



COUNCIL MEETING AGENDA

NOTICE is hereby given that an Ordinary meeting of the Kingborough Council
will be held in the Kingborough Civic Centre, 15 Channel Highway, Kingston on
Monday, 3 May 2021 at 5.30pm

Kingborough Councillors 2018 - 2022



Mayor
Councillor Dean Winter



Deputy Mayor
Councillor Jo Westwood



Councillor Sue Bastone



Councillor Gideon Cordover



Councillor Flora Fox



Councillor David Grace



Councillor Amanda Midgley



Councillor Christian Street



Councillor Steve Wass



Councillor Paula Wriedt

QUALIFIED PERSONS

In accordance with Section 65 of the *Local Government Act 1993*, I confirm that the reports contained in Council Meeting Agenda No. 8 to be held on Monday, 3 May 2021 contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendations.



Gary Arnold
GENERAL MANAGER

Tuesday, 27 April 2021

Public Copy

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GUIDELINES FOR PUBLIC QUESTIONS

Section 31 of the *Local Government (Meeting Procedures) Regulations 2015*

Questions from the public may either be submitted to the General Manager in writing or asked verbally at an Ordinary Council meeting. Any question asked must only relate to the activities of Council [Section 31(2)(b)].

This guideline is provided to assist the public with the requirements of Public Question Time as set out in the *Local Government (Meeting Procedures) Regulations 2015* as well as determinations made by Council. You are reminded that the public question forum is designed to accommodate questions only and neither the questions nor answers will be debated.

Questions on Notice

Written questions on notice must be received at least seven (7) days before an Ordinary Council meeting [Section 31(1)] and must be clearly headed 'Question/s on Notice'. The period of 7 days includes Saturdays, Sundays and statutory holidays but does not include the day on which notice is given or the day of the Ordinary Council meeting [Section 31(8)].

Questions Without Notice

The Chairperson of an Ordinary Council meeting must ensure that, if required, at least 15 minutes is made available for public questions without notice [Section 31(3)]. A question without notice must not relate to any matter that is listed on the agenda for that meeting.

A question by any member of the public and an answer to that question is not to be debated at the meeting [Section 31(4)]. If a response to a question cannot be provided at the meeting, the question will be taken on notice and will be included in the following Ordinary Council meeting agenda, or as soon as practicable, together with the response to that question.

There is to be no discussion, preamble or embellishment of any question asked without notice, and the Chairperson may require that a member of the public immediately put the question.

The Chairperson can determine whether a question without notice will not be accepted but must provide reasons for refusing to accept the said question [Section 31 (6)]. The Chairperson may require a question without notice to be put on notice and in writing.

The Chairperson may rule a question inappropriate, and thus inadmissible if in his or her opinion it has already been asked, is unclear, irrelevant, offensive or relates to any matter which would normally be considered in Closed Session. The Chairperson may require that a member of the public immediately put the question.

AGENDA of an Ordinary Meeting of Council
Kingborough Civic Centre, 15 Channel Highway, Kingston
Monday, 3 May 2021 at 5.30pm

1 AUDIO RECORDING

The Chairperson will declare the meeting open, welcome all in attendance and advise that Council meetings are recorded and made publicly available on its website. In accordance with Council's policy the Chairperson will request confirmation that the audio recording has commenced.

2 ACKNOWLEDGEMENT OF TRADITIONAL CUSTODIANS

The Chairperson will acknowledge the traditional custodians of this land, pay respects to elders past and present, and acknowledge today's Tasmanian Aboriginal community.

3 ATTENDEES

Councillors:

Mayor Councillor D Winter
Deputy Mayor Councillor J Westwood
Councillor S Bastone
Councillor G Cordover
Councillor F Fox
Councillor D Grace
Councillor A Midgley
Councillor C Street
Councillor S Wass
Councillor P Wriedt

4 APOLOGIES

5 CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the open session of the Council Meeting No. 7 held on 19 April 2021 be confirmed as a true record.

6 WORKSHOPS HELD SINCE LAST COUNCIL MEETING

26 April - Aquatic Feasibility Study

7 DECLARATIONS OF INTEREST

In accordance with Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015* and Council's adopted Code of Conduct, the Mayor requests Councillors to indicate whether they have, or are likely to have, a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

8 TRANSFER OF AGENDA ITEMS

Are there any items, which the meeting believes, should be transferred from this agenda to the closed agenda or from the closed agenda to the open agenda, in accordance with the procedures allowed under Section 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

9 CODE OF CONDUCT - PANEL DETERMINATION REPORT

Author: Gary Arnold, General Manager

Advice has been received from the Local Government Code of Conduct Panel (refer attached) that the Panel have made its determination in relation to a complaint made by Cr Paula Wriedt against Cr David Grace.

Section 28ZK (2) of the *Local Government Act 1993* (the Act) requires that any person who receives a determination report must keep the determination report confidential until the report is included within an item on the agenda for a meeting of the relevant council.

Section 28ZK (4) of the Act requires that the General Manager is to ensure the Report is tabled at the first meeting of the Council at which it is practicable to do so and which is open to the public.

In summary, the Panel upheld the complaint against Cr Grace and determined that he had breached Part 7.1 (a), (b), and (c) and Part 7.2 of the Councillors Code of Conduct.

Pursuant to Section 28ZL(2)(b) of the Act, the Panel reprimands Cr Grace.

Pursuant to Section 28ZL(2)(c) of the Act, the Panel requires Cr Grace to apologise to Cr Wriedt for the threat he made against her, and to the Council for causing embarrassment at the workshop on 2 November 2020. This apology is to be made without reservation at the ordinary Council meeting at which this report is tabled. In the event that either Cr Wriedt or Cr Grace is unable to attend that meeting, the apology is to be made by Cr Grace at the next council meeting attended by Cr Wriedt.

Pursuant to Section 28ZI(2)(d), of the Act, the Panel requires Cr Grace to undertake at least six hours' training and/or counselling in anger management and appropriate workplace behaviour as determined by the Chief Executive Officer of the Local Government Association of Tasmania. The counselling and/or training is to be completed within six months of the tabling of this report.

RECOMMENDATION

That Council resolve to receive the Code of Conduct Panel Determination Report made 16 April 2021 in relation to a complaint against Cr David Grace.

*Local Government Act 1993***CODE OF CONDUCT PANEL DETERMINATION REPORT *****KINGBOROUGH COUNCIL CODE OF CONDUCT**

Complaint made by Cr Paula Wriedt against Cr David Grace

Code of Conduct Panel:

Lynn Mason (Chairperson), Elizabeth Gillam (community member with experience in local government), Sam Thompson (legal member)

Date of Determination: 16 April 2021

Content Manager Reference : C21688

Summary of the Complaint

Cr Wriedt's complaint dated 9 December 2020 was referred to the Executive Officer of the Code of Conduct Panel (the Panel) on 15 December 2020, and referred to the Chairperson on 22 December 2020.

The complaint related to a Council workshop on risk management, held on 2 November 2020. Cr Wriedt said that the incident occurred when Cr Grace commented on the problems which had occurred previously with live streaming on Facebook the Council meeting of the 26 October 2020. Cr Wriedt alleged that Cr Grace's comment, on 2 November 2020, referred to the fact that the staff member responsible for live streaming at that meeting was a young woman, and that she 'therefore needed a male IT man there to help her'. Cr Wriedt considered Cr Grace's language to be inappropriate, and described it to Cr Grace as 'sexist' and 'outdated'. Cr Wriedt alleged that at that point Cr Grace became 'highly animated', and after some further words from Cr Grace, the Mayor, Cr Winter asked him to desist, or he would be asked to leave the workshop. At that point, it is alleged, Cr Grace looked towards Cr Wriedt and said, 'I will put you on your tail'. It is those words that are the subject of the complaint.

Cr Wriedt stated in her complaint that since this incident, she has felt uncomfortable in the presence of Cr Grace and unsafe within the Council chambers.

The Code in force at the time of the alleged breaches was approved by Council on 25 February 2019. The sections of the Code which Cr Wriedt alleged Cr Grace breached are:

PART 7 – RELATIONSHIPS WITH COMMUNITY, ELECTED MEMBERS AND COUNCIL EMPLOYEES

7.1. A councillor -

- (a) must treat all persons fairly; and*
- (b) must not cause any reasonable person offence or embarrassment; and*
- (c) must not bully or harass any person.*

7.2 A councillor must listen to, and respect, the views of other councillors in Council and committee meetings and any other proceedings of the Council, and endeavour to ensure that issues, not personalities, are the focus of debate.

Initial assessment

Following receipt of the complaint, the Chairperson conducted an initial assessment of the complaint in accordance with the requirements of section 28ZA of the Act. Having assessed the complaint against the provisions of sections 28ZB and 28ZC of the Act, the Chairperson determined that:

* Section 28ZK (7) of the *Local Government Act 1993* requires that any person who receives a determination report must keep the determination report confidential until the report is included within an item on the agenda for a meeting of the relevant council. Failure to do so may result in a fine of up to 50 penalty units.

- the complainant had made a reasonable effort to resolve the complaint;
- the complaint substantially related to a contravention of Kingborough Council's Code of Conduct, namely Parts 71(a), (b) and(c) and Part 7.2;
- the complaint should not be dismissed on the grounds that it was frivolous, vexatious or trivial;
- having made enquiries of the Code of Conduct Executive Officer, there was no relevant direction under section 28ZB(2) or 28ZI of the Act that would apply to the complainant and the complaint.¹

Pursuant to section 28ZA(1)(e) of the *Local Government Act 1993* (the Act), the Chairperson determined on 18 January 2021 that the complaint should be referred to a Panel for investigation.

The complainant, respondent councillor and the General Manager were notified of the outcome of the outcome of the initial assessment by letter dated 18 January 2021.

Procedure

In accordance with section 28ZE of the Act, the Code of Conduct Panel investigated the complaint.

On 12 January 2021 the Executive Officer requested that the General Manager, Kingborough Council, ask Cr Wriedt to provide further information in relation to her efforts made to resolve the matter of the complaint. The Chairperson needed further information to ensure that s28V(fb) of the *Local Government Act 1993* was met.

On 15 January 2021 the Panel received a further Statutory Declaration from Cr Wriedt in response to that request from the Chairperson. This Statutory Declaration was sent to Cr Grace.

On 15 January the Panel received a Statutory Declaration from the Mayor, Cr Winter.

The complaint, Cr Wriedt's statutory declaration of 15 January 2021 and Cr Winter's statutory declaration of 15 January 2021 were provided to Cr Grace on 20 January 2021. Cr Grace was asked to provide a response to the complaint to the Panel by 4 February 2021. The Panel received a response from Cr Grace on 3 February 2021, a copy of which was sent to Cr Wriedt. In addition to his response to the complaint, Cr Grace asked the Panel to allow Mrs Marjon Kolabinski to be his advocate, should a hearing be held. He also asked to call two witnesses, Mr Julian Punch and Mr Daniel Smee. Pursuant to section 28ZH(6), the Panel consented to Mrs Kolabinski representing Cr Grace.

On 10 February 2021 Cr Wriedt advised the Panel that she would also like to call two witnesses, Cr Amanda Midgley and Cr Christian Street.

Both parties were asked to provide the Panel with witness statements from their witnesses.

The Panel met on 16 February 2021 to consider the complaint and response.

On 16 February the parties were told that the Panel intended to proceed to a hearing in accordance with section 28ZG (1) of the Act.

The Panel received witness statements from Cr Amanda Midgley, Cr Christian Street, and the Mayor, Cr Winter, on behalf of Cr Wriedt. The Panel determined to call all three as witnesses at the hearing. The Panel received witness statements from Mr Daniel Smee and Mr Julian Punch on behalf of Cr Grace. The Panel determined to call Mr Daniel Smee to give evidence at the hearing. The Panel determined not to call Mr Punch as a witness as he was not in attendance at the council workshop on 2 November 2020, when the alleged incident occurred, and would therefore be unable to verify or challenge any of the disputed statements before the Panel. In addition, when asked, Cr Wriedt said that she did not wish to cross examine Mr Punch at hearing so there was therefore no reason for him to be called as a witness.

¹ Section 28ZB(2) and 28ZI of the Act enable the Chairperson or the Panel (as applicable) to issue a direction to a complainant in prescribed circumstances not to make a further complaint in relation to the same matter unless the complainant provides substantive new information in the further complaint.

In giving evidence in the hearing, the Mayor, Cr Winter, challenged the accuracy of some of the statements made by Mr Punch in relation to what happened at the workshop on 2 November 2020. The Panel confirmed that it was aware that Mr Punch was not actually at the workshop and would note his Statutory Declaration and give such weight to his statements as the Panel deemed appropriate.

Prior to the hearing, the Executive Officer informed the parties, by letter, that Mr Sam Thompson, legal representative on the Panel, was acquainted with Cr Christian Street. The letter outlined Mr Thompson's relationship with Cr Street. The Parties were asked to state any objections they had to Mr Thompson's remaining on the Panel. Neither party raised any objection.

Material considered by the Panel

- The Kingborough Council Model Code of Conduct Policy, 25 February 2019;
- The Complaint by Cr Wriedt, 9 December 2020;
- The audio recording of the Kingborough Council Ordinary Council Meeting, held on 12 October 2020;
- The audio recording of the Kingborough Council Ordinary Council Meeting, held on 23 November 2020;
- Statutory Declaration from Cr Winter, 14 January 2021;
- Statutory Declaration from Cr Wriedt, 15 January 2021;
- An email from Cr Winter to Cr Grace, 25 January 2021;
- A Statutory Declaration of a witness statement by Cr Amanda Midgley, 16 February 2021;
- A Statutory Declaration of a witness statement by Cr Christian Street, 24 February 2021;
- A Statutory Declaration of a witness statement by Mr Daniel Smee, 1 March 2021;
- A Statutory Declaration of a witness statement by Mr Julian Punch AM, 4 March 2021;
- Email from Cr Wriedt to the Panel, 23 March 2021.

The hearing was held in Hobart on 17 March 2021. Cr Wriedt appeared for herself. Cr Grace appeared and was represented by his advocate Mrs Kolabinski. The following witnesses gave evidence:

- Cr Wriedt, who was cross-examined by Mrs Kolabinski;
- Cr Grace, who was cross-examined by Cr Wriedt;
- Mayor Winter, who was cross-examined by Mrs Kolabinski;
- Cr Street, who was cross-examined by Mrs Kolabinski;
- Cr Midgley, who was cross-examined by Mrs Kolabinski;
- Mr Smee, who was cross-examined by Cr Wriedt.

Determination

Pursuant to section 28ZI (1)(a), the Code of Conduct Panel upholds the complaint against Cr Grace.

Reasons for the Determination

The background to the complaint was not the subject of any dispute and related to a Council meeting held on 26 October 2020. That meeting was to be live streamed (i.e., broadcast) on Facebook, in part so that residents on Bruny Island could observe items of relevance to them. A technical issue resulted in the live stream failing. Subsequently, at a risk management workshop on 2 November 2020, Cr Grace commented on the failure of the live stream as an identifiable risk, and in so doing used language to which Cr Wriedt took offence.

According to Cr Wriedt, Cr Grace then said to her, 'I will put you on your tail' or 'I will put you out on your tail', which Cr Wriedt understood to be a threat of physical violence. Cr Wriedt gave evidence that she was 'really unsettled' by the threat, and that it was the first time in 25 years of public life that she had been threatened by a colleague. According to Cr Wriedt, Cr Grace regularly disrupted Council proceedings but had not previously physically threatened her.

The Panel must first determine whether Cr Grace said the words alleged by Cr Wriedt. Cr Wriedt, Mayor Winter, Cr Street and Cr Midgley each gave evidence that they heard Cr Grace say 'I will put you on your tail' or words to that effect. Mr Smee gave evidence that he did not hear those words or words to that effect because he had 'switched off'.

In his evidence, Cr Grace said that he would not have used those words as he did not typically use that sort of language, but he did not deny that he may have said that or made a similar threat. He conceded that he would have used the words 'I will put you on your arse'. The Panel finds that Cr Grace said either 'I will put you on your tail' or 'I will put you on your arse'. It is not necessary for the Panel to make a finding as to which word was used. They were of the same effect.

