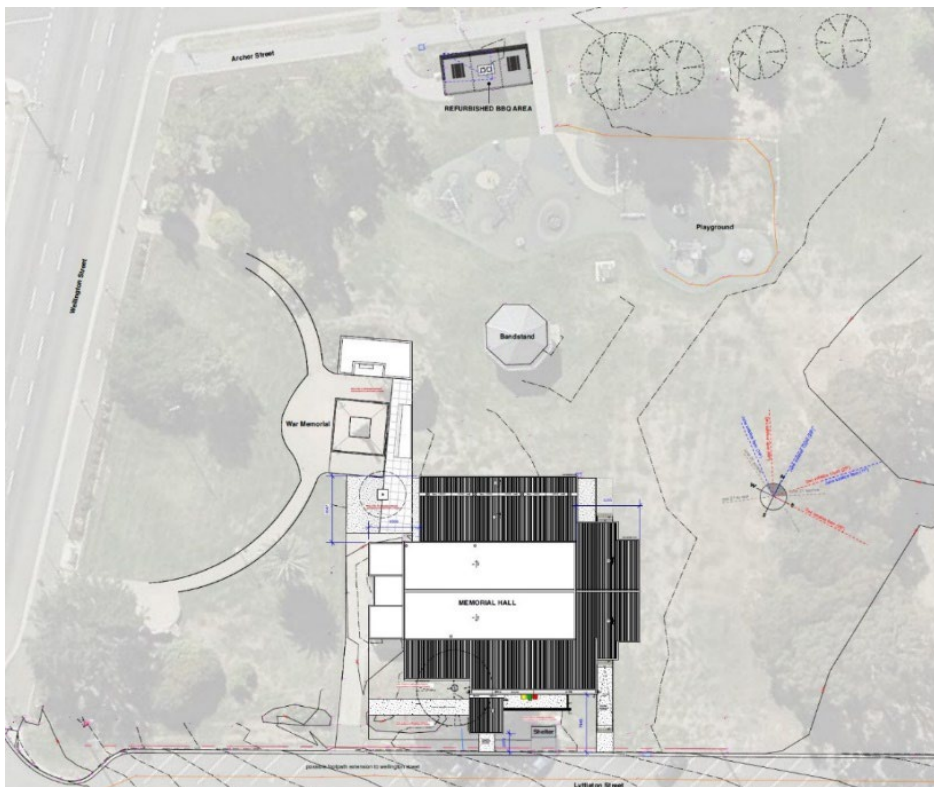
The proposal constitutes the following:

1. Alterations and Extensions to Memorial Hall
 - Internal demolition works.
 - Construction of a new annexe addition on the northern façade.



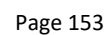
- An extension to the eastern and southern facades including reception area, foyer, meeting rooms, office, amenities block and kitchen/bar.
 - The additions will not increase the overall height of the hall but will reduce the setback to the southern boundary to approximately 2.3m.
 - There are no changes to the Wellington Street façade of the building.
2. Upgrade BBQ Shelter
- Upgrades to the existing BBQ shelter adjacent to Archer Street. The shelter will have a height of approximately 4.3 metres and be constructed of modwood cladding and a colorbond roof.
3. Construction of RSL Memorial Wall
- Construction of a 1m high memorial wall consisting of select brick to match the refurbished wall brickwork to be capped in sandstone.
4. Landscaping
- Planting of 5 Chinese Elm trees in and around the playground area.
 - Feature gardens at the Cenotaph, the forecourt to the Memorial Hall and between the hall and Lyttleton Street frontage.

Site Plan





Zone Map – Open Space Zone





The land is zoned Open Space Zone, and is within the Heritage Precinct. Passive recreation is a no permit required use class in the zone. Community meeting & Entertainment is a discretionary use.

4.3 Subject Site and Locality

The author of this report carried out a site visit on Wednesday 15th June 2022.

Aerial photograph of area



Photographs of subject site:

Existing BBQ Shelter to be upgraded



Existing BBQ Shelter to be upgraded





View of northern side of Memorial Hall



View of eastern side of Memorial Hall



View of western side of hall



View of Cenotaph from Wellington Street



4.4 Permit/Site History

Relevant permit history includes:

- PLN 21 – 0217 - Passive recreation (BBQ and toilet facilities) & Community Meeting and Entertainment (Memorial Hall) (Refused).



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 sixteen representations (attached) were received from:

- Jeff Carins, 18 Marlborough Street, Longford.
- Chris and Sue-Ann Cornes, 10 Lyttleton Street, Longford.
- Mary Dufour, Longford.
- Richard Archer, Brickendon, Longford.
- David and Philippa Leake, Longford.
- Lindsay and Yvonne Scott, 169 Wellington Street, Longford.
- Gregory and Catherine Green, 1 Archer Street, Longford.
- Arthur Telford, 237 Wellington Street, Longford.
- Brook de Jong, 3 William Street, Longford.
- Prue Green, 30 Swan Street, Longford & Margot Gatenby 885 Pateena Road, Longford.
- M Luciani and M Serantoni, 12 Lyttleton Street, Longford.
- John Izzard, 44 Wellington Street, Longford.
- Ruth Jennings, Unit 9 Denton Close.
- Nigel Stokes and Elaine Ray, 1 Lyttleton Street, Longford.

The relevant planning matters raised in the representations are outlined below followed by the planner's comments. A number of the representations posed questions of Council about the project which have no bearing on the assessment under the Planning Scheme. These have been addressed separately by Council's Project Manager, see attached.

Issue 1

- The proposal is similar to one which was rejected by nearby and adjoining property owners and this proposal does not change much except for retention of the elm tree.

Planner's comment:

The matters are not relevant for consideration under the provisions of the planning scheme.

Issue 2

- The development will encroach on and negatively impact on the public park. There is already a lack of public open space in Longford. A large area of open space needs to be retained to kick footballs etc. The area on the eastern side of the hall is used for this purpose. The Village Green is an Open Space Zone and as such should be maintained as open space

Planner's comment:

These are matters of opinion and not matters required to be considered under the relevant planning scheme provisions. It is observed that the eastern end of the Village Green provides large, unencumbered areas of useable open space.

Issue 3

- The representor states that neighbours in Lyttleton Street already experience issues of anti-social behaviour, littering and reduced privacy. These problems will be multiplied with the use of the building as a function centre.

Planner's comment:

The building can already be utilised for functions so a change of use is not proposed. The hours of operation will be limited to the permitted hours under Clause 19.3.1 A1 being 8.00am – 10.00pm, 7 days. There are no other relevant standards in the planning scheme that address anti-social behaviour.

Issue 4

- The proposed additions may comply with the regulations but are not in keeping with the existing heritage buildings in Lyttleton Street.



Planner's comment:

Council's Heritage Adviser has assessed the additions as meeting the relevant heritage standards.

Issue 5

- The Elm tree to be retained will likely die with building development around it.

Planner's comment:

A condition of permit will require a management plan to be adopted during construction to protect the tree.

Issue 6

- The extension on the eastern side of the building will obstruct representors view of the park.

Planner's comment:

The planning scheme does not afford protection of views in this location.

Issue 7

- The additions will mean the hall becomes more of a community centre which will result in more cars accessing it. The access off Wellington Street into Lyttleton Street is dangerous.

Planner's comment:

As no new access to the site is proposed nor is there an existing access to the site, the Road and Railway Assets Code does not apply.

Issue 8

- A fundamental flaw in the application is that it does not provide any information on how the function centre will operate.

Planner's comment:

The operating hours for the Memorial Hall will not change as a result of the development. In accordance with Clause 19.4.1 A1 (Amenity), the permitted hours of operation are 8.00am – 10.00pm. The use of the hall will be limited to these hours of operation and this will be reinforced by condition of permit.

Issue 9

- As the only modern structure within the Heritage Precinct, it will not be sympathetic to and will clash with the Heritage Precinct and existing streetscape.

Planner's comment:

The Hall additions proposed is contextual with the existing architectural style of the building and will therefore have an acceptable impact on the historic heritage significance of the place and precinct.

Issue 10

- The proposed additions do not meet the planning objective to '*respect the setting, original plan, form, shape and scale of the existing main building.*'

Planner's comment:

Council's Heritage Adviser states that the existing hall form will remain the dominant form of the building. The additions respect the existing plan form, shape and scale of the existing structure.