No witnesses denied that the words had been said in the workshop, although as stated above, Mr Smee gave evidence that he did not hear those words or words to that effect.

The next issue is whether those words, taken in their context, breached the Code as alleged by Cr Wriedt. For the following reasons, the Panel finds that they did. It is convenient to make some general observations before turning to the relevant provisions of the Code.

The Panel determines that it was appropriate for Cr Wriedt to draw Cr Grace's attention to the fact that many people would consider his remark to have been sexist, and that in her view, it was no longer acceptable to assume that a woman would need a man to help her with IT issues. Cr Grace maintained in the hearing that he did not understand the correct meaning of the word 'sexist', and thought that he was being accused of 'groping women' or other predatory sexual behaviour. He also stated that the head of the Council's IT section was a man, hence his use of the gender specific pronoun.

Cr Grace's case was that he had little formal education and used 'working man's language'. He said that he was offended by Cr Wriedt describing his remark (regarding the female Council employee requiring assistance from a male) as 'sexist'. Under cross-examination by Cr Wriedt, Cr Grace gave two explanations for his language. He said that he understood Cr Wriedt to have accused him of 'being anti-women'. He also understood that Cr Wriedt accused him of sexually harassing women. While it may be accepted that Cr Grace honestly believed Cr Wriedt to have accused him of harassing women, that does not excuse his conduct. First, Cr Wriedt did not, in fact, accuse Cr Grace of harassing women. The Macquarie Dictionary relevantly defines 'sexist' as 'of an attitude which stereotypes a person according to gender, or sexual preference, rather than judging on individual merits'. Second, Cr Grace's threat of violence was not justified or excused even if Cr Wriedt had accused Cr Grace of harassing women. That Cr Grace did not intend to follow through with violence did not justify or excuse his threat.

It is with these observations in mind that the provisions of the Code are to be considered:

7.1. A councillor -

(a) must treat all persons fairly;

The Panel accepts that Cr Grace may have misunderstood what Cr Wriedt said, and that he may have used the word 'man' referring only to the head of the IT section, but the Panel does not accept that his subsequent verbal attack on Cr Wriedt was justified. Moreover, the Panel determines that the word 'sexist' is in common usage and it is reasonable to expect an experienced elected representative to understand the meaning of the word, and to understand its connotations.

The Panel determines that threatening Cr Wriedt with physical violence because she criticised his choice of language was unfair, in that Cr Wriedt had both the right and a responsibility to draw the issue to Cr Grace's attention.

Therefore pursuant to section 28ZI (1)(a), the Code of Conduct Panel upholds this part of the complaint against Cr Grace.

7.1. A councillor -

(b) must not cause any reasonable person offence or embarrassment;

The Panel determines that a reasonable person would be both offended and embarrassed by Cr Grace's verbal threat to Cr Wriedt. A Councillor has the right to be able to speak up in

opposition to another Councillor's views, as was done by Cr Wriedt in this instance. The Panel heard no suggestion that Cr Wriedt spoke in a way intended to offend or inflame Cr Grace. The Panel determines that the tone of Cr Grace's response was offensive to Cr Wriedt, and that the threat of physical violence to her person was embarrassing for her and potentially embarrassing for other Councillors, as the threat was made in an independently facilitated council workshop.

Pursuant to section 28ZI (1)(a), the Panel upholds the complaint that Cr Grace breached Part 7.1 (b) of the Code of Conduct.

7.1. A councillor -

(c) must not bully or harass any person.

Most frequently bullying is considered to be a pattern of recurring behaviour in which one party behaves unreasonably towards another, usually involving behaviour which is intimidating, humiliating, degrading, or ridiculing another person. Frequently there is an imbalance of power in the relationship. In this matter, there is not an imbalance of power, and the incident was not repeated. However, the Panel determines that the threat of physical violence against a fellow Councillor was sufficiently intimidating to satisfy the Panel that Cr Grace bullied Cr Wriedt in the council workshop held on 2 November 2020.

Cr Wriedt was aware that the Mayor had spoken to Cr Grace about his behaviour at the workshop, and particularly his threat against her. Cr Wriedt hoped that an apology might be offered by Cr Grace, but this was not forthcoming. The matter was not resolved through the whole month of November, during which time Cr Wriedt continued to be concerned for her safety at the Council Chambers and uncomfortable in the presence of Cr Grace, a situation which was unavoidable given their roles as Councillors. The Panel determines that by his refusal to acknowledge that his behaviour had been in breach of the standards of proper behaviour expected of elected representatives, Cr Grace harassed Cr Wriedt, in that he caused her upset and disturbed her peace of mind over a period of time.

Pursuant to section 28ZI (1)(a), the Code of Conduct Panel upholds the complaint that Cr Grace breached Part 7.1 (c) of the Code of Conduct.

7.2 A councillor must listen to, and respect, the views of other councillors in Council and committee meetings and any other proceedings of the Council, and endeavour to ensure that issues, not personalities, are the focus of debate.

The incident occurred at a Council workshop on risk management. Although not a Council meeting, this was a proceeding of the Council and therefore fell within the ambit of this Part of the Code.

The Panel determines that Cr Grace did not respect Cr Wriedt's views and made a personal attack on her, including making a physical threat against her.

Pursuant to section 28ZI (1)(a), the Code of Conduct Panel upholds the complaint that Cr Grace breached Part 7.2 of the Code of Conduct.

Conclusion

Cr Grace's behaviour at the workshop on 2 November 2020 was described variously as 'aggressive', 'disorderly', 'highly animated', and 'disruptive'. Witnesses, including Cr Wriedt, testified that Cr Grace was from time to time disruptive in council meetings and workshops. Witnesses said that they were wary of provoking this behaviour, occurring as it usually did without warning; their responses described 'having to walk on eggshells'.

The Panel asked Cr Grace what steps he had taken to remedy his behaviour since the workshop on 2 November 2020, given that he said in hearing that he was now prepared to apologise to Cr Wriedt for the distress he had caused her. Cr Grace responded that while he was always ready to undertake training to improve his performance as a Councillor, he insisted that it was up to other Councillors, including Cr Wriedt, to avoid saying anything which could provoke him into such unguarded speech. He said, 'If I'm not provoked I behave'.

The Panel determines that while Cr Grace has shown some regret that the incident occurred, he has not shown any remorse, nor has he exhibited any understanding of his own responsibility for his behaviour. Despite advice from the Mayor that a public apology to Cr Wriedt would be

appropriate, Cr Grace did not consider the possibility until after the complaint was lodged. He presented himself as a victim, with the right to give way to outbursts of anger if other Councillors disagree with him. The Panel is of the belief that this behaviour is not beneficial for Council, and needs to be moderated for the benefit of all.

Everyone has the right to feel safe in their workplace. The Panel accepts that Cr Grace's conduct made Cr Wriedt feel unsafe, even if Cr Grace had not intended to carry out his threat. Cr Grace's conduct was completely unjustified. He displayed a lack of insight into his conduct and the effect that it had on Cr Wriedt and others. The Panel was told that other councillors considered that they 'shouldn't have to worry about setting off or someone exploding' and 'Cr Grace's behaviour would not be tolerated in any other workplace.' The Panel agrees.

Sanction

In accordance with section 28ZL (2) of the Act, the Panel may impose one or more sanctions on Cr Grace. At the hearing on 17 March 2021, Cr Grace was invited to make submissions about sanction. Cr Grace relied on his long-standing work for the Council, his lack of formal education and a powerful character reference from Mr Punch. The Panel accepts that Cr Grace was used to using common language, that he did not intend to follow through on his threat to Cr Wriedt, and that he has made large and commendable contributions to Council and to his community. However, these do not excuse his behaviour on 2 November 2020. To threaten a colleague is appalling and requires denunciation. Cr Grace's lack of insight reinforces the need for corrective action.

Section 28ZL(2) prescribes a descending hierarchy in terms of the severity of sanction. The starting point is whether any sanction should be imposed. The Panel is satisfied that it should.

In determining sanction, the Panel took into account that Cr Grace has served as a Councillor for 21 years. The Panel considers that this length of experience should have assisted Cr Grace to moderate his behaviour to suit changing circumstances. Councillors should not need to 'walk on eggshells' for fear of provoking an unseemly outburst from one of their number. Cr Grace's behaviour was unjustified and must be denounced strongly. Mrs Kolabinski submitted that Cr Grace was remorseful. For the reasons given above, the Panel cannot make such a finding. While Cr Grace may regret what happened, the Panel is not satisfied that he is remorseful.

Pursuant to section 28ZL(2)(b), the Panel reprimands Cr Grace.

Pursuant to section 28ZL(2)(c), the Panel requires Cr Grace to apologise to Cr Wriedt for the threat he made against her, and to the Council for causing embarrassment at the workshop on 2 November 2020. This apology is to be made without reservation at the ordinary Council meeting at which this report is tabled. In the event that either Cr Wriedt or Cr Grace is unable to attend that meeting, the apology is to be made by Cr Grace at the next council meeting attended by Cr Wriedt.

Pursuant to section 28ZL(2)(d), the Panel requires Cr Grace to undertake at least six hours' training and/or counselling in anger management and appropriate workplace behaviour as determined by the Chief Executive Officer of the Local Government Association of Tasmania. The counselling and/or training is to be completed within six months of the tabling of this report.

Right to Review

Under s28ZJ of the Act, a person aggrieved by the determination of the Panel is entitled to apply to the Magistrates Court (Administrative Appeals Division) for a review of the determination on the ground that the Panel has failed to comply with the rules of natural justice.



Lynn Mason
(Chairperson)



Sam Thompson
(Legal Member)



Elizabeth Gillam
(Community Member with
experience in local government)

10 QUESTIONS WITHOUT NOTICE FROM THE PUBLIC

11 QUESTIONS ON NOTICE FROM THE PUBLIC

At the time the Agenda was compiled there were no Questions on Notice from the Public.

12 QUESTIONS WITHOUT NOTICE FROM COUNCILLORS

13 QUESTIONS ON NOTICE FROM COUNCILLORS

13.1 Staff on Leave on Bruny Island

At the Council meeting on 19 April 2021, **Cr Grace** asked the following question without notice to the General Manager, with a response that the question would be taken on notice:

How many of the workers were away on annual leave while the project was in place?

Officer's Response:

One worker was on annual leave during the project with no loss of efficiency in delivery of the project.

David Reeve, Director Engineering Services

OPEN SESSION ADJOURNS

PLANNING AUTHORITY IN SESSION

14 OFFICERS REPORTS TO PLANNING AUTHORITY

14.1 DELEGATED REPORT FOR APPLICATION DA 2020-696 BROWNS ROAD, KINGSTON.

File Number: 17.237

Author: Timothy Donovan, Senior Planning Officer

Authoriser: Tasha Tyler-Moore, Manager Development Services

Applicant:	Pitt & Sherry
Owner:	The Crown
Subject Site:	Browns Road, Kingston (CT 205706/1)
Proposal:	Vehicle Parking Facility (Park and Ride)
Planning Scheme:	Kingborough Interim Planning Scheme 2015
Zoning:	Utilities
Codes:	E1.0 Bushfire Prone Areas E3.0 Landslide (Low) E5.0 Road and Railway Assets E6.0 Parking and Access E7.0 Stormwater Management E9.0 Attenuation
Use Class/Category:	Vehicle Parking
Discretions:	Cl.28.3.5 Discretionary Use A1. Cl.28.4. Setback A1. Cl.E5.5.2 Development adjacent to roads and railways, A1.1 & A1.2. Cl.E6.6.2 Number of Motorcycle Parking Spaces A1.
Public Notification:	Public advertising was undertaken between 3 March 2021 and 17 March 2021 in accordance with section 57 of the <i>Land Use Planning and Approvals Act 1993</i> .
Representations:	Six (6) submissions were received with the following issues: <ul style="list-style-type: none"> • Design of the bicycle facility. • A pedestrian crossing and refuge required across Groningen Road • Waymarking of active travel routes to the Park and Ride is needed.
Recommendation:	Approval with Conditions

1. PROPOSAL

1.1 Description of Proposal

The proposed Vehicle Parking Facility (the Firthside Park and Ride) will be comprised of a parking area adjacent and to the west of Browns Road, Kingston. The facility does not include a bus interchange as this is provided across the Groningen Road overpass at the new bus stop and shelter on the western side of the Southern Outlet.

The park and ride facility is to be sealed and drained and designed to accommodate 44 car parking spaces including three (3) accessible spaces for people with disabilities. Two (2) motorcycle spaces are provided and up to 26 bicycles in a 5m x 7m parkiteer. A separate bicycle access hardstand area is proposed adjacent to the parkiteer from Browns Road.

Entry to the facility is from the southern end of the site on Browns Road and vehicles will exit from the northern end of the site to Browns Road. The applicant advises that it is the intention of the facility to prioritise pedestrians over vehicles while making the development safe for all users. With this aim a pathway is provided along the Browns Road frontage with pedestrian access into the car park provided midway along the frontage.

The site is to be landscaped around the Browns Road frontages. The site contains a number of trees including native and introduced species. While three trees are proposed for removal, these are all silver wattles (*Acacia dealbata*) and not of high conservation value.

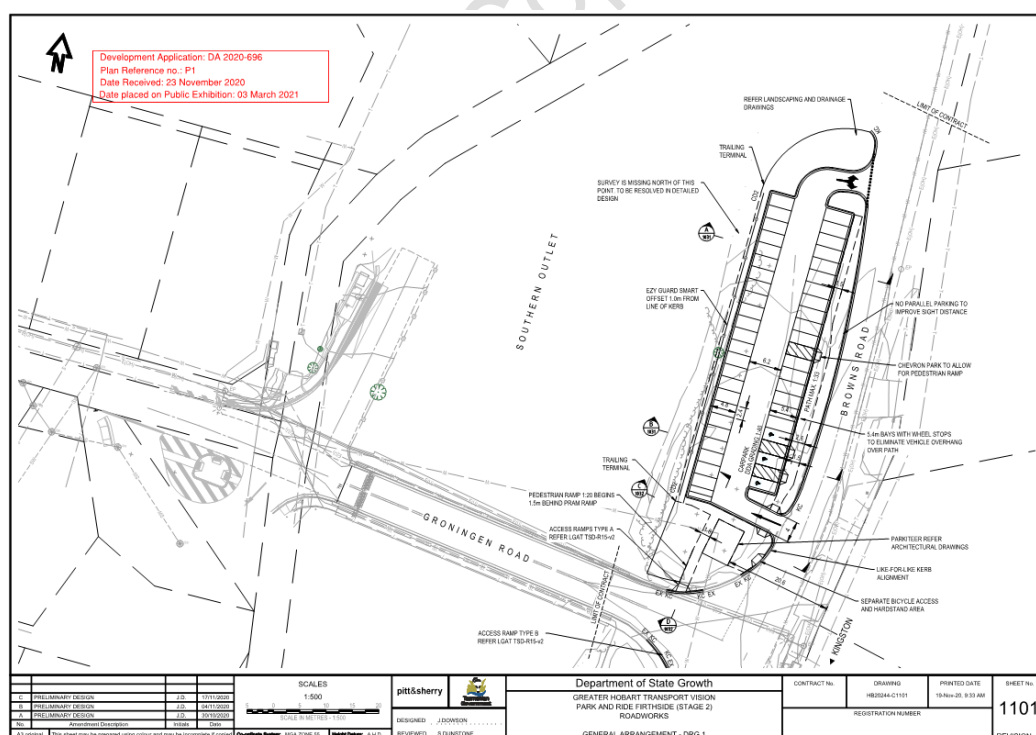


Figure 1 - Site Plan for proposed Firthside Park and Ride

1.2 Description of Site

The site is comprised of Crown Land located on Browns Road and adjacent to the Southern Outlet and the Groningen Road overpass. The site is cleared and level and currently used for informal parking for approximately 30-35 car parking spaces. The

site is unsealed with no kerb and channel along the Browns Road frontage and does not have formal driveway access from the road reserve.

The site is located adjacent to the Browns Road industrial precinct and the Groningen Road overpass. The Southern Outlet is adjacent to the western boundary and separated by a steep embankment. Currently there is a footpath along the western kerbside of Browns Road between Groningen Road and the Channel Highway and also along the southern kerbside of Groningen Road for its entire length. There is no access directly from the site to the Southern Outlet. While the site is to function as the Firthside Park and Ride the nearest bus stops/shelters are located across the Southern Outlet on the Groningen Road/Southern Outlet northbound on-ramp (approximately 107m walking distance) and south down Browns Road (approximately 300m walking distance).

The site is located on the existing bus routes serving Huntingfield Avenue and the Channel Highway area including routes operating between Hobart and:

- The Huntingfield area (Metro Services 407, 408, 409, 411 and 450).
- The Channel Highway (Metro Services 412, 413, 415, 416 and 417).
- The Huon Valley (Metro Services 710, 712, 714, 716, 718, 719).



Figure 2 - Aerial Photo of site and area with Zoning (Blue-Industrial, Yellow-Utilities, Red-General Residential)



Figure 3 - Existing car parking on subject site from Browns Road

1.3 Background

The Hobart City Deal 2019 is a shared 10 year vision between the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough Councils. One of the main aims of the City Deal is to establish a reliable, sustainable and cost-effective transport system. This will help support greater Hobart as a smart liveable and investment ready area.

The Hobart City Deal-Southern Projects is a suite of coordinated projects to deliver an integrated approach to manage peak hour demand traffic on the Southern Outlet and into Hobarts central business district. The Southern Projects will improve transport options for Kingborough including providing access to rapid public transport to the Hobart centre and improving access to public transport for people who are not within walking distance of a bus route.

The Firthside Park and Ride, in association with the Huntingfield Park and Ride, are the two sites chosen to be developed under the Hobart City Deal-Southern Projects.

As a signatory to the Hobart City Deal the Kingborough Council supports the proposed Park and Ride projects as they will complement the redevelopment of the Kingston Central Business District including the Channel Highway and new bus interchange at Kingston. The Park and Rides are consistent with the Kingborough Council Strategic Plan 2020-2025 which aims to ensure infrastructure development and service delivery are underpinned by strategic planning to cater for the needs of the growing population.

A Stakeholder and Community Engagement Plan has been prepared by State Growth that identifies stakeholders and how they will be engaged throughout the design process to distribute information on the project and for comment. This engagement is underway and ongoing. The activities include the identification of the Kingborough Park and Ride facilities (Firthside and Huntingfield) in the Greater Hobart Transport Vision (Hobart City Deal), online information (State Growth, Greater Hobart City Deal websites), and Fact Sheets.

2. ASSESSMENT

2.1 State Policies and Act Objectives

The provisions of the Planning Scheme, including the zones and codes overlays, derive from State Policies and the approval of the Scheme by the Planning Minister on the basis it is compliant with those policies. On that basis a separate assessment against those policies is not required.

The proposal is consistent with the outcomes of the State Policies including those of the Coastal Policy.

2.2 Strategic planning

The relevant strategies associated with the Scheme are as follows:

Zone Purpose Statements of the Utilities Zone

The zone purpose statements of the Utilities Zone are to:

28.1.1.1 To provide land for major utilities installations and corridors.

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

Clause 28.1.2 – Local Area Objectives and Clause 28.1.3 - Desired Future Character Statements.

There are no Local Area Objectives or Desired Future Character Statements for the Zone.

2.3 Use Class

The use is categorised a Vehicle Parking under the Scheme. In the Utilities Zone a Vehicle Parking Facility Use is classified as Permitted except if no permit required (ie a “minor utility”). The proposal does not meet the Development Standards and is therefore a Discretionary Use in the Utilities Zone. The application requires assessment for compliance against the Acceptable Solutions and Performance Criteria.

2.4 Use and Development Standards

The proposal satisfies the relevant Acceptable Solutions of the Scheme (see checklist in Attachment 1), with the exception of the following:

Utilities Zone Clause 28.3.5 Discretionary Use

Acceptable Solution A1
No Acceptable Solution
Performance Criteria P1
Discretionary use must not compromise or reduce the operational efficiency of an existing or intended utility having regard to all of the following: <ul style="list-style-type: none"> (a) the compatibility of the utility and the proposed use; (b) the location of the proposed use in relation to the utility; (c) any required buffers or setbacks; (d) access requirements.

Proposal
There is No Acceptable Solution and the proposal must be assessed against the Performance Criteria P1

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The proposed development is for a Park and Ride Facility located within the Utility Zone that incorporates the Southern Outlet and associated land. This use will not compromise the activities in the Utility Zone.
- The site for the proposed development is part of the road corridor, located on the existing public transport bus network, and is vacant. It is located on an elevated area above the Outlet and does not obtain access from the Outlet but from Browns Road. Adjacent uses are predominantly industrial.
- The development will result in the upgrading of Browns Road frontage with kerb and channel, footpath, landscaping and sealed ingress/driveways. The operational efficiency of the access and nearby network and access are not compromised by the proposal and in fact improved.

Utilities Zone Clause 28.4.2 Setback

Acceptable Solution A1
Building setback from frontage must be no less than 10m.
Performance Criteria P1
Building setback from frontage must satisfy all of the following: <ul style="list-style-type: none"> (a) be consistent with any Desired Future Character Statements provided for the area; (b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape; (c) enhance the characteristics of the site, adjoining lots and the streetscape.
Proposal
The proposal does not comply as the proposed Bicycle Storage facility (parkiteer) is setback a minimum of 3.5m from the Browns Road kerb.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- There is no Desired Future Character Statement for the area.
- The site is isolated from other private land due to the location of the Southern Outlet and Browns Road. The land opposite the site contains Industrial and commercial uses which all have setbacks from the road and areas of landscaping and parking in their frontages. There is no continuous building line in the area and no other buildings on the western side of Browns Road.
- The site is currently vacant and undeveloped and used for car parking. The parking is undertaken in a random pattern and the site is unsealed. The proposed park and ride facility will enhance the site and the area. It will contribute positively to the streetscape due to the area being tidied up and the site being landscaped and sealed.

E5.0 ROAD AND RAILWAY ASSETS CODE**Clause E5.6.1 Development adjacent to roads and railways**

<p>Acceptable Solution A1.1 and A1.2</p> <ul style="list-style-type: none"> • A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: <ul style="list-style-type: none"> (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots. • A1.2 Buildings, may be: <ul style="list-style-type: none"> (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: <ul style="list-style-type: none"> (i) the existing building; or (ii) an immediately adjacent building.
<p>Performance Criteria P1</p> <p>The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the proposed setback; (b) the existing setback of buildings on the site; (c) the frequency of use of the rail network; (d) the speed limit and traffic volume of the road; (e) any noise, vibration, light and air emissions from the rail network or road; (f) the nature of the road; (g) the nature of the development; (h) the need for the development; (i) any traffic impact assessment; (j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and (k) any written advice received from the rail or road authority.
<p>Proposal</p> <p>Not Complying – the proposed development is within 50m of the Southern Outlet which is a Category 1 Road with a speed limit of 80km/h and there is a new building/structure proposed as part of the Park and Ride facility – the Parkiteer (Bicycle Storage). Therefore, the development does not comply with A1.1 and A1.2.</p>

The proposed variation can be supported pursuant to this Performance Criteria of the Code for the following reasons:

- Although the development is within the 50m of the Southern Outlet it is not proposed to be accessed directly off the Outlet. Access is from Browns Road.
- The Parkiteer building is set back safely from Browns Road.
- There is no rail network in the vicinity.
- The proposed development has access from the Council owned road, Browns Road, which is subject to a speed limit of 50km/h and carries approximately 3700 vehicles per day in 2019.

- The impact of noise, vibration, light and air emissions from the road on the proposed development are expected to be minimal and acceptable as there are no nearby sensitive uses.
- The proposed development is a Park and Ride facility which is consistent with the existing parking activity on the site.
- The development is expected to encourage modal shift in favour of public transport. This will assist in addressing congestion and accessibility issues with the Southern Outlet.
- A Traffic Impact Assessment has been provided with the application demonstrating compliance to the Road and Railway Assets Code and Parking and Access Code standards.
- There are no habitable buildings for a sensitive use proposed.
- State Growth own and operate the Southern Outlet. The development is a project commissioned by State Growth.

E6.0 PARKING AND ACCESS CODE CLAUSE.

Clause E6.6.2. Number of Motorcycle Parking Spaces

Acceptable Solution A1
The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced
Performance Criteria P1
The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate: <ul style="list-style-type: none"> (a) motorcycle parking demand; (b) the availability of on-street and public motorcycle parking in the locality; (c) the availability and likely use of other modes of transport; (d) the availability and suitability of alternative arrangements for motorcycle parking provision.
Proposal
Not Complying - The 44 car space facility is required to provide 3 motor cycle parking spaces. There are two (2) provided.

The proposed variation (1 space) can be supported pursuant to this Performance Criteria of the Code for the following reasons:

- The demand for motorcycle parking is expected to be low. Observation of the existing Park and Ride facilities in Kingston indicate low usage by motorcycles. The aim of the proposed development is a park and ride facility that has a purpose of encouraging modal shift in favour of public transport to address congestion and accessibility issues. There are a number of readily available free all day motorcycle parking spaces in Hobart and as such the demand for motorcycle parking in the Firthside Park and Ride is expected to be low.
- The variation is only for one (1) space.

- Although there is no dedicated motorcycle parking spaces in the vicinity, any demand above the two spaces provided is expected to be able to be accommodated in the area through on site or street parking opportunities.

2.5 Public Consultation and Representations

The proposal was advertised in accordance with statutory requirements and six (6) submissions were received against the proposal. One submission was received out of time. The following issues were raised by the representors:

1 Issue – Bike Rack Design

The proposed bike racks do not suit all types of bicycles and users and are hard to use. Bike racks should be of a type that allow the rider to hang a bike and also standing rails for those who cannot lift a bike. The “Ned Kelly” type of rack is easy to use as the rider can prop the bike onto the stand.

Response

The applicant has submitted amended plans using “Ned Kelly” racks in response to the submissions.

2 Issue – Access and Security.

It is not clear how the access system to the Parkiteer structure will work. The application refers to a swipe card system. It is desirable that there is a system that tracks users to mitigate against theft and that adequate CCTV cameras are included for security.

Response

There are no requirements in the Planning Scheme and the Parking and Access Code for the ongoing management and security of the Bicycle Storage Structures. That is considered to be matter for State Growth as the manager and operator of the Park and Ride Facility.

The comments on this issue have been forwarded to the applicant and State Growth for their consideration.

3 Issue – Pedestrian Refuge on Groningen Road intersection.

A pedestrian refuge is needed at the crossing from the pathway on the bridge over the highway to the Park and Ride including kerb ramps. The refuge should be wide enough to accommodate storage of a bicycle and 3.0m width for two people to pass.

Response.

The applicant advises that the option of a pedestrian crossing was considered at the intersection of Groningen and Brown Roads. The crossing does not comply with the relevant Australian standards and has not been included in the application.

4 Issue – Waymarking

The waymarking of active travel routes to the Park and Ride should be incorporated as they are not obvious as they utilise laneways, reserves and underpasses.

Response

The design of the Park and Ride complies to the Parking and Access Code. There is no provision in the Code for waymarking as described in the submission. The

comments on this issue have been forwarded to the applicant and State Growth for their consideration.

The installation of directional signage to community facilities is an ongoing matter and one that Council will monitor.

3. CONCLUSION

- 3.1 The application is part of the coordinated projects under the Hobart City Deal – Southern Projects to deliver an integrated approach to manage peak-hour demand traffic flows on the Southern Outlet. The Firthside Park and Ride will contribute to the improvement of transport options for Kingborough.
- 3.2 The proposed Vehicle Parking Facility (Firthside Park and Ride) complies to the Acceptable Solutions and Performance Criteria for the Utilities Zone and the relevant Codes in the *Kingborough Interim Planning Scheme 2015*. It is recommended for approval with conditions.

4. RECOMMENDATION

That the Planning Authority resolves that the development application for vehicle parking facility (park and ride) at Browns Road, Kingston (CT 205706/1) for Pitt & Sherry be approved subject to the following conditions:

1. Except as otherwise required by this Permit, use and development of the land must be substantially in accordance with Development Application No. DA2020-696 and Council Plan Reference No. P1 submitted on 23 November 2020 and Council Plan Reference No. P2 submitted on 17 February 2021. This Permit relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with all conditions in this Permit. Any amendment, variation or extension of this Permit requires further planning consent of Council.
2. The Vehicle Parking Facility for the Firthside Park and Ride shall be managed and used for the purposes of a public park and ride facility in association with the bus network and not be used for any other vehicle parking activity including commercial car parking at any time without the written consent of the Council.
3. Landscaping must be provided in accordance with the approved plans prior to the use commencing, unless otherwise agreed by Council.
4. Lighting must be provided in accordance with the approved plans prior to the use commencing, unless otherwise agreed by Council. To ensure that external lighting (not including street lighting) does not have unreasonable impact on residential amenity, on land within the adjacent residential zone, security lighting must be baffled to the satisfaction of the Council's Manager – Development Services to ensure they do not cause emission of light outside the Utilities Zone.
5. The construction works must be undertaken in accordance with the approved drawings. Works must be to the satisfaction and approval of the Executive Manager - Engineering Services. A Permit to carry out works within a Council road reservation must be obtained prior to any works commencing within the Council road reservation.
6. Prior to commencement of on-site works, engineering design drawings must be submitted to Council for approval. The engineering plans and specifications must be prepared and certified by a professional Civil Engineer. Plans must be to satisfaction of the Executive Manager Engineering Services and comply with:
 - Tasmanian Standard Drawings

- Austroads Standards and Australian Standards
- Australian Rainfall and Runoff Guidelines

The Plans must include, but are not limited to:

- (i) Detailed internal vehicular and pedestrian access, carparking and manoeuvring areas including:
 - (a) Longitudinal and Cross sections of the driveway/access road;
 - (b) Contours, finish levels and gradients of the driveway/access road;
 - (c) Stormwater drainage;
 - (d) Pavement construction;
 - (e) Wheel stops for open parking bays (as appropriate); and
 - (f) Lighting for parking and vehicle circulation roadways and pedestrian paths.
- (ii) Design (including supporting documentation and hydraulic calculations) of the proposed stormwater infrastructure including:
 - (a) Layout details;
 - (g) A water sensitive urban design system to achieve the acceptable stormwater quality and quantity targets required in Table E7.1 of the Kingborough Interim Planning Scheme 2015 including MUSIC modelling;
 - (h) A reticulated stormwater system sized to accommodate at least the estimated 5% AEP (Annual Exceedance Probability) flow. Any on-site stormwater detention must be detailed including how the on-site detention will be serviced to prevent blockages while maintaining its capacity; and
 - (i) Overland flowpaths sized to accommodate the estimated 1% AEP (Annual Exceedance Probability) flow.

Once endorsed the plans will form part of the permit.

7. Prior to the commencement of site works a soil and water management plan must be submitted to Council for approval. The plan must be in accordance with NRM South Soil and Water Management of Construction Sites – Guidelines and Tasmanian Standard Drawings (TSD-SW28). A site inspection of the implemented plan by the Council's Development Inspector must be satisfactorily undertaken with the principal contractor prior to the commencement of any work on site.
8. Trees identified for removal in the Arboricultural Tree Survey (Philip Jackson, January 2021) and on Council Plan Reference P2 and submitted to Council on 17 February 2021 are approved for removal to accommodate the proposed development.

No further felling, lopping, ringbarking or otherwise injuring or destroying of native vegetation or individual trees is to take place without the prior written permission of Council or in accordance with a further permit or otherwise as provided for in the Kingborough Interim Planning Scheme 2015 or otherwise in accordance with law.