Issue 11

- Objects to active door leafs and windows being finished in Precious Powdercoat Silver Kinetic Pearl. The finish is completely inappropriate within a Heritage Precinct and will give the appearance of modern shop front entrances.

Planner's comment:

Council's Heritage Adviser has assessed that the external finishes are appropriate. The window frames and sizes are sympathetic with the architectural style and function of the building. However, it is recommended that the windows facing Lyttleton street be amended to a vertical rhythm similar to the Wellington Street elevation which will be enforced via condition of permit.



Issue 12

- Objects to the harsh, flat 'reddish brown' solid brick walls in their current form. The walls will be hard and brutalist in appearance. Consideration should be given to the brick walls having some form of feature brickwork.

Planner's comment:

The existing hall exterior walls are painted render in a smooth finish. The new external wall lining will be harmonious with the existing wall exterior wall finish.

Issue 13

- Objects to the use of Cemintel 'Barestone' cladding. This does not meet the Planning Scheme objective 'to ensure that wall materials used are compatible with the streetscape.'

Planner's comment:

The existing hall exterior walls are painted render in a smooth finish. The new external wall lining will be harmonious with the existing wall exterior wall finish. The brickwork facing Lyttleton Street will be sympathetic with the existing historic buildings in the street.

4.6 Referrals

Council's Works and Infrastructure Department

Council's Engineering Officer provided the attached response recommending conditions regarding vehicle access.

TasWater

TasWater issued a Submission to Planning Authority Notice (Taswater Ref: TWDA 2022/00790-NMC).

Council's Heritage Adviser

The Hall additions proposal is contextual with the existing architectural style of the building and will therefore have an acceptable impact on the historic heritage significance of the place and precinct.

The proposal has been amended from an earlier design where I had concerns about the horizontal external cladding facing Lyttleton Street. This proposal has addressed those concerns and replaces the horizontal cladding with traditional brickwork. This will make the interface with Lyttleton Street sympathetic with the existing historic buildings in the street.

The new BBQ Shelter will have an acceptable impact on the streetscape and Heritage Listed Place.

Tasmanian Heritage Council

The Tasmanian Heritage Council issued a Notice of Heritage Decision 27 June 2022. (Ref: 09-70-18 THC) which states:

Condition

The work involving installation or connection of utilities to the new building additions, including air-conditioning plant, external devices for electronic communications, electrical meter box, gas meter, and hot water storage cylinders, must be designed to have minimal impact on the presentation of the place.

Advice

It is recommended that arboriculturist advice be obtained to ensure that the southern elm tree is sufficiently protected from damage during the course of the works, and that any new landscaping treatment proposed within the drip line or Tree Protection Zone (TPZ), as defined by AS4970-2009 Protection of Trees on Development Sites] be designed and constructed in a manner that promotes the tree's continued health and vigour.

The Planning Permit will condition the development to be in accordance with the Notice of Heritage Decision.

4.7 Planning Scheme Assessment

Open Space Zone

Zone Purpose

Zone Purpose Statements

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

Local Area Objectives

- There are no desired local area objectives

Desired Future Character Statements

- There are no desired future character statements



Clause 19.3 Use Standards

19.3.1 Amenity

Objective To ensure that uses do not adversely impact upon the occupiers of adjoining and nearby uses.	
Acceptable Solutions	Performance Criteria
A1 Operating hours must be between: a) 8.00 am and 10.00 pm where adjoining residential use; and b) 6.00 am and 12.00 am midnight where not adjoining residential use.	P1 The amenity of residential uses within the surrounding area must not be unduly impacted upon by operating hours and vehicle movements.
Condition required for compliance with A1 a).	
A2.1 The proposal must not include flood lighting where it adjoins the General residential, Low density residential, Rural living or Village zone; and A2.2 External security lighting must be contained within the boundaries of the site.	P2 External lighting must demonstrate that: a) floodlighting or security lights used on the site will not unreasonably impact on the amenity of adjoining land; and b) all direct light will be contained within the boundaries of the site.
Complies with A2.1 and A2.2 No flood lighting forms part of the proposal and all external security lighting will be contained within the boundaries of the site.	
A3 If for permitted or no permit required uses.	P3 Discretionary uses must not cause or be likely to cause an environmental nuisance through emissions including noise, smoke, odour and dust.
Complies with A3 Passive recreation is a no permit required use and in accordance with Clause 9.2, as the Community Meeting and Entertainment use is existing, it is to be assessed as having permitted status.	

19.3.2 Open Space Character

Objective To ensure that uses are of an appropriate scale and type for the zone, and to support the local area objectives, if any.	
Acceptable Solutions	Performance Criteria
A1 The use must: a) be for natural and cultural values management or passive recreation; or b) not exceed a combined gross floor area of 250m ² over the site.	P1.1 The size and appearance of the use must: a) not dominate the character of the area; and b) be consistent with the local area objectives for visual character, if any; and P1.2 The use is not within the classes of General retail and hire or Tourist operation.
Complies with P1.1 The BBQ shelter which is in the passive recreation use class has an area of 60m ² . The Memorial Hall extensions do not comply with A1 given the use is Community Meeting and Entertainment. The extensions to the Memorial Halls will not dominate the character of the area and they are set well back from surrounding streets. The size of the Memorial Hall in the context of the scale of the park means that whilst it will be visually prominent in the streetscape it will not be visually dominant in within the Village Green. The use is not within either the General Retail and Hire or Tourist Operation use classes.	
A2 Commercial vehicles for discretionary uses must be: a) parked within the boundary of the property; and b) in locations that are not visible from the road or public land.	P2 No performance criteria.
Not applicable Passive recreation is a no permit required use and in accordance with Clause 9.2, as the Community Meeting and Entertainment use is existing, it is to be assessed as having permitted status.	
A3 Goods or materials storage for discretionary uses must not be outside in locations visible from adjacent properties, the road or public land.	P3 Storage of materials or equipment must be consistent with the local area objectives for visual character, if any.
Complies with A3 No goods or materials will be stored outside of any of the buildings.	



19.4 Development Standards

19.4.1 Building Design and Siting

Objective To ensure that the design and siting of buildings: <ul style="list-style-type: none"> a) responds appropriately to the open space and natural values of the site; and b) has minimal disturbance to the environment and any adjoining sensitive uses. 	
Acceptable Solutions	Performance Criteria
A1 Building height must not exceed 5m.	P1 Building height must: <ul style="list-style-type: none"> a) not be a dominant feature in the streetscape or landscape when viewed from a road; and b) protect the amenity of adjoining dwellings and sensitive uses are protected from unreasonable impacts of overshadowing and overlooking.
Complies with A1 The height of the Memorial Hall extensions is approximately 4.8 metres and the BBQ Shelter 4.5 metres. The height of the extension to the Hall is lower than the existing building.	
A2 Buildings must be set back 10m from all boundaries.	P2 Building setbacks must: <ul style="list-style-type: none"> a) protect the amenity of adjoining dwellings from unreasonable impacts of overshadowing and overlooking; and b) conserve the open space and natural values of the area, having regard to existing uses and developments on the site and in the area.
Complies with P2 Resultant setbacks are 2.3 metres for the Hall to Lyttleton Street and approximately 7.5 metres of the BBQ shelter to Archer Street. The reduced setback of the Memorial Hall will not result in overshadowing or overlooking due to the width of Lyttleton Street which includes angle car parking. The toilet BBQ shelter has a reduced setback to a northern street boundary which will not impact on terms of overlooking or overshadowing of the lots on the northern side of Archer Street. No natural values will be impacted by either of the two buildings. Whilst the Hall additions will remove a small area of open space to the north and east of the building, in the context of the size of the overall site, there is still sufficient useable public open space.	
A3 The site coverage must not exceed 20%.	P3 No performance criteria.
Complies with A3 The resultant site coverage will not exceed 20%.	

19.4.2 Landscaping

Objective To ensure that the open space and natural values of the site are retained in a manner that contributes to the broader landscape of the area.	
Acceptable Solutions	Performance Criteria
A1 If for natural and cultural values management or passive recreation.	P1 Applications must demonstrate how the open space, natural and landscape values of the site and area will be managed by a landscape and site management plan that sets out: <ul style="list-style-type: none"> a) any retaining walls; and b) retaining any existing native vegetation where it is feasible to do so or required to be retained by another provision of this scheme; and c) the locations of any proposed buildings, driveways, car parking, storage areas, signage and utility services; and d) any fencing; and e) vegetation plantings to be used and where; and f) any pedestrian movement paths; and g) ongoing treatment of the balance of the lot, if any, including maintenance of plantings, weed management and soil and water management.
Complies with P1 The application is accompanied by a landscape and site management plan that outlines the listed requirements.	