9. Prior to the commencement of any on-site works (including any tree removal, demolition, excavations, placement of fill, delivery of building/construction materials and/or temporary buildings), trees shown in Council Plan Reference P2 and submitted to Council on 18 February 2021 must be retained and appropriately protected during construction through the installation of temporary fencing between any on-site works and adjacent native vegetation in accordance with AS 4970-2009 to exclude:

- machine excavation including trenching;
- excavation for silt fencing;
- cultivation;
- storage;
- preparation of chemicals, including preparation of cement products;
- parking of vehicles and plant;
- refuelling;
- dumping of waste;
- wash down and cleaning of equipment;
- placement of fill;
- lighting of fires;
- soil level changes;
- temporary or permanent installation of utilities and signs; and
- physical damage to the tree(s).

Evidence of satisfactory installation of this fencing must be obtained prior to the commencement of any on-site works and made available to Council upon request.

In addition, the following tree protection measures must be adhered to following construction for all areas within the Tree Protection Zone but outside the footprint of the approved works:

- (a) the existing soil level must not be altered around the Tree Protection Zone of the trees (including the disposal of fill, placement of materials or the scalping of the soil);
 - (b) the Tree Protection Zone must be free from the storage of fill, contaminants or other materials;
 - (c) machinery and vehicles are not permitted to access the Tree Protection Zone; and
 - (d) development and associated works are not permitted unless otherwise approved by Council in writing.
10. To reduce the spread of weeds or pathogens, all machinery must take appropriate hygiene measures prior to entering and leaving the site as per the Tasmanian Washdown Guidelines for Weed and Disease Control produced by the Department of Primary Industries, Parks, Water and Environment.
- Any imported fill materials must be from a weed and pathogen free source to prevent introduction of new weeds and pathogens to the area.
11. The conditions as determined by TasWater, and set out in the attached Appendix A, form part of this permit.

ADVICE

- A. In accordance with section 53(5) of the *Land Use Planning and Approvals Act 1993* this permit lapses after a period of two years from the date on which it is granted if the use or development in respect of which it is granted is not substantially commenced within that period.

- B. The Plumber is to provide the following documentation to Council after the plumbing work is completed:
- (a) A Form 80;
 - (b) A Form 71B; and
 - (c) An 'As Constructed' drainage plan at a scale of 1:200 in accordance with the Director's Specified List Schedule 3.
- C. The approval in this permit is under the *Land Use Planning and Approvals Act 1993* and does not provide any approvals under other Acts including, but not limited to *Building Act 2016*, *Urban Drainage Act 2013*, *Food Act 2003* or Council by-laws.

If your development involves demolition, new buildings or alterations to buildings (including plumbing works or onsite wastewater treatment) it is likely that you will be required to get approvals under the *Building Act 2016*. Change of use, including visitor accommodation, may also require approval under the *Building Act 2016*. Advice should be sought from Council's Building Department or an independent building surveyor to establish any requirements.

ATTACHMENTS

1. **Locality Plan**
2. **Plans**
3. **Assessment Checklist**
4. **TasWater Conditions**

Site Plan





GREATER HOBART TRANSPORT VISION

PARK AND RIDE FIRTHSIDE (STAGE 2)

ROADWORKS

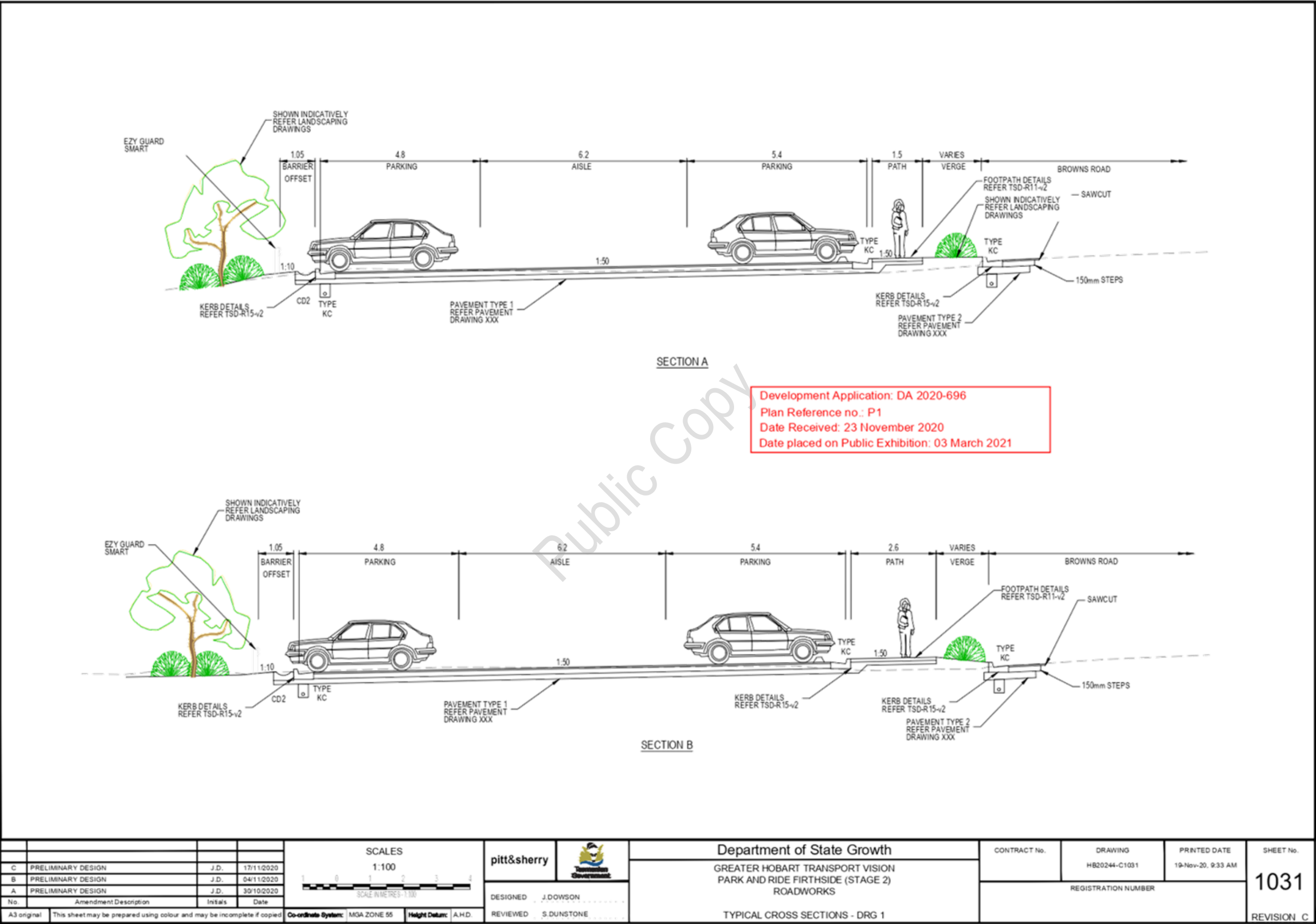
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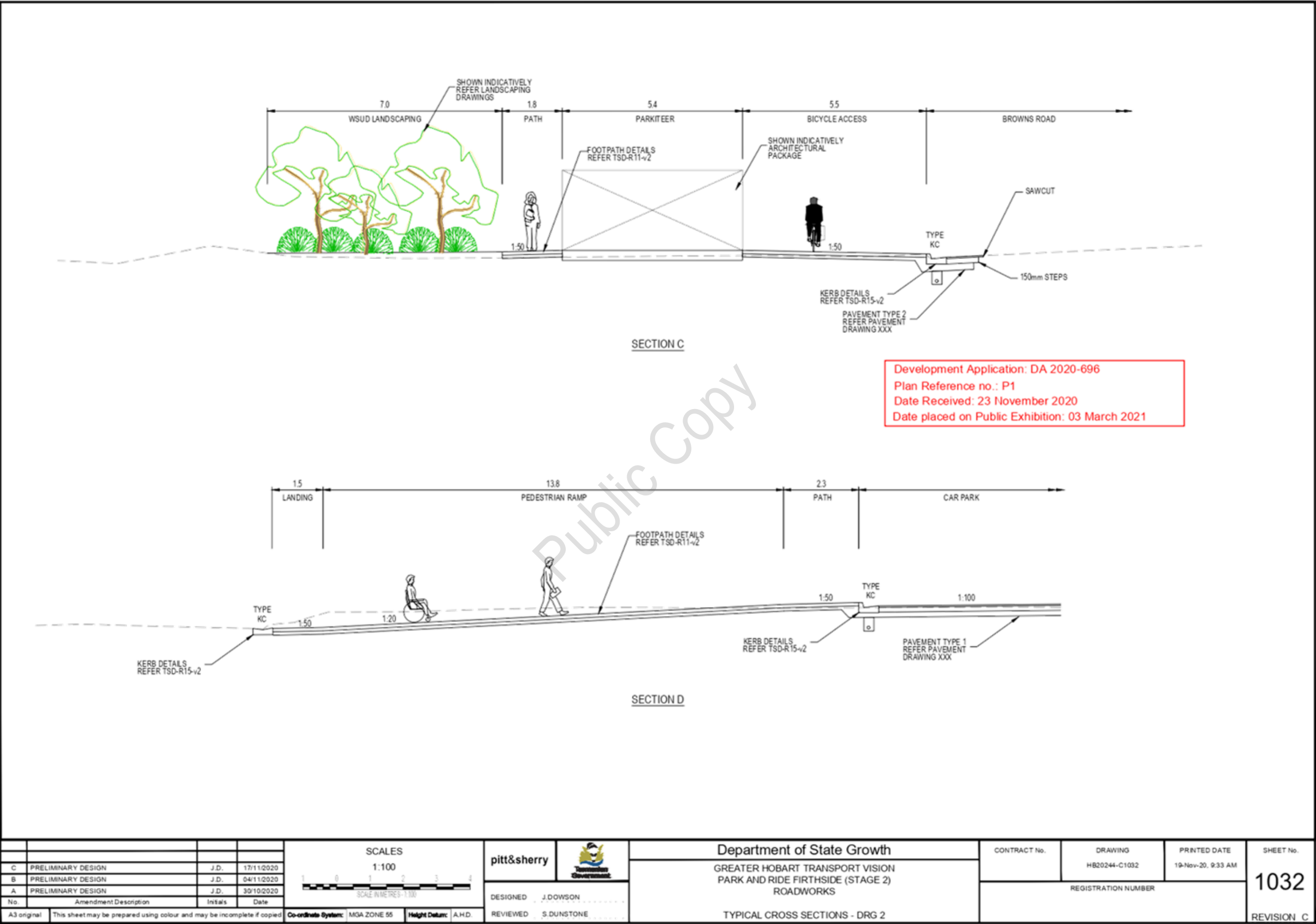
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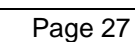
Development Application: DA 2020-696
 Plan Reference no.: P1
 Date Received: 23 November 2020
 Date placed on Public Exhibition: 03 March 2021

pitt&cherry

SETOUT REVIEW		DESIGNED		THESE DRAWINGS HAVE BEEN CHECKED, TAKEN TO SITE AND VERIFIED THAT THEY ARE APPROPRIATE FOR SITE CONDITIONS AND CONSTRAINTS. THE DRAWINGS ARE RECOMMENDED FOR ACCEPTANCE.	I CERTIFY THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE BRIEF AND AS DETAILED IN THE FINAL DESIGN REPORT.	Department of State Growth		CONTRACT No.	DRAWING	PRINTED DATE	No. of SHEETS
NAME	SIGNED DATE	NAME	SIGNED DATE			THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE DESIGN BRIEF AND PROJECT SCOPE. THE DRAWINGS ARE RECOMMENDED FOR ACCEPTANCE.		HB20244-C1000	19-Nov-20, 9:33 AM		
STRUCTURAL REVIEW		DESIGN REVIEW		DESIGN MANAGER (DESIGN ORGANISATION)	PRINCIPAL (DESIGN ORGANISATION)	ACCEPTED		REGISTRATION NUMBER		SHEET No.	
NAME	SIGNED DATE	NAME	SIGNED DATE	SIGNED DATE	SIGNED DATE	PROJECT MANAGER	MANAGER	ROAD LINK No.		1000	
						SIGNED DATE	SIGNED DATE	START: FINISH:		REVISION C	







Browns Road Park & Ride Planting Palette

Tree Canopy (Car Park)

Criteria considered:

- Native Tasmanian species
- Low rate of bark, leaf and limb drop
- Could tolerate growing in limited soil volume

Development Application: DA 2020-696
Plan Reference no.: P1
Date Received: 23 November 2020
Date placed on Public Exhibition: 03 March 2021



Browns Road Park & Ride Planting Palette

Raingarden Planting (Car Park)

- Criteria considered:
- Low maintenance
 - No mid-storey plant
 - Support biodiversity

Development Application: DA 2020-696
Plan Reference no.: P1
Date Received: 23 November 2020
Date placed on Public Exhibition: 03 March 2021



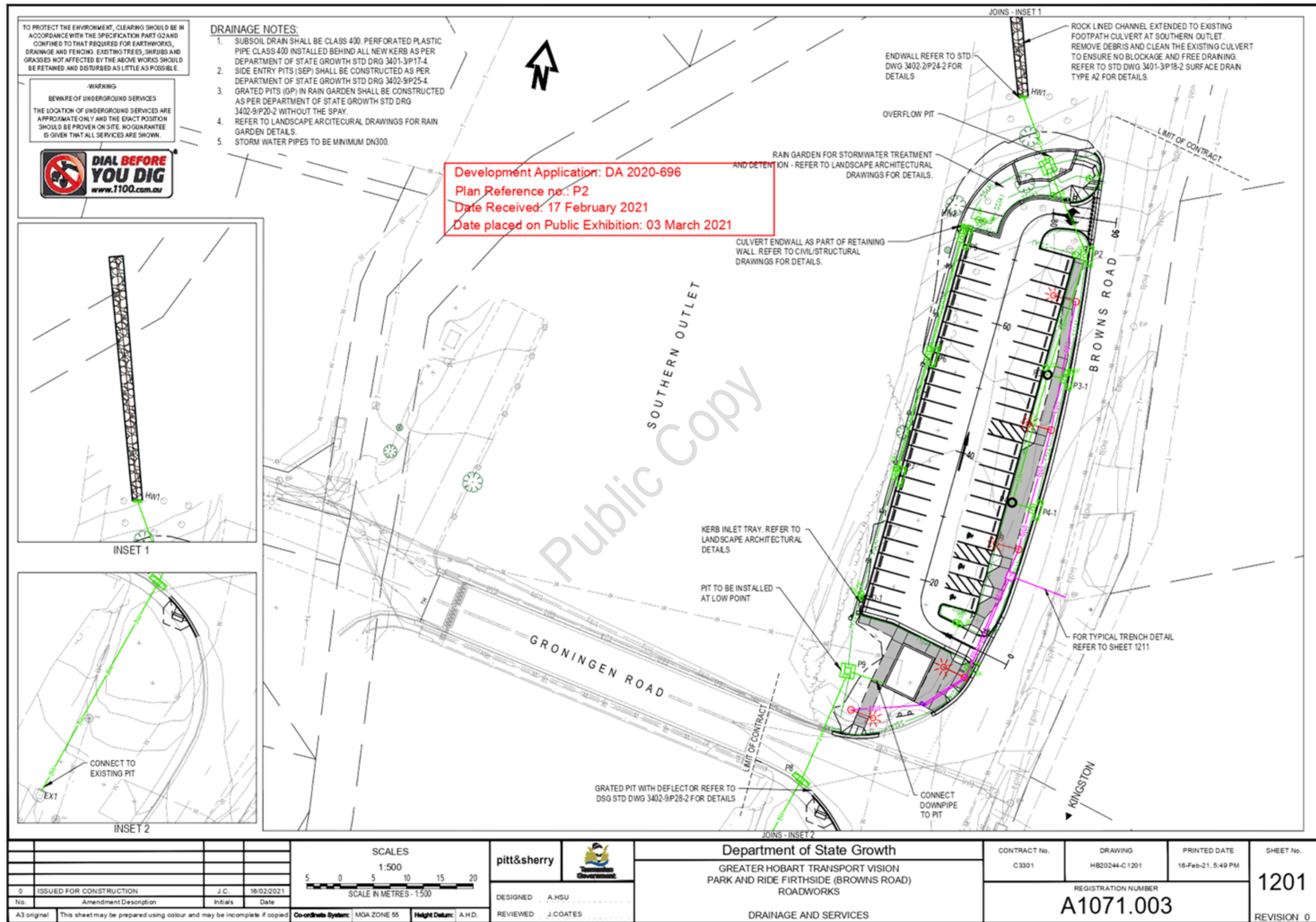
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Ficinia nodosa



Euclyptus tenuiramis

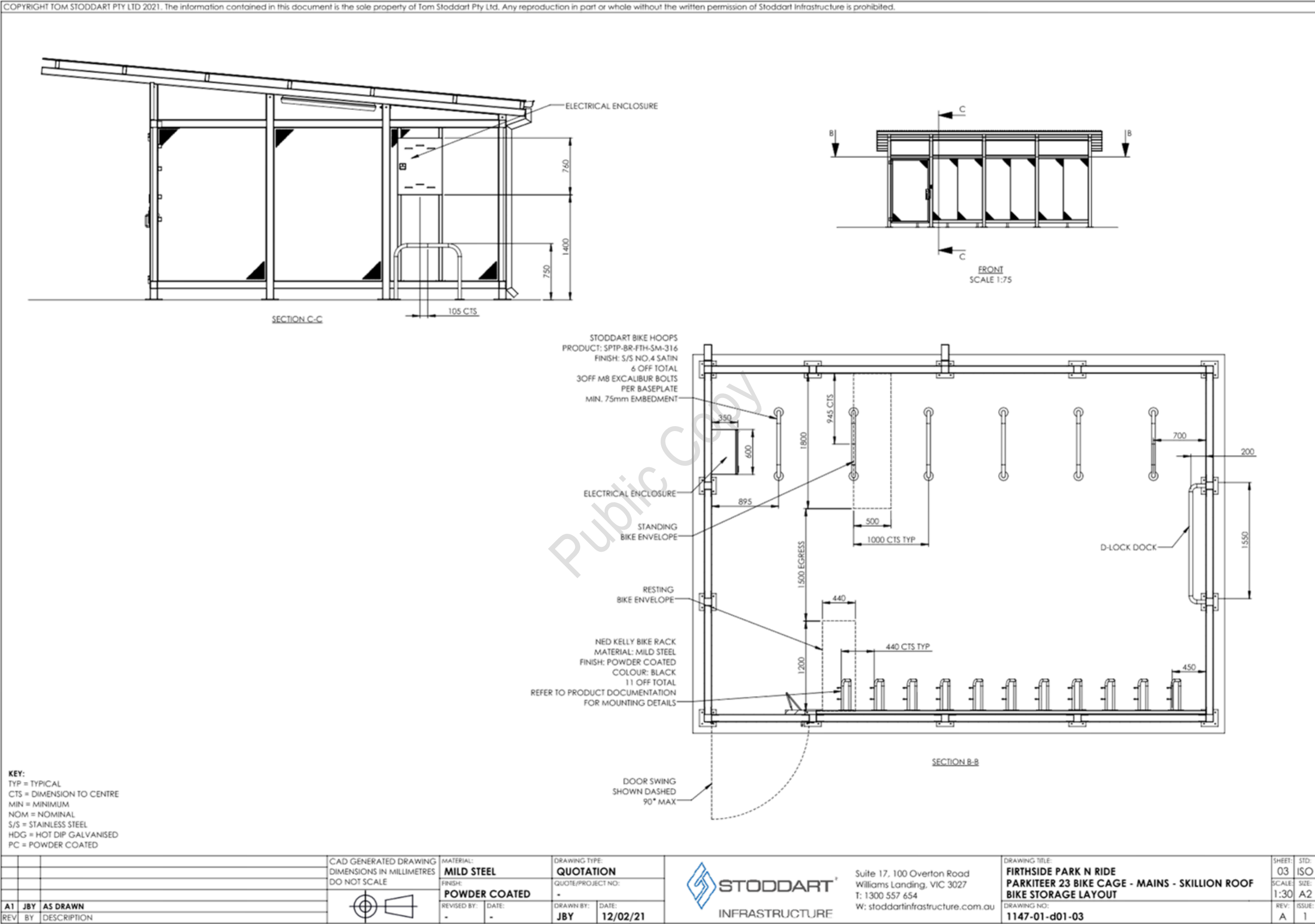


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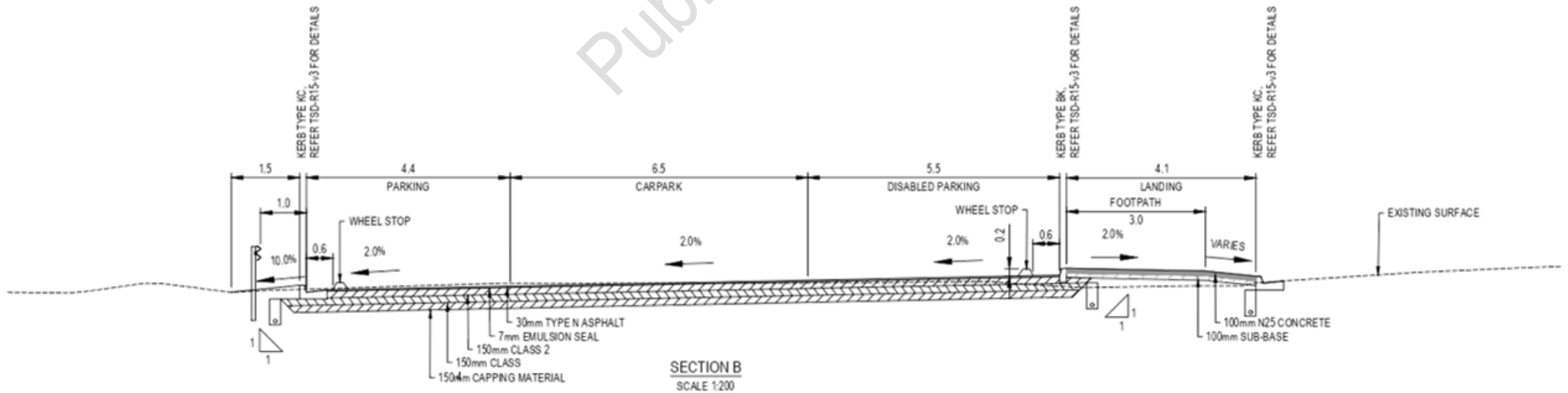
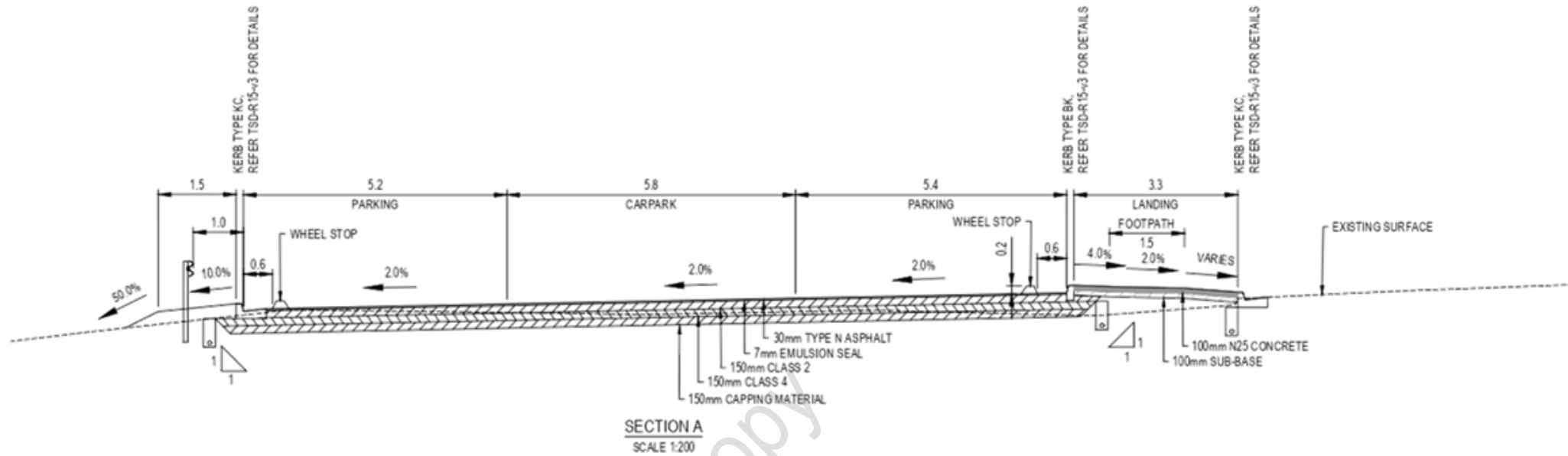
Development Application: DA 2020-696
Plan Reference no.: P2
Date Received: 17 February 2021
Date placed on Public Exhibition: 03 March 2021



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Development Application: DA 2020-696
Plan Reference no.: P2
Date Received: 17 February 2021
Date placed on Public Exhibition: 03 March 2021



			SCALES 1:100 1 0 1 2 3 4 SCALE IN METRES - 1:100		pitt&sherry DESIGNED J. TEEPA REVIEWED R. MANNERING		Department of State Growth GREATER HOBART TRANSPORT VISION PARK AND RIDE FIRTHSIDE (BROWNS ROAD) ROADWORKS TYPICAL CROSS SECTIONS - DRG 1		CONTRACT No. C3301	DRAWING HB20244-C1031	PRINTED DATE 16-Feb-21, 5:48 PM	SHEET No. 1031 REVISION 0
0	ISSUED FOR CONSTRUCTION	R.M.	16/02/2021						REGISTRATION NUMBER A1071.003			
No.	Amendment Description	Initials	Date	Co-ordinate System: MGA ZONE 55	Height Datum: A.H.D.							
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PROJECT NAME

KINGSTON PARK & RIDE

PROJECT NUMBER

20055

PROJECT ADDRESS

CLIENT

DEPARTMENT OF STATE GROWTH

CONSULTANTS

PITT & SHERRY

TENDER ISSUE

REVISIONS				ISSUES			
NO	DATE	DESCRIPTION	BY	NO	DATE	DESCRIPTION	BY

- DRAWINGS LIST
- LA000 COVER SHEET
 - LA001 LEGEND
 - LA101 TREE REMOVAL & PROTECTION PLAN - FIRTHSIDE
 - LA102 TREE REMOVAL & PROTECTION PLAN - HUNTINGFIELD
 - LA201 MATERIALS & FINISHES PLAN - FIRTHSIDE
 - LA202 MATERIALS & FINISHES PLAN - HUNTINGFIELD
 - LA203 MATERIALS & FINISHES DETAILED PLAN - HUNTINGFIELD
 - LA211 SETOUT PLAN - FIRTHSIDE
 - LA212 SETOUT PLAN - HUNTINGFIELD
 - LA401 PLANTING PLAN - FIRTHSIDE
 - LA402 PLANTING PLAN - HUNTINGFIELD
 - LA403 PLANTING SCHEDULE
 - LA501 LANDSCAPE DETAILS
 - LA502 LANDSCAPE DETAILS
 - LA503 LANDSCAPE DETAILS
 - LA504 LANDSCAPE DETAILS