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	As the site does not have on-site parking or public vehicular access, the extension of the Memorial Hall will not alter existing traffic movements to and from the site.
E.5.0	FLOOD PRONE AREAS CODE	N/a
E6.0	CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies with the Performance Criteria - see code assessment below
E7.0	SCENIC MANAGEMENT CODE	N/a
E8.0	BIODIVERSITY CODE	N/a
E9.0	WATER QUALITY CODE	N/a
E10.0	RECREATION AND OPEN SPACE CODE	N/a
E11.0	ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0	AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0	LOCAL HISTORIC HERITAGE CODE	Complies with the Performance Criteria – see code assessment below
E14.0	COASTAL CODE	N/a
E15.0	SIGNS CODE	N/a

**ASSESSMENT AGAINST E6.0
CAR PARKING & SUSTAINABLE TRANSPORT CODE**

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective: To ensure that an appropriate level of car parking is provided to service use.			
Acceptable Solutions		Performance Criteria	
A1	The number of car parking spaces must not be less than the requirements of:	P1	The number of car parking spaces provided must have regard to:
a)	Table E6.1; or	a)	the provisions of any relevant location specific car parking plan; and
b)	a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	b)	the availability of public car parking spaces within reasonable walking distance; and
		c)	any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and
		d)	the availability and frequency of public transport within reasonable walking distance of the site; and
		e)	site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and
		f)	the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and
		g)	an empirical assessment of the car parking demand; and
		h)	the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and
		i)	the recommendations of a traffic impact assessment prepared for the proposal; and
		j)	any heritage values of the site; and
		k)	for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:
		i)	the size of the dwelling and the number of bedrooms; and
		ii)	the pattern of parking in the locality; and
		iii)	any existing structure on the land.
Complies with P1			
Table E6.1 does not have a requirement for the passive recreation use class. As the BBQ shelter will not increase the capacity of the Village Green, there is no need to consider onsite parking.			
Table E6.1 sets a requirement of 1 space per 20m ² of public area for the community meeting and entertainment use class. Whilst the floor area of the Memorial Hall will be increased as a result of the extension works, the site does not contain on-site parking and there is no proposal to provide onsite parking. The proposal must therefore be assessed against P1.			



Whilst not on the subject site, the park is adjoined by angle car parks for its length along both Lyttleton and Latour Streets resulting in 59 car parks.

The overall size of the extended Memorial Hall is approximately 650m² which includes all areas including those not accessible to the public. This generates a parking demand of 33 spaces, significantly fewer than the 59 car parks provided around the Village Green noting the Planning Scheme does not set a parking requirements for the park.

The Memorial Hall upgrades and extensions are proposed to increase usage of the Hall and whilst it will increase the capacity it is considered that the number of parks surrounding the park will be able to cater for increased capacity as they are rarely fully utilised.

E6.6.2 Bicycle Parking Numbers

Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.			
Acceptable Solutions		Performance Criteria	
A1.1	Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or	P1	Permanently accessible bicycle parking or storage spaces must be provided having regard to the:
		a)	likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and
		b)	location of the site and the distance a cyclist would need to travel to reach the site; and
A1.2	The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.	c)	availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.
Complies with A1.1 subject to condition.			
A condition of permit will require a bicycle hoop to be provided that provides spaces for 10 bicycle spaces.			

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.
Not applicable No onsite parking is provided for	

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.
Not applicable No onsite parking is provided for	

E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.	
Acceptable Solutions	Performance Criteria
A1 All car parking, access strips manoeuvring and circulation spaces must be: a) formed to an adequate level and drained; and b) except for a single dwelling, provided with an impervious all weather seal; and c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.	P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.
Comment: Not applicable. No onsite parking is provided for.	

E6.7.2 Design and Layout of Car Parking

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



A1.1	Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and	P1	The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:
A1.2	Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.	a)	the layout of the site and the location of existing buildings; and
		b)	views into the site from the road and adjoining public spaces; and
		c)	the ability to access the site and the rear of buildings; and
		d)	the layout of car parking in the vicinity; and
		e)	the level of landscaping proposed for the car parking.
Not applicable			
A2.1	Car parking and manoeuvring space must:	P2	Car parking and manoeuvring space must:
a)	have a gradient of 10% or less; and	a)	be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and
b)	where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and	b)	provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.
c)	have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and		
A2.2	The layout of car spaces and access ways must be designed in accordance with <i>Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking</i> .		
Not applicable			

Table E6.2: Access Widths for Vehicles

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

E6.7.3 Car Parking Access, Safety and Security

Objective: To ensure adequate access, safety and security for car parking and for deliveries.			
Acceptable Solutions		Performance Criteria	
A1	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.
Not applicable			
No onsite parking is provided for			

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.
Not applicable No onsite parking is provided for	

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
<p>A1 For retail, commercial, industrial, service industry or warehouse or storage uses:</p> <p>a) at least one loading bay must be provided in accordance with Table E6.4; and</p> <p>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.</p>	<p>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.</p>
Not applicable No onsite parking is provided for	

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>
Subject to condition complies with A1.1 and A2	

E6.8.5 Pedestrian Walkways

Objective: To ensure pedestrian safety is considered in development	
Acceptable Solution	Performance Criteria
<p>A1 Pedestrian access must be provided for in accordance with Table E6.5.</p>	<p>P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.</p>
Not applicable No onsite parking is provided for	

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].
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Notes

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

**ASSESSMENT AGAINST E13.0
LOCAL HISTORIC HERITAGE CODE**

E13.1 Purpose

E13.1.1 The purpose of this provision is to:

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

E13.2 Application of the Code

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

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

E13.3 Use or Development Exempt from this Code

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

- a) works required to comply with an Emergency Order issued under Section 162 of the Building Act 2000;
- b) electricity, optic fibre and telecommunication cables and gas lines to individual buildings;
- c) internal alterations to buildings if the interior is not included in the historic heritage significance of the place or precinct;
- d) maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;
- e) repainting of an exterior surface that has been previously painted, in a colour similar to that existing;
- f) the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and
- g) the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.

Comment: The subject site is within a Heritage Precinct. The subject place is heritage listed.

E13.5 USE STANDARDS

E13.5.1 Alternative Use of heritage buildings

Objective: To ensure that the use of heritage buildings provides for their conservation.	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where:</p> <p>a) it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and</p> <p>b) the amenity impacts of both the proposed use on the surrounding areas and from the surrounding area on the proposed use are considered acceptable; and</p> <p>c) a report by heritage professional states that it is necessary for conservation purposes or the continued maintenance of the building or where there is an overriding public benefit.</p>

Comment: The building will retain its present use with more space and upgraded amenities to meet present standards.



E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

<i>Objective: To ensure that the demolition or removal of buildings and structures does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 Removal of non-original cladding to expose original cladding.	<p>P1.1 Existing buildings, parts of buildings and structures must be retained except:</p> <ul style="list-style-type: none"> a) where the physical condition of place makes restoration inconsistent with maintaining the cultural significance of a place in the long term; or b) the demolition is necessary to secure the long-term future of a building or structure through renovation, reconstruction or rebuilding; or c) there are overriding environmental, economic considerations in terms of the building or practical considerations for its removal, either wholly or in part; or d) the building is identified as non-contributory within a precinct identified in Table E13.1: Heritage Precincts, if any; and <p>P1.2 Demolition must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: The proposed demolition is required to accommodate the new layout and additions and is all confined to the footprint of the existing building.

E13.6.2 Subdivision and development density

<i>Objective: To ensure that subdivision and development density does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1 Subdivision must:</p> <ul style="list-style-type: none"> a) be consistent with and reflect the historic development pattern of the precinct or area; and b) not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and c) not result in the separation of building or structures from their original context where this leads to a loss of historic heritage significance; and d) not require the removal of vegetation, significant trees of garden settings where this is assessed as detrimental to conserving the historic heritage significance of a place or heritage precinct; and e) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: No subdivision is proposed.