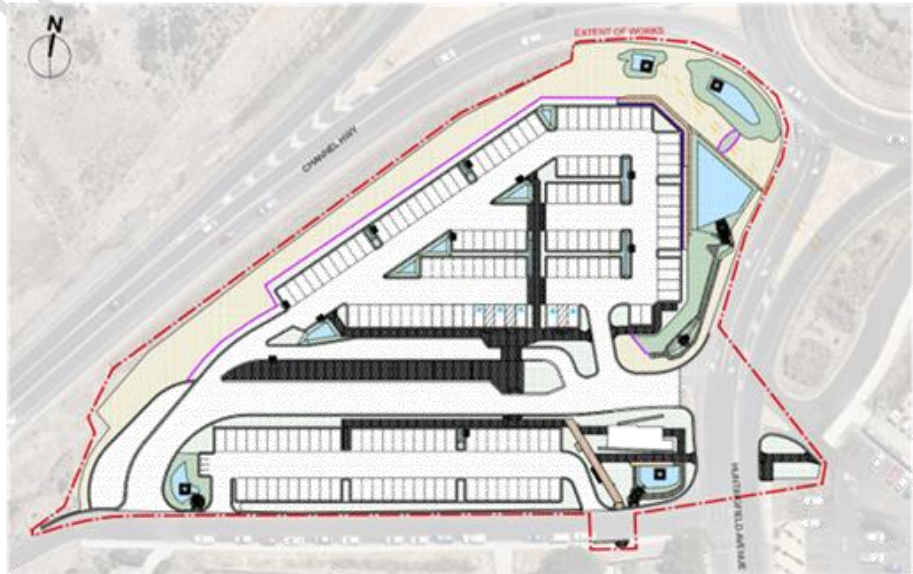
OVERVIEW MAP

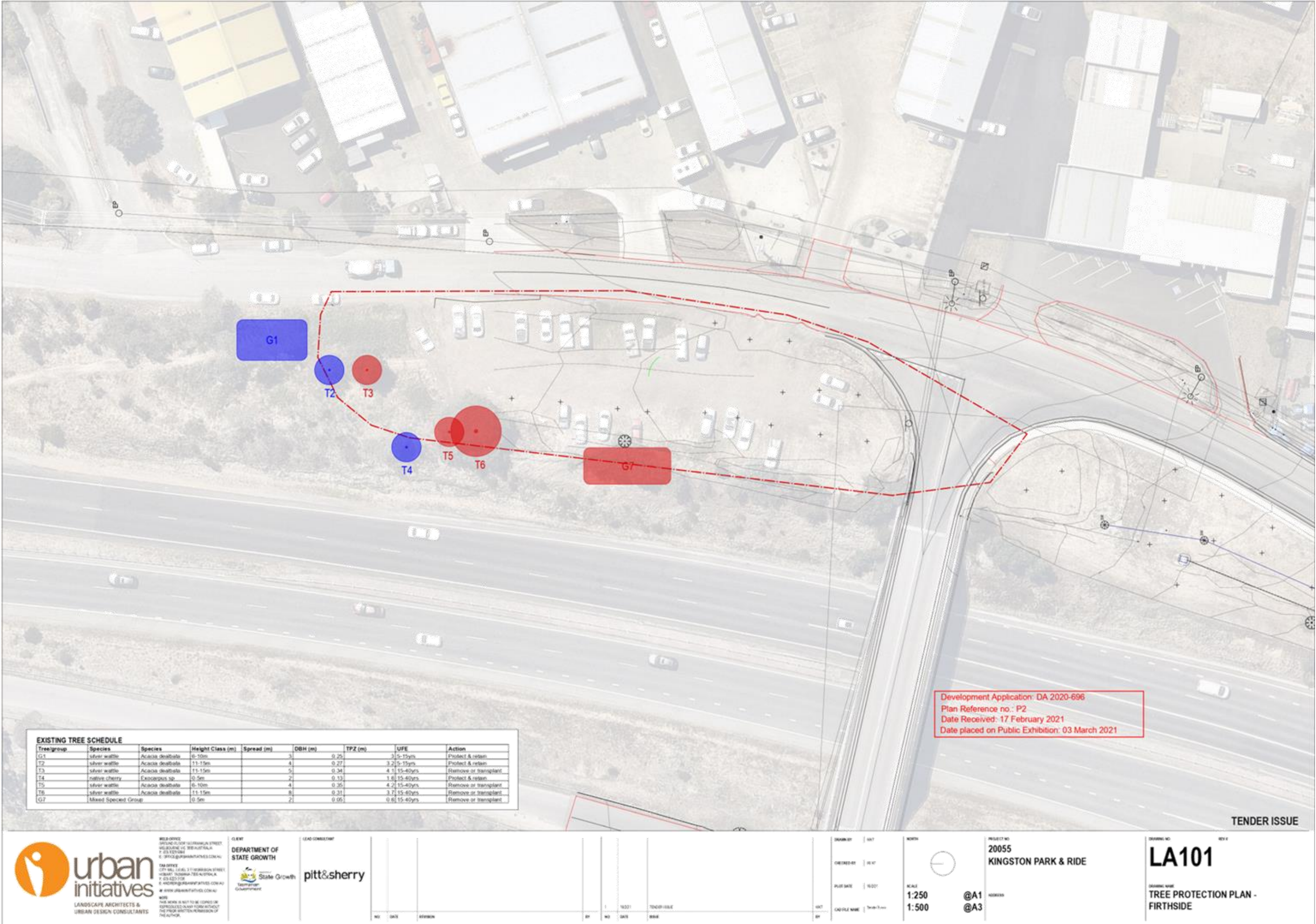


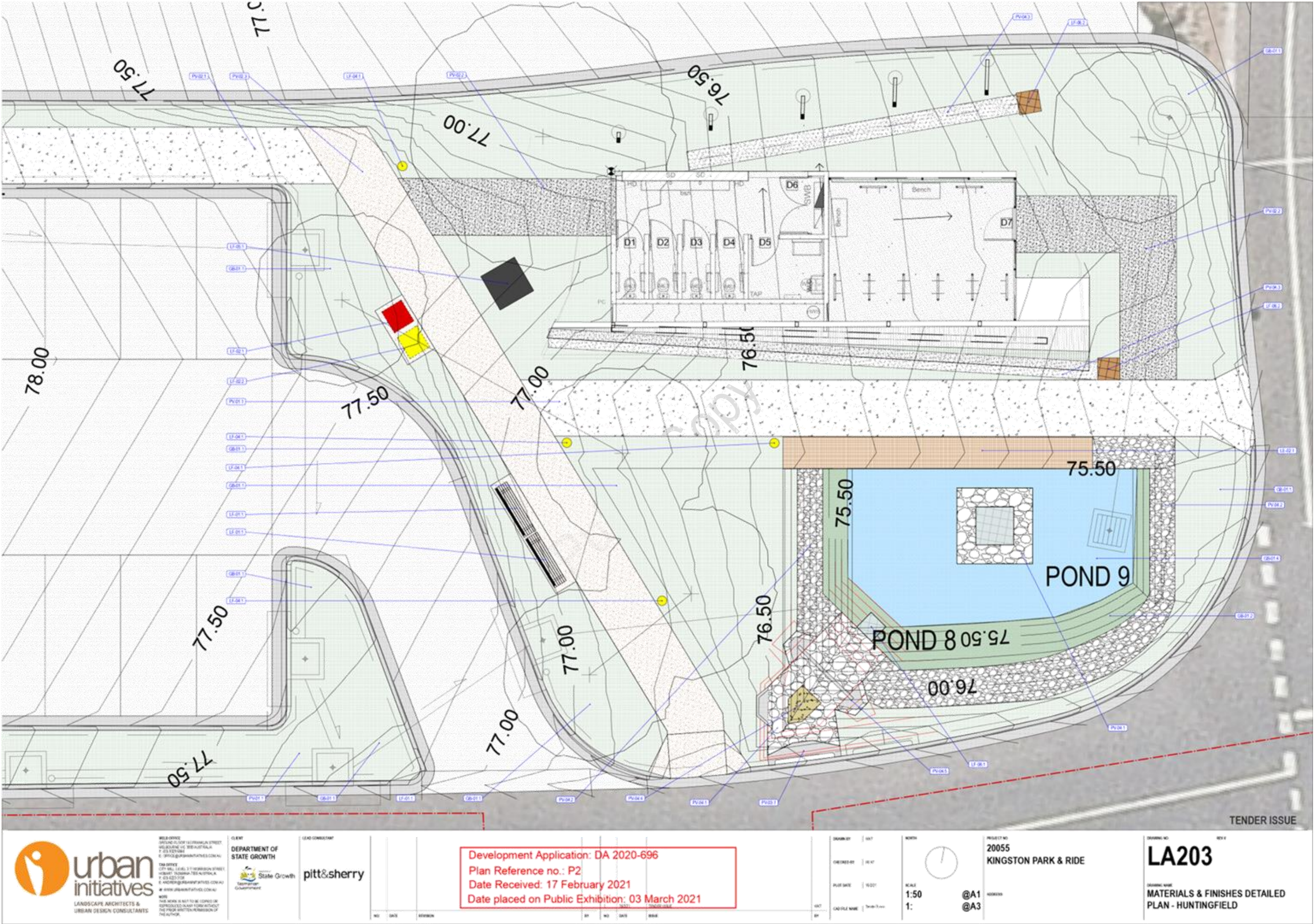
Development Application: DA 2020-696
Plan Reference no.: P2
Date Received: 17 February 2021
Date placed on Public Exhibition: 03 March 2021

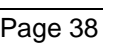


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ASSESSMENT CHECKLIST

ZONE PROVISIONS

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Use class: Industrial and Utilities.					
Hours of Operation (Cl. 28.3.1)	<ul style="list-style-type: none"> A1 - Hours of operation of a use within 50 m of a residential zone must be within 7.00 am to 7.00 pm, except if: <ul style="list-style-type: none"> (i) for office and administrative tasks; or (ii) a Utilities use. 	✓			Complies – The proposed use is not within 50 m of a residential zone and it is a Utilities use.
Noise (Cl. 28.3.2)	<ul style="list-style-type: none"> A1 – Noise emissions measured at the boundary of a residential zone must not exceed the following: <ul style="list-style-type: none"> (a) 55 dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am; (c) 65dB(A) (LAm_{ax}) at any time. <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, second edition, July 2008, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	✓			Complies – A Noise Assessment has been provided with the application demonstrating compliance to the standards. The predicted noise levels during peak operation would not exceed the required limits. Noise emissions are not expected to be significantly louder than usual day time traffic noise.

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
External Lighting (Cl. 28.3.3)	<ul style="list-style-type: none"> A1 External lighting (not including street lighting) within 50 m of a residential zone must comply with all of the following: <ul style="list-style-type: none"> (a) be turned off between 10:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone. 	✓			Complies – The Park and Ride is not within 50m of a Residential Zone.
Discretionary Use (Cl. 28.3.5)	<ul style="list-style-type: none"> A1 – No Acceptable Solution 		✓		Not Complying - There is No Acceptable Solution and the proposal must be assessed against the Performance Criteria P1.
Building Height (Cl. 28.4.1)	<ul style="list-style-type: none"> A1 – Building height must be no more than: 10 m 	✓			Complies – Height of the Bicycle Storage facility (parkiteer) is maximum of 3.225m. The bus shelters are 4m high.
	<ul style="list-style-type: none"> A2 - <u>Building height</u> within 10 m of a <u>residential</u> zone must be no more than 8.5 m. 	✓			Complies – there are no buildings/structures more than 8.5m high within 10 m of a residential zone.
Setback (Cl. 28.4.2)	<ul style="list-style-type: none"> A1 – <u>Building setback</u> from <u>frontage</u> must be no less than: 10m 		✓		Not Complying - The proposed Bicycle Storage facility (parkiteer) is setback a minimum of 3.5m from the Brown Road kerb.
	<ul style="list-style-type: none"> A2 - Building setback from a residential zone must be no less than: <ul style="list-style-type: none"> (a) 5 m; (b) half the height of the wall, whichever is the greater. 	✓			Complies - The proposed use is not adjacent or near a residential Zone.
Landscaping (Cl. 28.4.3)	<ul style="list-style-type: none"> A1 - Landscaping is not required along the frontage of a site if the building has nil setback to frontage. 	✓			Complies – The site is to be landscaped along all boundaries. Landscaping Plans have been submitted which have been specifically designed to: <ul style="list-style-type: none"> a) Enhance the appearance of the development.

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
					b) Provide a range of plant heights and forms to create diversity, interest and amenity. c) Avoid creating concealment spaces.
	<ul style="list-style-type: none"> A2 - Along a boundary with a <u>residential</u> zone landscaping must be provided for a depth no less than: 10m. 			✓	Not Applicable – There is no boundary with a residential zone.
Outdoor Storage Areas (Cl. 28.4.4)	<ul style="list-style-type: none"> A1 - Outdoor storage areas for non-residential uses must comply with all of the following: <ul style="list-style-type: none"> (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas. 	✓			Complies – There are no outside storage areas.
Fencing (Cl. 28.4.5)	<ul style="list-style-type: none"> A1 Fencing must comply with all of the following: <ul style="list-style-type: none"> (a) fences and gates of greater height than 2.1 m must not be erected within 10 m of the frontage; (b) fences along a frontage must be 50% transparent above a height of 1.2 m; (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1 m and must not contain barbed wire. 	✓			(a) Complies – no fencing is proposed along frontage. (b) Complies - no fencing is proposed along frontage. (c) Not Applicable – No boundary with a residential zone.
Environmental Values (Cl. 28.4.6)	<ul style="list-style-type: none"> A1 - No trees of high <u>conservation</u> value will be impacted. 	✓			Complies – There are no trees of high conservation value impacted. The site is currently cleared and used for car parking.

Code Provisions

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
E1.0 Bushfire-Prone Areas Code					
The proposed use of Utilities (Vehicle Parking Facility) is not classified as a vulnerable or hazardous use and subdivision is not proposed. Therefore the Bushfire-Prone Areas Code is not applicable to the application.					
E3.0 Landslide Code (Low)					
There is no part of the proposed development located within the Landslide Overlay area and the Code does not apply.					
E5.0 Road and Railway Assets Code					
Existing road accesses and junctions (E5.5.1)	<ul style="list-style-type: none">A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.			✓	Not Applicable – Existing road accesses and junctions.
	<ul style="list-style-type: none">A2 - The annual average daily traffic (AADT) of vehicle movements, to and from a <u>site</u>, using an existing <u>access</u> or <u>junction</u>, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.			✓	Not Applicable – Existing road accesses and junctions
	<ul style="list-style-type: none">A3 - The annual average daily traffic (AADT) of vehicle movements, to and from a <u>site</u>, using an existing <u>access</u> or <u>junction</u>, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	✓			Complies. The proposed Park and Ride site is currently used as an informal car parking area for up to 35 cars. The new facility provides parking for 44 vehicles (an additional 9). Based on a vehicle movement generation of one vehicle during both AM and PM peak hours the expected additional traffic generation complies to the Acceptable Solution.
Exiting level crossings (E5.5.2)	<ul style="list-style-type: none">A1 Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than			✓	Not Applicable

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
	10% or 10 vehicle movements per day, whichever is the greater.				
Development adjacent to roads and railways (E5.6.1)	<ul style="list-style-type: none"> A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: <ul style="list-style-type: none"> (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots. 		✓		Not Complying – the proposed development is within 50m of the Southern Outlet which is a Category 1 Road with a speed limit of 80km/h. Therefore the development does not comply with A1.1.
	<ul style="list-style-type: none"> A1.2 - Buildings, may be: <ul style="list-style-type: none"> (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: <ul style="list-style-type: none"> (i) the existing building; or (ii) an immediately adjacent building. 		✓		Not Complying - there is a new building structure proposed as part of the Park and Ride facility – the Parkiteer (Bicycle Storage).
Road accesses and junctions (E5.6.2)	<ul style="list-style-type: none"> A1 - No new <u>access</u> or <u>junction</u> to roads in an area subject to a speed limit of more than 60km/h. 	✓			Complies – There are no new access or junctions.
	<ul style="list-style-type: none"> A2 - No more than one <u>access</u> providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less. 	✓			Complies – The site has two access points that provide separate entry and exit.
New level crossings (E5.6.3)	<ul style="list-style-type: none"> A1 - No acceptable solution. 			✓	Not Applicable – no new level crossings are proposed.
Sight distance at accesses, junctions and level crossings (E5.6.4)	<ul style="list-style-type: none"> A1 Sight distances at: <ul style="list-style-type: none"> (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and 	✓			<p>A1(a) - Complies</p> <p>Browns Road is currently subject to a speed limit of 50km/h. The minimum sight distance required under the standards is 80m. The</p>

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
	(b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.				sight distances are 90m for north bound vehicles and 110m for southbound vehicles.
E6.0 Parking and Access Code					
Use standards – number of car parking spaces (Cl.E6.6.1)	<ul style="list-style-type: none"> A1 - Number of on-site car parking spaces complies with table 	✓			A1 – Complies – There are no requirements in the Planning Scheme for a Vehicle Parking Facility.
Number of Accessible Car Parking Spaces for People with a Disability (Cl.E6.6.2)	<ul style="list-style-type: none"> A1 - Car parking spaces provided for people with a disability must: <ul style="list-style-type: none"> (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance. 	✓			A1 – Complies The Building Code of Australia requires a provision of 1 DDA accessible parking space for every 100 car parking spaces. The proposal provides three (3) DDA accessible car parking spaces. These are located as close as possible to the pedestrian footpath.
Number of Motorcycle Parking Spaces (Cl.E6.6.3)	<ul style="list-style-type: none"> A1 - The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced 		✓		A1 – Not Complying The 44 car space facility is required to provide 3 motor cycle parking spaces. There are two provided.
Number of Bicycle Parking Spaces (Cl.E6.6.4)	<ul style="list-style-type: none"> A1 - The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2. 	✓			A1 – Complies - There are no bicycle space requirements in the Code for the proposed use. A Parkiteer (bicycle storage facility) for 26 bicycles has been provided.

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Number of vehicular accesses (Cl.E6.7.1)	<ul style="list-style-type: none"> A1 – Number of vehicle access points complies. 	✓			A1 – Complies. The site has two access points that provide separate entry and exit.
Design of vehicular accesses (Cl.E6.7.2)	<ul style="list-style-type: none"> A1 - Design of vehicle access points complies. 	✓			A1 - Complies – The access and manoeuvring areas have been designed to comply with the standards. The access location, sight distance, and gradients comply with the Australian Standards.
Vehicular Passing Areas Along an Access (Cl.E6.7.3)	<ul style="list-style-type: none"> A1 - Vehicular passing areas along an access. 	✓			A1 – Complies. The circulation road within the proposed facility will operate as a one-way flow. While the need for passing will not arise for circulation roads with one-way flow the circulation road has a width of 6.2m which allows for a vehicle to pass another.
On-Site Turning (CL.6.7.4)	<ul style="list-style-type: none"> A1 - On-site turning must be provided to exit a site in a forward direction, except if it serves no more than two dwelling units. 	✓			A1 – Complies - The access and manoeuvring areas have been designed to comply with the standards.
Layout of Parking Areas (CL.6.7.5)	<ul style="list-style-type: none"> A1 - layout in compliance with Australian Standard. 	✓			A1 – Complies – All car parking spaces are noted to have a width of 2.4m and length of 5.4m (4.8m plus overhang on the western side). Aisle widths are 6.2m. These dimensions comply with the Australian Standards for Use Class 1 (commuter parking).
Surface Treatment of Parking Areas (CL.6.7.6)	<ul style="list-style-type: none"> A1 - Parking spaces and vehicle circulation roadways provided 	✓			A1 – Complies – Vehicle accessible areas will be sealed (asphalt) and drained to the approved stormwater system.
Lighting of Parking Areas (CL.6.7.7)	<ul style="list-style-type: none"> A1 - Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting 	✓			A1 – Complies – All lighting is in accordance with the Australian Standard AS/NZS 1158.3.
Landscaping of Parking Areas (CL.6.7.8)	<ul style="list-style-type: none"> Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed 	✓			A1 – Complies –the proposal includes site landscaping in excess of 5% of the car park area.
Design of Motorcycle Parking Areas (CL.6.7.9)	<ul style="list-style-type: none"> The design of motorcycle parking areas must comply with all of the following: 	✓			A1 – Complies – All motorcycle parking spaces within the development are located within 30m of the access and designed

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
	(a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.				to comply to the Australian Standard.
Design of Bicycle Parking Facilities (CL.6.7.10)	<ul style="list-style-type: none"> A1 - The design of bicycle parking facilities must comply with all the following; <ul style="list-style-type: none"> (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building. 	✓			A1 – Complies - All bicycle parking spaces within the development are located within 30m of the access and designed to comply to the Australian Standard. In response to public submissions received concerning the standard of the bicycle facilities the applicant has advised that they are amending the design of the bicycle facilities. The changes are to the Parkiteer and particularly the type of storage racks to be used. In response to submissions from Bicycle associations and individuals the use of "Ned Kelly" type racks are now to be used.
	<ul style="list-style-type: none"> A2 - The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same <u>Standard</u>. 	✓			A2 – Complies – The relevant standards are complied with.
Bicycle End of Trip Facilities (CL.6.7.11)	<ul style="list-style-type: none"> A1 - For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 			✓	Not Applicable – There is no requirement in the Planning Scheme for Bicycle Parking for the proposed use.