E13.6.3 Site Cover

<i>Objective: To ensure that site coverage is consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts, if any.</i>	
Acceptable Solutions	Performance Criteria
A1 Site coverage must be in accordance with the acceptable development criterion for site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	<p>P1 The site coverage must:</p> <ul style="list-style-type: none"> a) be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: The site cover will be increased; however, the site is of sufficient size to maintain the character and appearance of the place, adjacent buildings and area.

E13.6.4 Height and Bulk of Buildings

<i>Objective: To ensure that the height and bulk of buildings are consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 New building must be in accordance with the acceptable development criteria for heights of buildings or structures within a	<p>P1.1 The height and bulk of any proposed buildings must not adversely affect the importance, character and appearance of the building or place, and the appearance of adjacent buildings; and</p>



<i>precinct identified in Table E13.1: Heritage Precincts, if any.</i>	<p>P1.2 Extensions proposed to the front or sides of an existing building must not detract from the historic heritage significance of the building; and</p> <p>P1.3 The height and bulk of any proposed buildings must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>
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Comment: The existing main hall roof will remain the dominant roof form of the building.

E13.6.5 Fences

<i>Objective: To ensure that fences are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 New fences must be in accordance with the acceptable development criteria for fence type and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	<p>P1 New fences must:</p> <p>a) be designed to be complementary to the architectural style of the dominant buildings on the site or</p> <p>b) be consistent with the dominant fencing style in the heritage precinct; and</p> <p>c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: Council's Heritage adviser has noted that the screen fence on the Lyttleton frontage should be in a vertical form to be more in context with the surrounding historic heritage character. A condition of permit will require this change to be made.

E13.6.6 Roof Form and Materials

<i>Objective: To ensure that roof form and materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 Roof form and materials must be in accordance with the acceptable development criteria for roof form and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	<p>P1 Roof form and materials for new buildings and structures must:</p> <p>a) be sympathetic to the historic heritage significance, design and period of construction of the dominant existing buildings on the site; and</p> <p>b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: The proposed new roof forms and materials are sympathetic to the existing style of the building.

E13.6.7 Wall materials

<i>Objective: To ensure that wall materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 Wall materials must be in accordance with the acceptable development criteria for wall materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	<p>P1 Wall material for new buildings and structures must:</p> <p>a) be complementary to wall materials of the dominant buildings on the site or in the precinct; and</p> <p>b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: The existing hall exterior walls are painted render in a smooth finish. The new external wall lining will be harmonious with the existing wall exterior wall finish. Council's Heritage adviser strongly recommends that the pattern of the external cladding and screen fence on the Lyttleton street side be vertical and not horizontal as proposed. This will be enforced by condition of permit.

E13.6.8 Siting of Buildings and Structures

<i>Objective: To ensure that the siting of buildings, does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.	<p>P1 The front setback for new buildings or structure must:</p> <p>a) be consistent with the setback of surrounding buildings; and</p> <p>b) be set at a distance that does not detract from the historic heritage significance of the place; and</p> <p>c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: The building set back is considered acceptable, due to the size of the site and surrounding pattern of development. The proposed landscaping will help soften the impact of the Lyttleton Street façade.



E13.6.9 Outbuildings and Structures

<i>Objective: To ensure that the siting of outbuildings and structures does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
<p>A1 Outbuildings and structures must be:</p> <p>a) set back an equal or greater distance from the principal frontage than the principal buildings on the site; and</p> <p>b) in accordance with the acceptable development criteria for roof form, wall material and site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.</p>	<p>P1 New outbuildings and structures must be designed and located;</p> <p>a) to be subservient to the primary buildings on the site; and</p> <p>b) to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: The setback siting of the proposed BBQ shelter is considered acceptable.

E13.6.10 Access Strips and Parking

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

Comment: There are no formal parking areas proposed on the site.

E13.6.11 Places of Archaeological Significance

<i>Objective: To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.</i>	
Acceptable Solutions	Performance Criteria
<p>A1 No acceptable solution.</p>	<p>P1 For works impacting on places listed in Table E13.3:</p> <p>a) it must be demonstrated that all identified archaeological remains will be identified, recorded and conserved; and</p> <p>b) details of survey, sampling and recording techniques technique be provided; and</p> <p>c) that places of identified historic heritage significance will not be destroyed unless there is no prudent and feasible alternative.</p>

Comment: Satisfies the performance criteria.

E13.6.12 Tree and Vegetation Removal

<i>Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
<p>A1 No acceptable solution.</p>	<p>P1 The removal of vegetation must not:</p> <p>a) unreasonably impact on the historic cultural significance of the place; and</p> <p>b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: The tree removal required has been mitigated by new tree planting and additional landscaping that will maintain the historic cultural significance of the place.

E13.6.13 Signage

<i>Objective: To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.</i>	
Acceptable Solutions	Performance Criteria
<p>A1 Must be a sign identifying the number, use, heritage significance, name or occupation of the</p>	<p>P1 New signs must be of a size and location to ensure that:</p> <p>a) period details, windows, doors and other architectural details are not covered or removed; and</p> <p>b) heritage fabric is not removed or destroyed through attaching signage; and</p> <p>c) the signage does not detract from the setting of a heritage place or does not unreasonably</p>



owners of the property not greater than 0.2m ² .	d) impact on the view of the place from public viewpoints; and signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
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Comment: The new signage will generally be similar to the existing with matching sign above the new Lyttleton street entrance.

E13.6.14 Maintenance and Repair

Objective To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places and precincts.
Acceptable Solution New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.

Comment: Satisfies the performance criteria.

Table E13.1: Local Heritage Precincts

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

Existing Character Statement - Description and Significance
<p>EVANDALE HERITAGE PRECINCT CHARACTER STATEMENT</p> <p>The Evandale Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, with its rich and significant built fabric and village atmosphere. Its historic charm, tree lined streets and quiet rural setting all contribute to its unique character. Its traditional buildings are an impressive mix of nineteenth and early twentieth century architectural styles while its prominent elements are its significant trees, the Water Tower and the Church spires. The original street pattern is an important setting for the Precinct, with views along traditional streetscapes, creating an historic village atmosphere that is still largely intact. Period residential buildings, significant trees, picket fences, hedgerows and cottage gardens are all complementary, contributing to the ambience of a nineteenth century village. The main roads into and out of Evandale create elevated views to the surrounding countryside which give context to the town and the Precinct, and contribute to its character. The quiet village feel of the town is complemented by a mix of businesses meeting local needs, tourism and historic interpretation. Evandale's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.</p> <p>ROSS HERITAGE PRECINCT CHARACTER STATEMENT</p> <p>The Ross Heritage Precinct is unique because it is the intact core of a nineteenth century townscape, with its rich and significant built fabric and the village atmosphere. Its historic charm, wide tree lined streets and quiet rural environment all contribute to its unique character. Its traditional buildings comprise simple colonial forms that are predominantly one storey, while the prominent elements are its significant trees and Church spires. Most commercial activities are located in Church Street as the main axis of the village, which directs attention to the War Memorial and the Uniting Church on the hill. The existing and original street pattern creates linear views out to the surrounding countryside. The quiet rural feel of the township is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Ross' heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.</p> <p>PERTH HERITAGE PRECINCT CHARACTER STATEMENT</p> <p>The Perth Heritage Precinct is unique because it is still the core of a small nineteenth century riverside town, built around the thoroughfare from the first bridge to cross the South Esk River, and which retains its historic atmosphere. It combines significant colonial buildings, compact early river's edge residential development, and retains the small-scale commercial centre which developed in the nineteenth century at the historic crossroads and river crossing for travel and commerce between Hobart, Launceston and the North West. Perth's unique rural setting is complemented by its mix of businesses still serving local and visitor's needs. Perth's heritage ambience is acknowledged by many of those who live in or visit the town, and will be enhanced by the eventual construction of the Midland Highway bypass.</p> <p>LONGFORD HERITAGE PRECINCT CHARACTER STATEMENT</p> <p>The Longford Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, rich with significant structures and the atmosphere of a centre of trade and commerce for the district. Traditional commercial buildings line the main street, flanked by two large public areas containing the Christ Church grounds and the War Memorial. The street then curves gently at Heritage Corner towards Cressy, and links Longford to the surrounding rural farmland, creating views to the surrounding countryside and a gateway to the World Heritage listed Woolmers and Brickendon estates. Heritage residential buildings are tucked behind the main street comprising traditional styles from the mid nineteenth century to the early twentieth century, including significant street trees, picket fences and cottage gardens. The rural township feel is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Longford's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.</p>



CAMPBELL TOWN HERITAGE PRECINCT CHARACTER STATEMENT

The Campbell Town Heritage Precinct is unique because it is the core of a substantially intact nineteenth century townscape, with its significant built fabric, and its atmosphere of a traditional resting place on the main road between the north and south. Its wide main street, historic buildings and resting places for travellers all contribute to its unique character. High Street has remained as the main commercial focus for the town, continuing to serve the needs of residents, visitors and the agricultural community. The War Memorial to the north marks the approach to the business area which terminates at the historic bridge over the Elizabeth River; a significant landscape feature. Traditional buildings in the Precinct include impressive examples of colonial architecture. The historic Valentine's Park is the original foreground for 'The Grange' and provides a public outdoor resting place for visitors and locals at the heart of the town. Campbell Town's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.

Management Objectives

To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct.

To ensure developments within street reservations in the towns and villages having Heritage Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.

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

SPECIFIC AREA PLANS

F1.0	TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0	HERITAGE PRECINCTS SPECIFIC AREA PLAN	Complies – See Specific Area Plan assessment below

ASSESSMENT AGAINST F2.0

HERITAGE PRECINCTS SPECIFIC AREA PLAN

F2.1 Purpose of Specific Area Plan

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

F2.2 Application of Specific Area Plan

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

F2.2.2 The following development is exempt from this Specific Area Plan:

- a) works required to comply with an Emergency Order issued under section 162 of the Building Act 2000;*
- b) electricity, optic fibre and telecommunications cables, and water, sewerage, drainage connections and gas lines to individual buildings;*
- c) maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;*
- d) repainting of an exterior surface that has been previously painted, in a colour similar to that existing;*
- e) the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead wood, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and*
- f) the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.*

F2.3 Definitions

F2.3.1 Streetscape

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

F2.3.2 Heritage-Listed Building

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

F2.4 Requirements for Design Statement

F2.4.1 In addition to the requirements of clause 8.1.3, a design statement is required in support of the application for any new building, extension, alteration or addition, to ensure that development achieves consistency with the existing streetscape and common built forms that create the character of the streetscape.

F2.4.2 The design statement must identify and describe, as relevant to the application, setbacks, orientation, scale, roof forms, plan form, verandah styles, conservatories, architectural details, entrances and doors, windows, roof covering, roof plumbing,



external wall materials, paint colours, outbuildings, fences and gates within the streetscape. The elements described must be shown to be the basis for the design of any new development.

- F2.4.3 The design statement must address the subject site and the two properties on both sides, the property opposite the subject site and the two properties both sides of that.

F2.5 STANDARDS FOR DEVELOPMENT

F2.5.1 Setbacks

<i>Objective: To ensure that the predominant front setback of the existing buildings in the streetscape is maintained, and to ensure that the impact of garages and carports on the streetscape is minimised.</i>			
Acceptable Solutions & performance criteria			
A1	The predominant front setback as identified in the design statement must be maintained for all new buildings, extensions, alterations or additions (refer Figure F2.4 & F2.8).	P1	The front setback must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the topography of the site; c) the size, shape, and orientation of the lot; d) the setbacks of other buildings in the surrounding area; e) the historic cultural heritage significance of adjacent places; and f) the streetscape.
A2	New carports and garages, whether attached or detached, must be set back a minimum of 3 metres behind the line of the front wall of the house which it adjoins (refer Figure F2.3, & F2.7).	P2	The setback of new carports and garages from the line of the front wall of the house which it adjoins must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the topography of the site; c) the size, shape, and orientation of the lot; d) the setbacks of other buildings in the surrounding area; e) the historic cultural heritage significance of adjacent places; and f) the streetscape.
A3	Side setback reductions must be to one boundary only, in order to maintain the appearance of the original streetscape spacing.	P3	Side setbacks must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the topography of the site; c) the size, shape, and orientation of the lot; d) the setbacks of other buildings in the surrounding area; e) the historic cultural heritage significance of adjacent places; and f) the streetscape.

Comment: Meets the performance criteria.

The primary front setback of the building to Wellington Street will remain unchanged as a result of the extensions.

The reduced setback to Lyttleton Street still enables adequate separation to properties on the opposite side of Lyttleton Street given the width of the angle car parking on Lyttleton Street.

F2.5.2 Orientation

<i>Objective: To ensure that new buildings, extensions, alterations and additions respect the established predominant orientation within the streetscape.</i>			
Acceptable Solutions & performance criteria			
A1	All new buildings, extensions, alterations or additions must be orientated: a) perpendicular to the street frontage (refer Figure F2.5, F2.6, & F2.8); or b) Where the design statement identifies that the predominant orientation of buildings within the street is other than perpendicular to the street, to conform to the established pattern in the street; and c) A new building must not be on an angle to an adjoining heritage-listed building (refer Figure F2.5).	P1	Orientation of all new buildings, extensions, alteration or additions must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the topography of the site; c) the size, shape, and orientation of the lot; d) the setbacks of other buildings in the surrounding area; e) the historic cultural heritage significance of adjacent places; and f) the streetscape

Comment: The orientation of the Hall additions and BBQ shelter are compatible with the Performance Criteria.



The Memorial Hall additions to the southern and eastern sides will not alter the primary orientation of the building to Wellington Street.

F2.5.3 Scale

<i>Objective: To ensure that all new buildings respect the established scale of buildings in the streetscape, adhere to a similar scale, are proportional to their lot size and allow an existing original main building form to dominate when viewed from public spaces.</i>	
Acceptable Solutions (no performance criteria)	
A1 Single storey developments must have a maximum height from floor level to eaves of 3 metres (refer Figure F2.14).	
A2 Where a second storey is proposed it must be incorporated into the roof space using dormer windows, or roof windows, or gable end windows, so as not to detract from original two storey heritage-listed buildings (refer Figure F2.13 & F2.15).	
A3 Ground floor additions located in the area between the rear and front walls of the existing house must not exceed 50% of the floor area of the original main house.	

Comment: The hall additions are proportional to the size of the site and will allow the existing hall form and scale to remain the dominant form on the site. The extension will not increase the overall height of the building. The scale of the BBQ shelter is considered acceptable.

F2.5.4 Roof Forms

<i>Objective: To ensure that the roof form and elements respect those of the existing main building and the streetscape.</i>	
Acceptable Solutions & performance criteria	
A1.1 The roof form for new buildings, extensions, alterations, and additions must, if visible from the street, be in the form of hip or gable, with a pitch between 25 – 40 degrees (refer Figure F2.14 & F2.18), or match the existing building, and	P1 The roof form of all new buildings, extensions, alteration or additions must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:
A1.2 Eaves overhang must be a maximum of 300mm excluding guttering, or match the existing building.	a) the cultural heritage values of the local heritage place, its setting and the precinct;
	b) the design, period of construction and materials of the dominant building on site;
	c) the dominant roofing style and materials in the setting; and
	d) the streetscape.
A2 Where there is a need to use the roof space, dormer windows are acceptable and must be in a style that reflects the period setting of the existing main building on the site, or the setting if the site is vacant (refer Figure F2.15).	
A3 Where used, chimneys must be in a style that reflects the period setting of the existing main building on the site, or the setting if the site is vacant.	
A4 Metal cowls must not be used where they will be seen from the street.	

Comment: The new roof form on the hall additions is acceptable having regard to the design, period of construction and materials of the existing hall. The inverted projecting overhangs, although not a historic form will be subservient to the main roof areas, and when considered in context are acceptable.

F2.5.5 Plan Form

<i>Objective: To ensure that new buildings, alterations, additions and extensions respect the setting, original plan form, shape and scale of the existing main building on the site or of adjoining heritage-listed buildings.</i>	
Acceptable Solutions	Performance Criteria
A1.1 Alterations and additions to pre-1940 buildings must retain the original plan form of the existing main building; or	P1 Original main buildings must remain visually dominant over any additions when viewed from public spaces.
A1.2 The plan form of additions must be rectilinear or consistent with the existing house design and dimensions.	
A2 The plan form of new buildings must be rectilinear (refer Figure F2.9).	P2 No performance criteria

Comment: The existing hall form will remain the dominant form of the building. The additions respect the existing plan form, shape and scale of the existing structure.