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
	10 additional employee bicycle spaces thereafter.				
Siting of Car Parking (CL.6.7.12).	<ul style="list-style-type: none"> A1 - Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre. 	✓			Complies – the proposal is not located in a Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone.
Facilities for Commercial Vehicles (Cl.6.7.13)	<ul style="list-style-type: none"> A1 - Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: <ul style="list-style-type: none"> (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site. 			✓	Not Applicable
Access to a road (Cl.6.7.14)	<ul style="list-style-type: none"> A1 - – Access to a road complies with road authority requirements 	✓			A1 - Complies - Access to comply with Council requirements.
E7.0 Stormwater Management Code					
Stormwater Drainage and Disposal (Cl.7.7.1)	<ul style="list-style-type: none"> A1 - Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure. 	✓			A1 – Complies – The stormwater will be collected on site and disposed of to the public stormwater system. The submitted drawings include details of proposed stormwater reticulation mains to service the road extension and parking areas.

CLAUSE	COMPLIES?			COMMENTS
	YES	NO	N/A	
<ul style="list-style-type: none"> A2 - A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: <ul style="list-style-type: none"> (a) the size of new impervious area is more than 600 m²; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots. 	✓			<p>A2 – Complies – A stormwater drainage system is included in the proposed development. Grassed swales and rain gardens are proposed to treat stormwater runoff to achieve best practice.</p> <p>The proposal includes an overall stormwater detention and treatment system to satisfy the acceptable stormwater quality and quantity targets in Table E7.1.</p> <p>The proposal includes bio-retention systems between parking modules. In addition, rain gardens and detention basins are included for treatment prior to discharge to the existing stormwater infrastructure.</p> <p>The applicant has submitted detailed modelling to indicate the treatment effectiveness.</p>
<ul style="list-style-type: none"> A3 - Design of minor stormwater drainage system 	✓			<p>A3 – Complies – The proposed drainage system is designed to cater for the storm event of 20 year ARI. The proposed grass soakage devices (swales and raingarden) will provide storage detention and control flows to meet pre-existing conditions.</p> <p>The proposal also includes a system flow route within the road reserve to accommodate a minor and major storm event.</p>
<ul style="list-style-type: none"> A4 - Design of major stormwater drainage system 			✓	A4 – Not Applicable.
E9.0 Attenuation Code The proposed Utilities (Vehicle Parking Facility) is not an activity listed in Table E9.1- Attenuation Distances or under E.9.2 - Attenuation Distances for Sewage Treatment Plants. Therefore the Code is not applicable.				

Note: All other codes were reviewed and are not applicable to the proposed use/development.



Submission to Planning Authority Notice

Council Planning Permit No.	DA-2020-696 205706/1		Council notice date	30/11/2020
TasWater details				
TasWater Reference No.	TWDA 2020/02029-KIN		Date of response	10/12/2020
TasWater Contact	Al Cole	Phone No.	0439605108	
Response issued to				
Council name	KINGBOROUGH COUNCIL			
Contact details	kc@kingborough.tas.gov.au			
Development details				
Address	86 BROWNS RD, KINGSTON	Property ID (PID)	2699767	
Description of development	Vehicle Parking Facility			
Schedule of drawings/documents				
Prepared by	Drawing/document No.	Revision No.	Date of Issue	
Pitt & Sherry	Site Plan/1101	C	19/11/2020	
Conditions				
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections and sewerage system and connections (if required) to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>56W CONSENT</p> <ol style="list-style-type: none"> 4. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the <i>Water and Sewerage Industry Act 2008</i> for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure. <p>Advice: TasWater records indicate that there is a DN200 water main in the area of the proposed development.</p> <p>DEVELOPMENT ASSESSMENT FEES</p> <ol style="list-style-type: none"> 5. The applicant or landowner as the case may be, must pay a development assessment fee of \$211.63, to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater. <p>The payment is required within 30 days of the issue of an invoice by TasWater.</p>				



Advice

General

For information on TasWater development standards, please visit
<http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure. The location of this infrastructure as shown on the GIS is indicative only.

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure.
Further information can be obtained from TasWater
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- (c) TasWater will locate residential water stop taps free of charge
- (d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;

- (a) Existing pipe depth and proposed finished surface levels over the pipe;
- (b) The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
- (c) A note on the plan indicating how the pipe location and depth were ascertained.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

14.2 DELEGATED REPORT FOR APPLICATION DA 2020-695 CHANNEL HIGHWAY, HUNTINGFIELD

File Number: DA 2020-695
Author: Timothy Donovan, Senior Planning Officer
Authoriser: Tasha Tyler-Moore, Manager Development Services

Applicant:	Pitt & Sherry
Owner:	The Crown (ID:17.238)
Subject Site:	Channel Highway, Kingston (CT 21014/2; 252331/1; CT 23717/1; CT23718/1)
Proposal:	Vehicle Parking Facility (Park and Ride)
Planning Scheme:	Kingborough Interim Planning Scheme 2015
Zoning:	Utilities
Codes:	E1.0 Bushfire Prone Areas E5.0 Road and Railway Assets E6.0 Parking and Access E7.0 Stormwater Management E9.0 Attenuation
Use Class/Category:	Vehicle Parking
Discretions:	Cl.28.3.1 Hours of Operation A1. Cl.28.3.3 External Lighting A1. Cl.28.3.5 Discretionary Use A1. Cl.28.4.2 Setback A1. Cl.28.4.3 Landscaping A2. Cl.E5.5.1 Existing road accesses and junctions A3. Cl.E5.6.1 Development adjacent to roads and railways A1.1, A1.2. Cl.E6.6.3. Number of Motorcycle Parking Spaces A1.
Public Notification:	Public advertising was undertaken between 3 March 2021 and 17 March 2021 in accordance with section 57 of the <i>Land Use Planning and Approvals Act 1993</i> .
Representations:	Eleven (11) submissions were received with the following issues: <ul style="list-style-type: none"> • Traffic safety in relation to the location near the roundabout and the Channel Highway. • Design of the bus shelters and bicycle facility. • The Park and Ride should be sealed and no gravel should be used. • There is a need to install a path linking the underpass of Algona Road to the shared path on edge of "Fork in the Road". • There is a need to install a footpath to the Park and Ride from near Sirius Drive.

	<ul style="list-style-type: none"> • There are not enough car parking spaces. • Waymarking of active travel routes to the Park and Ride is needed. • The site needs full CCTV coverage for security and safety of users. • There is no provision for pop up vans (e.g. coffee, food etc.).
Recommendation:	Approval with Conditions

1. PROPOSAL

1.1 Description of Proposal

The proposed Vehicle Parking Facility (Park and Ride) will be comprised of a bus interchange and parking area adjacent to the Channel Highway and roundabout at Huntingfield. The facility includes a bus interchange and car parking for 174 vehicles including 5 accessible spaces for people with disabilities.

Four (4) motorcycle spaces are provided and up to 26 bicycles in a Bicycle Storage Facility (parkiteer). The Parkiteer building also contains Amenities for the public (5 unisex toilets) and is located in the south east portion of the site adjacent to Huntingfield Avenue and the bus egress point. The building has a sloping roof and is a total of 63 m2 with a maximum height of 5.88m.

Entry to the facility for buses is from the southern end of the site off Huntingfield Avenue along the existing service roadway and they will exit from the existing eastern egress point on to Huntingfield Avenue. Cars will have to access the site at the same location as buses but will have another option for leaving the site as they can also use the southern access point at the existing service roadway to turn right onto Huntingfield Avenue. This service roadway will remain as it provides access for properties on the service roadway and further south on the Channel Highway. It is to be upgraded along the frontage of the site including kerb and channel, pedestrian footpath and landscaping.

The applicant advises that it is the intention of the facility to prioritise pedestrians over vehicles while making the development safe for all users. To help achieve this aim pathways are provided along the Huntingfield Avenue frontage, the service roadway and along the internal access road. There are also works proposed in Huntingfield Avenue to improve pedestrian movement across the road and to upgrade the entrance near Mitre 10 (i.e. extend the island and construct a new path on the road /utilities zone land only).

The site is to be landscaped around the road frontages. The site contains a number of trees including native and introduced species. While three trees are proposed for removal, none are of high conservation value.



The site is comprised of Crown Land located on the intersection of the Channel Highway and Huntingfield Avenue and adjacent to the Huntingfield roundabout. The site is cleared and consists of an upper level currently used for informal parking for approximately 40 car parking spaces and a bus stop, and lower grassed levels adjacent to the Channel Highway. The site is mostly unsealed although the internal driveway is sealed. The current site consists of two bus shelters, bus flag, timetable, firm landing area with tactile ground surface indicators, and a bicycle storage locker.

The site is located adjacent to the Huntingfield Avenue industrial precinct. The Channel Highway is adjacent to the north and west boundary of the site. Huntingfield Avenue is adjacent to the east boundary. There is an existing access service roadway into the site from Huntingfield which continues west past the site and acts as a service access road for properties on the service roadway and further south on the Channel Highway. There is an existing sealed access out on to Huntingfield Avenue located centrally in the east boundary. There is no access directly to the Channel Highway.

The site is located on the existing bus routes serving the Huntingfield area including routes operating between Hobart and the Channel Highway and Huntingfield area (Metro Services 412, 413, 415, 416 and 417).



Figure 2 - Aerial photo of site with area zoning



Figure 3 - Existing Huntingfield Park and Ride looking east across the site

1.3 Background

The Hobart City Deal 2019 is a shared 10-year vision between the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough Councils. One of the main aims of the City Deal is to establish a reliable, sustainable and cost-effective transport system. This will help support greater Hobart as a smart liveable and investment ready area.

The Hobart City Deal-Southern Projects is a suite of coordinated projects to deliver an integrated approach to manage peak hour demand traffic on the Southern Outlet and

into Hobarts central business district. The Southern Projects will improve transport options for Kingborough including providing access to rapid public transport to the Hobart centre and improving access to public transport for people who are not within walking distance of a bus route.

The Huntingfield Park and Ride, in association with the Firthside Park and Ride, are the two sites chosen to be developed under the Hobart City Deal-Southern Projects.

As a signatory to the Hobart City Deal the Kingborough Council supports the proposed Park and Ride projects as they will complement the redevelopment of the Kingston Central Business District including the Channel Highway and new bus interchange at Kingston. The Park and Rides are seen as consistent with the Kingborough Council Strategic Plan 2020-2025 which aims to ensure infrastructure development and service delivery are underpinned by strategic planning to cater for the needs of the growing population.

A Stakeholder and Community Engagement Plan has been prepared by State Growth that identifies stakeholders and how they will be engaged throughout the design process to distribute information on the project and for comment. This engagement is underway and ongoing. The activities include the identification of the Kingborough Park and Ride facilities (Firthside and Huntingfield) in the Greater Hobart Transport Vision (Hobart City Deal), online information (State Growth, Greater Hobart City Deal websites), and Fact Sheets.

2. ASSESSMENT

2.1 State Policies and Act Objectives

The provisions of the Planning Scheme, including the zones and codes overlays, derive from State Policies and the approval of the Scheme by the Planning Minister on the basis it is compliant with those policies. On that basis a separate assessment against those policies is not required.

The proposal is consistent with the outcomes of the State Policies including those of the Coastal Policy.

2.2 Strategic planning

The relevant strategies associated with the Scheme are as follows:

Zone Purpose Statements of the Utilities Zone

The zone purpose statements of the Utilities Zone are to:

28.1.1.1 To provide land for major utilities installations and corridors.

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

Clause 28.1.2 – Local Area Objectives and Clause 28.1.3 - Desired Future Character Statements.

There are no Local Area Objectives or Desired Future Character Statements for the Utilities Zone.

2.3 Use Class

The use for a Park and Ride is categorised as a Vehicle Parking under the Scheme. A bus interchange is defined as Transport Depot and Distribution (e.g. bus terminal). In

the Utilities Zone the Vehicle Parking Facility is classified as Permitted except if no permit required (i.e. a “minor utility”). The proposal does not meet the Development Standards and is therefore a Discretionary Use in the Utilities Zone. A Transport Depot and Distribution use is Discretionary in the Utilities Zone. The application requires assessment for compliance against the Acceptable Solutions and Performance Criteria.

2.4 Use and Development Standards

The proposal satisfies the relevant Acceptable Solutions of the Scheme (see checklist in Attachment 1), with the exception of the following:

Utilities Zone Clause 28.3.1 Hours of Operation

Acceptable Solution A1
Hours of operation of a use within 50 m of a residential zone must be within 7.00 am to 7.00 pm, except if: (i) for office and administrative tasks; or (ii) a Utilities use.
Performance Criteria P1
Hours of operation of a use within 50 m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.
Proposal
<p>The proposal does not comply as it is within 50 m of a residential zone and will operate outside the nominated hours.</p> <p>The Applicant submits that the use complies to A1 as it is a “Utilities” use. This definition is not agreed with. The proposed Park and Ride facility for the parking of vehicles is specifically defined as “Vehicle Parking” in the Planning Scheme and not as Utilities.</p> <p><i>Vehicle Parking:</i> use of land for the parking of motor vehicles. Examples include single and multi-storey car parks.</p> <p>The bus interchange is included in the “Transport Depot and Distribution” use definition and is not defined as a Utility.</p> <p><i>Transport Depot and Distribution:</i> use of land for distributing goods or passengers, or to park or garage vehicles associated with those activities, other than Port and shipping. Examples include an airport, bus terminal, council depot, heliport, mail centre, railway station, road or rail freight terminal and taxi depot.</p> <p>The definition of Utilities include a transport network (roads etc) but not specific uses such as parking stations.</p> <p><i>Utilities:</i> use of land for utilities and infrastructure including: (a) telecommunications; (b) electricity generation; (c) transmitting or distributing gas, oil, or power; (d) transport networks; (e) collecting, treating, transmitting, storing or distributing water; or</p>

(f) collecting, treating, or disposing of storm or floodwater, sewage, or sullage.

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.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The use of vehicle parking (Park and Ride) and bus interchange already operate from the site. The area contains a mix of Utilities, Commercial, Industrial and residential uses. Residential amenity of the land in the adjacent residential zone is already affected by the major road systems, commercial vehicle movements, noise or other emissions during the existing hours of operation which remain the same.
- The site is separated from the adjacent residential land by the existing service road.
- The application is supported by a Noise Report demonstrating that noise emissions do not cause environmental harm and do not have unreasonable impact on residential amenity on land within the residential zone.
- The application includes a lighting plan in accordance with the Australian Standard AS/NZS 1158.3. A condition is included in the Permit for security lighting to be designed to ensure it does not cause emission of light outside the zone.

Utilities Zone Clause 28.3.3 External Lighting

Acceptable Solution A1
External lighting (not including street lighting) within 50 m of a residential zone must comply with all of the following: (a) be turned off between 10:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.
Performance Criteria P1
External lighting within 50 m of a residential zone must not adversely affect the amenity of adjoining residential areas, having regard to all of the following: (a) level of illumination and duration of lighting; (b) distance to habitable rooms in an adjacent dwelling.
Proposal
The proposal does not comply as the site will be illuminated outside the hours specified in A1 and it is within 50m of a Residential Zone.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The use of vehicle parking (Park and Ride) and bus interchange already operate from the site. The area contains a mix of Utilities, Commercial, Industrial and residential uses. Residential amenity of the land in the adjacent residential zone is already affected by the major road systems, commercial vehicle movements, light and other emissions during the existing hours of operation which remain the same.

- The site is separated from the adjacent residential land by the existing service road.
- The application includes a lighting plan in accordance with the Australian Standard AS/NZS 1158.3. A condition is included in the Permit for the security lighting to be baffled to ensure it does not cause emission of light outside the zone.