F2.5.6 External Walls

<i>Objective: To ensure that wall materials used are compatible with the streetscape.</i>	
Acceptable Solutions	Performance Criteria
A1.1 Materials used in additions must match those of the existing construction, except in additions to stone or brick buildings; and	P1 Wall materials must be compatible with the historic cultural heritage significance of a local
A1.2 External walls must be clad in:	



<p>a) traditional bull-nosed timber weatherboards; if treated pine boards are used to replace damaged weatherboards they must be painted; thin profile compressed board weatherboards must not be used; or</p> <p>b) brickwork, with mortar of a natural colour and struck flush with the brickwork (must not be deeply raked), including:</p> <ul style="list-style-type: none"> • painted standard size bricks; or • standard size natural clay bricks that blend with the colour and size of the traditional local bricks; or • standard brickwork rendered in traditional style; or • if a heritage-listed building, second-hand traditional local bricks. <p>Heavily-tumbled clinker bricks must not be used; or</p> <p>c) concrete blocks specifically chosen to blend with local dressed stone, or rendered and painted;</p> <p>d) concrete blocks in natural concrete finish must not be used.</p> <p>A1.3 Cladding materials designed to imitate traditional materials such as brick, stone and weatherboards must not be used.</p>	<p>heritage place or precinct, having regard to:</p> <p>a) the cultural heritage values of the local heritage place, its setting and the precinct;</p> <p>b) the design, period of construction and materials of the dominant building on site;</p> <p>c) the dominant wall materials in the setting; and</p> <p>d) the streetscape.</p>
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Comment: The new external lining is sympathetic with the existing external walls and are considered acceptable for the architectural building style.

F2.5.7 Entrances and Doors

Objective: To ensure that the form and detail of the front entry is consistent with the streetscape.			
Acceptable Solutions & performance criteria			
A1.1	The position, shape and size of original door and window openings must be retained where they are prominent from public spaces; and	P1	Entrances and doors must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:
A1.2	The front entrance location must be in the front wall facing the street, and be located within the central third of the front wall of the house; and	a)	the cultural heritage values of the local heritage place, its setting and the precinct;
A1.3	Modern front doors with horizontal glazing or similar styles must not be used (refer Figure F2.21).	b)	the design, period of construction and materials of the dominant building on site; and
		c)	the streetscape.

Comment: The proposed design reorients the main entrance to face Lyttleton street which provides a better connection with the street than the existing entrance.

F2.5.8 Windows

<i>Objective: To ensure that window form and details are consistent with the streetscape.</i>			
Acceptable Solutions & performance criteria			
A1 <i>Window heads must be a minimum of 300mm below the eaves line, or match the existing.</i>			
Solid-void ratio			
A2	<i>Front façade windows must conform to the solid/void ratio (refer Figure F2.24 & F2.25).</i>	P2	<i>For commercial buildings, the solid/void ratio of front façade windows must be compatible with that of heritage-listed commercial buildings in the precinct.</i>
Window sashes			
A3	<i>Window sashes must be double hung, casement, awning or fixed appropriate to the period and style of the building (refer Figure F2.22 & F2.23).</i>		
A4	<i>Traditional style multi-pane sashes, when used, must conform to the traditional pattern of six or eight vertical panes per sash with traditional size and profile glazing bars.</i>		
A5	<i>Horizontally sliding sashes must not be used.</i>		
A6	<i>Corner windows to front facades must not be used.</i>		
Window Construction Materials			
A7	<i>Clear glass must be used.</i>		
A8	<i>Reflective and tinted glass and coatings must not be used where visible from public places.</i>		
A9	<i>Additions to heritage-listed buildings must have timber window frames, where visible from public spaces.</i>		
A10	<i>Painted aluminium must only be used where it cannot be seen from the street and in new buildings, or where used in existing buildings</i>	P10	<i>Window frames must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to the cultural heritage values of the local heritage place, its setting and the precinct.</i>



A11	Glazing bars must be of a size and profile appropriate for the period of the building
A12	Stick-on aluminium glazing-bars must not be used
A13	All windows in brick or masonry buildings must have projecting brick or stone sills, or match the existing.
French Doors, Bay Windows and Glass Panelling	
A14	French doors and bay windows must be appropriate for the original building style and must be of a design reflected in buildings of a similar period.
A15	Where two bay windows are required, they must be symmetrically placed.
A16	Large areas of glass panelling must:
a)	Be divided by large vertical mullions to suggest a vertical orientation; and
b)	Be necessary to enhance the utility of the property or protect the historic fabric; and
c)	Not detract from the historic values of the original building.

Comment: Council's Heritage Adviser states: The window frames and sizes are sympathetic with the architectural style and function of the building. However, I recommend that the windows facing Lyttleton street be amended to a vertical rhythm similar to the Wellington Street elevation.

F2.5.9 Roof Covering

<i>Objective: To ensure that roof materials are compatible with the streetscape.</i>	
Acceptable Solutions (no performance criteria)	
A1.1	Roofing of additions, alterations and extensions must match that of the existing building; and
A1.2	Roof coverings must be:
a)	corrugated iron sheeting in grey tones, brown tones, dark red, or galvanized iron
or	
b)	slate or modern equivalents, shingle and low-profile tiles, where compatible with the style and period of the main building on the site and the setting. Tile colours must be:
	<ul style="list-style-type: none"> • dark gray; or • light grey; or • brown tones; or • dark red;
or	
c)	traditional metal tray tiles where compatible with the style and period of the main building on the site.
d)	for additions, alterations and extensions, match that of the existing building.
A2	Must not be klip-lock steel deck and similar high rib tray sheeting.

Comment: The proposed roof coverings will match that of the existing building.

F2.5.10 Roof Plumbing

<i>Objective: To ensure that roof plumbing and fittings are compatible with the streetscape.</i>	
Acceptable Solutions (no performance criteria)	
A1.1	Gutters must be OG, D mould, or Half Round profiles (refer Figure F2.26), or match the existing guttering; and
A1.2	Downpipes must be zincalume natural, colorbond round, or PVC round painted.
A2	Downpipes must not be square-line gutter profile or rectangular downpipes (refer Figure F2.27), or match the existing downpipes.

Comment: The roof plumbing will be compatible with the existing building.

F2.5.11 Verandahs

<i>Objective: To ensure that traditional forms of sun and weather protection are used, consistent with the streetscape.</i>	
Acceptable Solutions & performance criteria	
Original Verandahs	
A1	Original verandahs must be retained.
Replacement of Missing Verandahs	
A2.1	The replacement of a missing verandah must be consistent with the form and detail of the original verandah; or
A2.2	If details of the original verandah are not available:
a)	The verandah roof must join the wall line below the eaves line of the building (refer Figure F2.19); and
b)	Verandah posts and roof profile must be consistent with that in use by the surrounding buildings of a similar period.
P2	Verandahs must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:
a)	the cultural heritage values of the local heritage place, its setting and the precinct;
b)	the design, period of construction and materials of the dominant building on site; and



	c) the streetscape.
New Verandahs	
A3	A new verandah, where one has not previously existed, must be consistent with the design and period of construction of the dominant existing building on the site or, for vacant sites, those of the dominant design and period within the precinct.

Comment: Open porch or covered areas are sympathetic in style to the existing building.

F2.5.12 Architectural Details

Objective: To ensure that the architectural details are consistent with the historic period and style of the main building on the site, and the streetscape.	
Acceptable Solutions (no performance criteria)	
Original Detailing	
A1	Original details and ornaments, such as architraves, fascia's and mouldings, are an essential part of the building's character and must not be removed beyond the extent of any alteration, addition or extension.
Non-original Detailing	
A2.1	Non-original elements must be consistent with the original architectural style of the dominant existing building on the site or, for vacant sites, be consistent with the existing streetscape; and
A2.1	Non-original elements must not detract from or dominate the original qualities of the building, nor should they suggest a past use which is not historically accurate.

Comment: The new works will have an acceptable architectural style compatible with the architectural style of the existing building.

F2.5.13 Outbuildings

Objective: To ensure that outbuildings do not reduce the dominance of the original building or distract from its period character.	
Acceptable Solutions & performance criteria	
A1	<p>The roof form of outbuildings must, if visible from the street, be in the form of hip or gable, with a maximum span of 6.5m and a pitch between, 22.5 – 40 degrees.</p> <p>P1 The roof form of outbuildings, if visible from the street, must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</p> <ul style="list-style-type: none"> a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the design, period of construction and materials of the dominant building on site; c) the dominant roofing style and materials in the setting; and d) the streetscape.
A2	Outbuildings must be designed, in both scale and appearance, to be subservient to the primary buildings on the site.
A3	Outbuildings must not be located in front of existing heritage-listed buildings, and must be setback a minimum of 3 metres behind the line of the front wall of the house that is set furthest back from the street (refer Figure F2.1 & F2.3).
A4	Any garage, including those conjoined to the main building, must be designed in the form of an outbuilding, with an independent roof form.
A5	Those parts of Outbuildings visible from the street must be consistent, in both materials and style, with those of any existing heritage-listed building on-site.
A6	Where visible from the street, the eaves height of outbuildings must not exceed 3m and the roof form and pitch must be the same as that of the main house.

Comment: The location, scale, form and architectural detailing of the BBQ Shelter is considered sympathetic with the historic character of the Precinct.

F2.5.14 Conservatories

Objective: To ensure new conservatories respect traditional location, form and construction.	
Acceptable Solutions (no performance criteria)	
A1	Conservatories must not be located at the front of a building.
A2	The scale, form, materials, and colours of a conservatory addition must respect the established style and period of the existing building.

Comment: N/A

F2.5.15 Fences and Gates

Objective: To ensure that original fences are retained and restored where possible and that the design and materials of any replacement complement the setting and the architectural style of the main building on the site.	
Acceptable Solutions & performance criteria	



A1.1 Replacement of front fence must be in the same design, materials and scale; or	P1 Fences must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:
A1.2	
a) Front fence must be a timber vertical picket, masonry to match the house, heritage style woven wire, galvanized tubular fencing, other than looped, or iron palisade fence with a maximum height of 1500mm.	a) the cultural heritage values of the local heritage place, its setting and the precinct;
b) Side and rear fences must be vertical timber palings to a maximum height of 1800mm.	b) the architectural style of the dominant building on the site;
	c) the dominant fencing style in the setting; and
	d) the original or previous fences on the site.
A2 Gates must match the fence, both in materials and design.	
A3 Screen fences used to separate the front garden from the rear of the house must be of timber or lattice.	
A4 Fences must not be:	
a) horizontal or diagonal timber slat fences; or	
b) plastic covered wire mesh; or	
c) flat metal sheet or corrugated sheets; or	
d) plywood and cement sheet.	

Comment: The brick screen fence facing Littleton Street will be sympathetic with the historic buildings in the street.

F2.5.16 Paint Colours

Objective: To ensure that new colour schemes maintain a sense of harmony with the street or area in which they are located.	
Acceptable Solutions & performance criteria	
A1.1 Colour schemes must be drawn from heritage-listed buildings within the precinct; or	P1 Colour schemes must be compatible with the local historic heritage significance of the local heritage place or precinct having regard to the character and appearance of the existing place or precinct.
A1.2 Colour schemes must be drawn from the following:	
a) Walls – Off white, creams, beige, tans, fawn and ochre.	
b) Window & Door frames – white, off white, Indian red, light browns, tans, olive green and deep Brunswick green.	
c) Fascia & Barge Boards – white, off white Indian red, light browns, tans, olive green and deep Brunswick green	
d) Roof & Gutters – deep Indian red, light and dark grey.	
A2 There must be a contrast between the wall colour and trim colours.	
A3 Previously unpainted brickwork must not be painted, except in the case of post-1960 buildings.	

Comment: Meets the Performance Criteria

F2.5.17 Lighting

Objective: To ensure that modern domestic equipment and wiring do not intrude on the character of the streetscape
Acceptable Solutions (no performance criteria)
A1 Wiring or conduit to new lighting is not located on the front face of a building.

Comment: Meets the Performance Criteria

F2.5.18 Maintenance and Repair

Objective: To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of heritage precincts.
Acceptable Solution (no performance criteria)
New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.

Comment: n/a

F2.6 USE STANDARDS

F2.6.1 Alternative Use of heritage buildings

Objective: To ensure that the use of heritage buildings provides for their conservation.	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a building listed in table F2.1 where:
	a) it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and
	b) the amenity impacts of both the proposed use on the surrounding areas and from the surrounding area on the proposed use are considered acceptable; and



	c) a report by heritage professional states that it is necessary for conservation purposes or the continued maintenance of the building or where there is an overriding public benefit.
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Comment: Meets the Performance Criteria

E15.0 Signs Code

E15.5.2 Heritage Precincts

Objective: To ensure that the design and siting of signs complement or enhance the streetscape of Heritage Precincts.	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution	P1 If within the Heritage Precincts Specific Area Plan, shall be consistent with the Character Statements.

Comment: Meets the Performance Criteria

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 Change of Use of a Place listed on the Tasmanian Heritage Register or a heritage place	N/a
9.6 Change of Use	N/a
9.7 Access and Provision of Infrastructure Across Land in Another Zone	N/a
9.8 Buildings Projecting onto Land in a Different Zone	N/a
9.9 Port and Shipping in Proclaimed Wharf Areas	N/a
STATE POLICIES	
The proposal is consistent with all State Policies.	
OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993	
The proposal is consistent with the objectives of the <i>Land Use Planning & Approvals Act 1993</i> .	
STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES	
Strategic Plan 2017-2027 <ul style="list-style-type: none"> Statutory Planning 	

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

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

7 DISCUSSION

As the application was permitted, Council does not have discretion to refuse the application.

Discretion to refuse the application is limited to:

- Setbacks to Lyttleton and Archer Streets.
- Car Parking Numbers.
- Reliance on performance criteria of the Heritage Code and the Heritage Precincts Specific Area Plan.

Conditions that relate to any aspect of the application can be placed on a permit. The proposal is found to comply with the planning scheme provisions as discussed in this report. It is recommended that the application be approved to be developed and used subject to conditions.

8 ATTACHMENTS

- application documents [15.5.1 - 27 pages]
- 220078- C TW SPAN RAI Response [15.5.2 - 3 pages]



3. Representations [15.5.3 - 36 pages]
4. DA Response to reps [15.5.4 - 4 pages]
5. Notice of Heritage Decision W A 7898 [15.5.5 - 1 page]
6. Tas Water Submission to Planning Authority Notice - Conditions - DA 202200790- NMC - 53 WELLINGTON S [15.5.6 - 2 pages]

RECOMMENDATION

That land at Longford Memorial Hall, 53 Wellington Street, Longford be approved to be developed and used for Alterations & Additions to Longford Memorial Hall including Upgraded BBQ Facilities & New Amenities (Heritage Listed, Heritage Precinct, Vary Setbacks and Car Parking) in accordance with application PLN-22-0104, and subject to the following conditions:

1 Layout not altered

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

- P1 Cover page, Longford Memorial Hall Alterations and Additions
- P2 Site Plan WD00, Rev DA, Dated 21/04/2022
- P3 Demolition Plan WD 01, Rev DA, Dated 21/04/2021
- P4 Proposed Floor Plan WD 02, Rev DA, Dated 21/04/2022
- P5 Roof Plan WD 03, Rev DA, Dated 21/04/2022
- P6 Proposed Elevations WD 04, Rev DA, Dated 21/04/2022 (AMENDED PLAN REQUIRED)
- P7 Longford Memorial Hall Alterations and Additions, Village Green BBQ Area, WD 05, Rev 2, Dated 9/05/22
- P8 Longford Village Green, Tree Planting and New Gardens – Concept Plan Issue D Dated 10/05/2022
- P9 Longford Village Green – RSL Memorial Wall and Forecourt, Concept Plan, Issue B, Dated 31/03/2022

2 Revised Plans Required

Prior to the issue of a building permit, revised plans must be submitted. The plans must be in accordance with the endorsed plans but revised to show:

- the detail of the windows facing Lyttleton street revised to a vertical rhythm similar to the Wellington Street elevation.
- the external cladding in a vertical form.
- The screen fence on the Lyttleton frontage in a vertical form.

3 Arborist Report Required

Prior to the issue of a building permit, arboriculturist advice be obtained to ensure that the southern elm tree is sufficiently protected from damage during the course of the works, and that any new landscaping treatment proposed within the drip line or Tree Protection Zone, as defined by AS4970-2009 Protection of Trees on Development Sites, be designed and constructed in a manner that promotes the tree's continued health and vigour.

4 Tasmanian Heritage Council conditions

The use and development must comply with the requirements of the Tasmanian Heritage Council Notice of Heritage Decision (Reference 09-70-18 THC) – **attached as Appendix A.**

5 Operation Hours

The Memorial Hall must not operate outside the hours of:

- 8.00am – 10.00pm, 7 days.

6 Council's Works Department conditions

6.1 Access

- a) The applicant must complete a driveway crossover application form for any works to the driveway crossover or the portion of the driveway within the road reserve before starting such works.
- b) All works must be done in accordance with Council Standard Drawing TSD-R09 and to the satisfaction of the Works Manager.



6.2 Nature strips

Any 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 the issue of the Certificate of Completion.

7 Bicycle Parking

10 permanently accessible bicycle parking spaces must be provided on the site or within 50m of the site. Bicycle parking must:

- be accessible from a road or footpath;
- include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993;
- be located within 50m of and visible or signposted from the entrance to the activity they serve; and
- be available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used.

8 TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2022/00790-NMC).

MINUTE NO. 22/257

DECISION

Cr Goninon/Cr Adams

That land at Longford Memorial Hall, 53 Wellington Street, Longford be approved to be developed and used for Alterations & Additions to Longford Memorial Hall including Upgraded BBQ Facilities & New Amenities (Heritage Listed, Heritage Precinct, Vary Setbacks and Car Parking) in accordance with application PLN-22-0104, and subject to the following conditions:

1 Layout not altered

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

- P1** Cover page, Longford Memorial Hall Alterations and Additions
- P2** Site Plan WD00, Rev DA, Dated 21/04/2022
- P3** Demolition Plan WD 01, Rev DA, Dated 21/04/2021
- P4** Proposed Floor Plan WD 02, Rev DA, Dated 21/04/2022
- P5** Roof Plan WD 03, Rev DA, Dated 21/04/2022
- P6** Proposed Elevations WD 04, Rev DA, Dated 21/04/2022 (AMENDED PLAN REQUIRED)
- P7** Longford Memorial Hall Alterations and Additions, Village Green BBQ Area, WD 05, Rev 2, Dated 9/05/22
- P8** Longford Village Green, Tree Planting and New Gardens – Concept Plan Issue D Dated 10/05/2022
- P9** Longford Village Green – RSL Memorial Wall and Forecourt, Concept Plan, Issue B, Dated 31/03/2022

2 Revised Plans Required

Prior to the issue of a building permit, revised plans must be submitted. The plans must be in accordance with the endorsed plans but revised to show:

- the detail of the windows facing Lyttleton street revised to a vertical rhythm similar to the Wellington Street elevation.
- the external cladding in a vertical form.
- The screen fence on the Lyttleton frontage in a vertical form.
- Brickwork that is compatible with the historic cultural heritage significance of the place and precinct.
- Wall colours that are compatible with the historic cultural heritage significance of the place and precinct.
- Window and door trims of a colour compatible with the historic cultural heritage significance of the place and precinct.
- External walls of existing hall to be repainted, specifying colour compatible with the historic cultural heritage significance of the place and precinct.
- Existing toilets to be refurbished.



- Existing bus shelter to be refurbished.

The plans must be to the approval of Council taking into consideration advice of Council's Heritage Adviser. When approved by Council the plans will be endorsed and form part of this permit.

3 Arborist Report Required

Prior to the issue of a building permit, arboriculturist advice be obtained to ensure that the southern elm tree is sufficiently protected from damage during the course of the works, and that any new landscaping treatment proposed within the drip line or Tree Protection Zone, as defined by AS4970-2009 Protection of Trees on Development Sites, be designed and constructed in a manner that promotes the tree's continued health and vigour.

4 Tasmanian Heritage Council conditions

The use and development must comply with the requirements of the Tasmanian Heritage Council Notice of Heritage Decision (Reference 09-70-18 THC) – ***attached as Appendix A.***

5 Operation Hours

The Memorial Hall must not operate outside the hours of:

- 8.00am – 10.00pm, 7 days.

6 Council's Works Department conditions

6.1 Access

- a) The applicant must complete a driveway crossover application form for any works to the driveway crossover or the portion of the driveway within the road reserve before starting such works.
- b) All works must be done in accordance with Council Standard Drawing TSD-R09 and to the satisfaction of the Works Manager.

6.2 Nature strips

Any 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 the issue of the Certificate of Completion.

7 Bicycle Parking

10 permanently accessible bicycle parking spaces must be provided on the site or within 50m of the site. Bicycle parking must:

- be accessible from a road or footpath;
- include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993;
- be located within 50m of and visible or signposted from the entrance to the activity they serve; and
- be available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used.

8 TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2022/00790-NMC).

Carried

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Goninon and Cr Polley

Voting Against the Motion:

Cr Calvert and Cr Davis



16 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.

MINUTE NO. 22/258

DECISION

Cr Goninon/Cr Adams

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

17 ITEMS FOR THE CLOSED MEETING

Item	Local Government (Meeting Procedures) Regulations 2015 Reference
Confirmation of Closed Council Minutes	15(2)(g)
Councillors' Leave	15(2)(h)
Personnel Matters	15(2)(a)
Management Meetings	15(2)(g)
Correspondence Received	15(2)(i)
Action Items: Status Report	15(2)(g)
Legal Issue	15(2)(i)
Stormwater Management Plan	15(2)(g)

Local Government (Meeting Procedures) Regulations 2015 - Part 2 - Meetings

- (a) *personnel matters, including complaints against an employee of the council and industrial relations matters;*
- (b) *information that, if disclosed, is likely to confer a commercial advantage or impose a commercial disadvantage on a person with whom the council is conducting, or proposes to conduct, business;*
- (c) *commercial information of a confidential nature that, if disclosed, is likely to -*
 - (i) *prejudice the commercial position of the person who supplied it; or*
 - (ii) *confer a commercial advantage on a competitor of the council; or*
 - (iii) *reveal a trade secret.*
- (d) *contracts, and tenders, for the supply of goods and services and their terms, conditions, approval and renewal;*
- (e) *the security of -*
 - (i) *the council, councillors and council staff; or*
 - (ii) *the property of the council.*
- (f) *proposals for the council to acquire land or an interest in land or for the disposal of land;*
- (g) *information of a personal and confidential nature or information provided to the council on the condition it is kept confidential;*



- (h) *applications by councillors for a leave of absence;*
- (i) *matters relating to actual or possible litigation taken, or to be taken, by or involving the council or an employee of the council;*
- (j) *the personal hardship of any person who is a resident in, or is a ratepayer in, the relevant municipal area.*

RECOMMENDATION

That Council move into the “Closed Meeting” with the General Manager, Corporate Services Manager, Works Manager, Senior Planner and Executive Assistant to discuss Closed Council Items.

MINUTE NO. 22/242-2

DECISION

Cr Goninon/Cr Davis

That Council move into the “Closed Meeting” with the General Manager, Corporate Services Manager, Projects Manager, Senior Planner and Executive Assistant to discuss Closed Council Items.

Carried Unanimously

17.1 CLOSED COUNCIL DECISIONS RELEASED

4.2 RELEASE OF STORMWATER SYSTEM FLOOD AND RISK STUDY: WEST PERTH

Cr Calvert attended the meeting at 5.39pm.

MINUTE NO. 22/247

DECISION

Cr Goninon/Cr Davis

That Council

- A) adopt and release the West Perth Stormwater Flood and Risk Study
- B) in relation to this matter:
 - i) consider whether any discussion, decision, report or document is kept confidential or released to the public.
 - ii) determined to **release only the decision** (and the documents referred to in the decision) to the public.

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Cr Adams, Cr Calvert, Cr Davis, Cr Goninon and Cr Polley

Voting Against the Motion:

Nil



18 CLOSURE

MINUTE NO. 22/251

DECISION

Cr Davis/Cr Adams

That Council move out of the "Closed Meeting".

Carried Unanimously

Mayor Knowles closed the meeting at 7.10pm.

MAYOR _____ DATE _____