Utilities Zone Clause 28.3.5 Discretionary Use

Acceptable Solution A1
No Acceptable Solution
Performance Criteria P1
Discretionary use must not compromise or reduce the operational efficiency of an existing or intended utility having regard to all of the following: <ul style="list-style-type: none"> (a) the compatibility of the utility and the proposed use; (b) the location of the proposed use in relation to the utility; (c) any required buffers or setbacks; (d) access requirements.
Proposal
There is No Acceptable Solution and the proposal must be assessed against the Performance Criteria P1

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The proposed development is for a Park and Ride Facility and bus interchange located within the Utility Zone that incorporates the Channel Highway and associated land. This use will not compromise the activities in the Utility Zone.
- The activities on the site are set back from the adjacent residential zone and uses and separated by the existing service road.
- The site for the proposed development is part of the road corridor and is currently used for a Park and Ride facility and bus station. It is located on an elevated area above the Channel Highway and does not obtain access from the Highway but from Huntingfield Avenue.
- The use does not require any additional works or setbacks to buffer it from the Channel Highway.
- The site has current access to Huntingfield Avenue. This access is to be upgraded including new kerb and channel, footpath, and landscaping. The operational efficiency of the access and nearby network are not compromised by the proposal and in fact improved.

Utilities Zone Clause 28.4.2 Setback.

Acceptable Solution A1
Building setback from frontage must be no less than 10m.
Performance Criteria P1
Building setback from frontage must satisfy all of the following: <ul style="list-style-type: none"> (a) be consistent with any Desired Future Character Statements provided for the area;

- (b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;
- (c) enhance the characteristics of the site, adjoining lots and the streetscape.

Proposal

The proposal does not comply as the proposed Amenities and Bicycle Storage building (Parkiteer) is setback a minimum of 4.6m from the Huntingfield Avenue.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- There is no Desired Future Character Statement for the area.
- The site is isolated from adjoining residential, commercial and industrial private land due to the location of the Channel Highway and Huntingfield Avenue. The land opposite the site to the east contains Industrial and commercial uses which all have setbacks from the road and areas of landscaping and parking in their frontages. The residential land to the south is separated by the existing service road. The site is to be landscaped along the main boundaries.
- There is no continuous building line in the area.
- The site is currently used for a park and ride and bus interchange. The parking is undertaken in a random pattern and the site is unsealed. The proposed park and ride facility will enhance the site and the area. It will contribute positively to the streetscape due to the area being tidied up and the site being landscaped and sealed.
- The design of the Bicycle Storage and Amenities Building is of a high quality in recognition of the significance and prominence of the Park and Ride Facility.

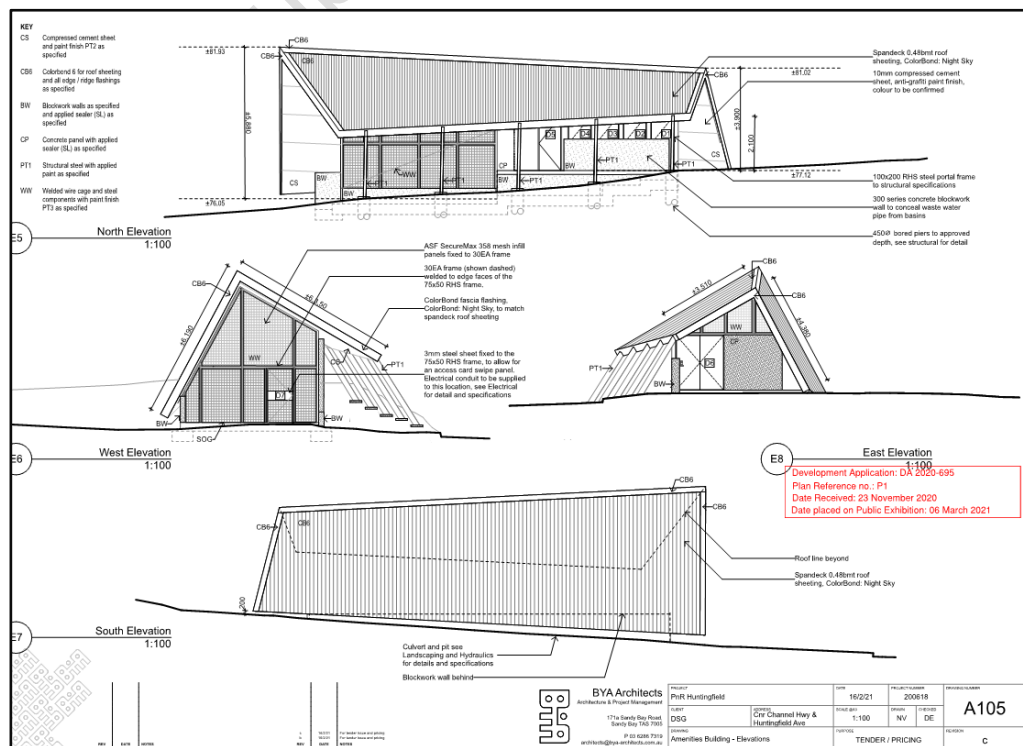


Figure 4 - Proposed Amenities and Bicycle Storage Building.

Utilities Zone Clause 28.4.3 Landscaping.

Acceptable Solution A2
Along a boundary with a residential zone landscaping must be provided for a depth no less than 10m.
Performance Criteria P2
Along a boundary with a residential zone landscaping or a building design solution must be provided to avoid unreasonable adverse impact on the visual amenity of adjoining land in a residential zone, having regard to the characteristics of the site and the characteristics of the adjoining residentially-zones land.
Proposal
The proposal does not comply as the landscaping along the southern boundary of the Park and Ride is not a minimum of 10m.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- Landscaping Plans have been submitted which have been specifically designed to:
 - Enhance the appearance of the development.
 - Provide a range of plant heights and forms to create diversity, interest and amenity.
 - Avoid creating concealment spaces.
- There is no Desired Future Character Statements for the Utilities Zone.
- The activities on the site are separated from the residential zone by the existing service road which will continue to function and provide access to the park and ride and Channel Highway properties to the south.
- The site is currently used for a park and ride facility and bus interchange. The parking is undertaken in a random pattern and the site is unsealed. The proposed development will enhance the site and the area. It will contribute positively to the streetscape due to the area being tidied up and the site being landscaped and sealed.

E5.0 ROAD AND RAILWAY ASSETS CODE**Clause E5.5.1.**

Acceptable Solution A3 Existing road accesses and junctions
The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.
Performance Criteria P3
Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to: <ul style="list-style-type: none"> (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction;

- (d) the nature and category of the road;
- (e) the speed limit and traffic flow of the road;
- (f) any alternative access to a road;
- (g) the need for the use;
- (h) any traffic impact assessment; and
- (i) any written advice received from the road authority.

Proposal

The proposal does not comply with the Acceptable Solution A3 as it is expected to generate an additional 340 vehicle movements per day.

The proposed variation can be supported pursuant to this Performance Criteria of the Code for the following reasons:

- The proposed development is expected to generate predominantly light vehicles which is consistent with what is currently present on the surrounding road network.
- The traffic modelling in the Traffic Impact Assessment (TIA) indicates that the traffic generation is not expected to impact the operation of the surrounding road network.
- Access to the development is onto Huntingfield Avenue which in the immediate vicinity of the proposed development is a Department of State Growth owned road.
- There is no alternative access to the road.
- The proposed development is expected to encourage modal shift in favour of public transport to address congestion and accessibility issues along the Southern Corridor.
- The Department of State Growth own and maintain the Huntingfield Avenue in the vicinity of the site. The proposed development is a project commissioned by State Growth and has their in principal support.

E5.0 ROAD AND RAILWAY ASSETS CODE

Clause E5.6.1 Development adjacent to roads and railways

Acceptable Solution A1.1 and A1.2

- A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h:
 - (a) new buildings;
 - (b) other road or earth works; and
 - (c) building envelopes on new lots.
- A1.2 Buildings, may be:
 - (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or
 - (b) an extension which extends no closer than:
 - (i) the existing building; or
 - (ii) an immediately adjacent building.

Performance Criteria P1

The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not

unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:

- (a) the proposed setback;
- (b) the existing setback of buildings on the site;
- (c) the frequency of use of the rail network;
- (d) the speed limit and traffic volume of the road;
- (e) any noise, vibration, light and air emissions from the rail network or road;
- (f) the nature of the road;
- (g) the nature of the development;
- (h) the need for the development;
- (i) any traffic impact assessment;
- (j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and
- (k) any written advice received from the rail or road authority.

Proposal

Not Complying – the proposed development is within 50m of the Southern Outlet which is a Category 1 Road with a speed limit of 80km/h and there is a new building/structure proposed as part of the Park and Ride facility – the Amenities and Bicycle Storage. Therefore the development does not comply with A1.1 and A1.2.

The proposed variation can be supported pursuant to this Performance Criteria of the Code for the following reasons:

- Although the development is within the 50m off the Channel Highway it is not proposed to be accessed directly off the Outlet. Access is from Huntingfield Avenue.
- The Amenity/Parkiteer building and bus shelters achieve satisfactory setbacks from the road.
- There is no rail network in the vicinity.
- The proposed development is not accessed from the Channel Highway. Access is from Huntingfield Avenue which is subject to a speed limit of 50km/h.
- The impact of noise, vibration, light and air emissions from the road on the proposed development are expected to be minimal and acceptable.
- The proposed development is a Park and Ride facility which is consistent with the existing parking activity on the site.
- The development is expected to encourage modal shift in favour of public transport. This will address congestion and accessibility issues with the Channel Highway and the Southern Outlet.
- A Traffic Impact Assessment has been provided with the application demonstrating compliance to the Road and Railway Assets Code and Parking and Access Code standards.
- There are no habitable buildings for a sensitive use proposed.
- State Growth own and operate the Channel Highway. The development is a project commissioned by State Growth and in principle support has been provided. Huntingfield Avenue is owned by Council and the General Manager has given consent for the application to be lodged.

E6.0 PARKING AND ACCESS CODE CLAUSE.**Clause E6.6.3. Number of Motorcycle Parking Spaces**

Acceptable Solution A1
The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced
Performance Criteria P1
The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate: <ul style="list-style-type: none"> (a) motorcycle parking demand; (b) the availability of on-street and public motorcycle parking in the locality; (c) the availability and likely use of other modes of transport; (d) the availability and suitability of alternative arrangements for motorcycle parking provision.
Proposal
Not Complying - The 174 car parking facility is required to provide nine (9) motorcycle parking spaces. There are four (4) provided.

The applicant contends that 4 spaces are sufficient as the Park and Ride facility has the purpose of encouraging modal shift in favour of public transport to address congestion and accessibility. Accordingly, the demand for motorcycle parking is expected to be low as motorcycles are small and can lane split. There is also free all day parking in Hobart. If there is demand above 4 spaces the applicant expects that car parking spaces within the facility can cater for the demand.

The proposed variation is not supported pursuant to this Performance Criteria of the Code for the following reasons:

- The proposed Park and Ride is of a significant size and is co-located with the bus interchange. It serves a large area including communities to the south down the Channel Highway.
- Note is made of the aim of the facility to encourage a modal shift to public transport however the assumptions on the lower demands on motorcycles is not supported by any Survey data or research.
- The use of car parking spaces by a motorcycle is considered to be an inefficient use of the car spaces which are expected to be well utilised.
- The relaxation sought is significant, being more the 50% of the required spaces under the Code.
- The opportunity for parking of motorcycles off the site on the road system or private property is limited due to on street restrictions and the commercial nature of the adjacent car parks (e.g. Mitre 10 customer parking).
- The lack of motorcycle parking on the site may lead motorcycles to be parked in locations not designed for the use – e.g. landscaping, access ways etc.

A condition has been included in the permit requiring nine (9) motorcycle spaces to be provided on the site in accordance with the Code and relevant Standards.

2.5 Public Consultation and Representations.

The proposal was advertised in accordance with statutory requirements and eleven (11) submissions were received against the proposal. The following issues were raised by the representors:

1 Issue – Bike Rack Design

The proposed bike racks do not suit all types of bicycles and users and are hard to use. Bike racks should be of a type that allow the rider to hang a bike and also standing rails for those who cannot lift a bike. The “Ned Kelly” type of rack is easy to use as the rider can prop the bike onto the stand.

Response

The applicant has submitted amended plans using a “Ned Kelly” racks in response to the submissions.

2 Issue – Access and Security.

- The site is relatively isolated from houses and could be vulnerable to thieves and other causing harm or damage.
- It is not clear how the access system to the Parkiteer structure will work. The application refers to a swipe card system. It is desirable that there is a system that tracks users to mitigate against theft and that adequate CCTV cameras are included for security.
- The use of the Park and Ride facilities should be free

Response

There are no requirements in the Planning Scheme and the Parking and Access Code for the ongoing management and security of the Bicycle Storage Structures. That is considered to be matter for State Growth to consider as the manager and operator of the Park and Ride Facility.

The comments on this issue have been forwarded to the applicant and State Growth for their consideration.

3 Issue – Waymarking

The waymarking of active travel routes to the Park and Ride should be incorporated as they are not obvious as they utilise laneways, reserves and underpasses.

Response

The design of the Park and Ride complies to the Parking and Access Code. There is no provision in the Code for waymarking as described in the submission. The comments on this issue have been forwarded to the applicant and State Growth for their consideration.

The installation of directional signage to community facilities is an ongoing matter and one that Council will monitor.

4 Issue – Traffic Issues.

- A pedestrian refuge is needed across Huntingfield Avenue to the Park and Ride including kerb ramps. The refuge should be wide enough to accommodate storage of a bicycle and 3.0m width for two people to pass.
- The traffic report identifies that the Algona Road roundabout will have increased traffic demand. The Park and Ride facility will generate additional motor vehicle traffic in the surrounding roads and make active travel to the site more challenging, particularly at road crossings. Active travel routes to the Park and Ride should be direct and safe.
- Although outside the immediate scope of works, provision of improved routes to the Park and Ride should be a requirement to off-set the impacts of increased motor vehicle traffic surrounding the Park and Ride.
- The existing pedestrian underpass of Algona Road should be utilised to minimise interactions between human and motor vehicle traffic at the roundabout, which has fast moving traffic and minimal gaps in the traffic flow for safe crossing by people.
- A 210m length of concrete path between the Algona Road pedestrian underpass and the existing concrete path on the SE corner of the Huntingfield Roundabout would significantly improve safety for active travel by allowing people to avoid the roundabout crossings and make the journey to the Park and Ride more appealing by foot or bicycle.
- There should be a right hand land turn facility from Huntingfield Avenue into the site as well as a left hand turn facility into Mitre 10.

Response.

The application has considered the option of providing a pedestrian refuge and other improvements near the frontage to the site. There is a pedestrian crossing shown from the site across Huntingfield Avenue and minor changes to the Mitre 10 access. A raised pedestrian refuge is not recommended as it would impede the bus operations.

The proposed development has been assessed against the relevant development standards in the Utilities Zone and Codes in the Planning Scheme. These standards relate to the proposed use on the subject site and they do not make provisions for the upgrading of other transport related utilities and infrastructure. As noted in the body of the report an aim of the Park and Ride facility is to encourage a modal shift in favour of public transport to address congestion and accessibility. In this regard some traffic that would not usually drive through the area may now do so in order to use the Park and Ride facility.

In response to the traffic issues raised by submissions the applicant has provided the following advice:

- The design maintains the existing crossing to the south of the site for those coming from the residential areas further down Huntingfield Avenue and it is anticipated that they would continue to use this crossing and the pedestrian pathways within the Park and Ride site that provide connection to the existing footpath network.
- The additional pram ramps crossing Huntingfield Avenue further north are to provide some formalisation of the existing crossing made by pedestrians coming

from the direction of the roundabout as it was considered safer to provide a single crossing point than have pedestrians crossing informally at multiple locations.

- The pram ramp near the bicycle facility assists in reducing the cyclist interaction with pedestrians inside the site, particularly cyclists approaching from the south who will be able to remain separated from the majority of the internal pathways to the site.
- Traffic in the area is generally slowing on approach to the roundabout, or is yet to have significantly accelerated on leaving the roundabout and the area is open, providing good visibility to the sides of the roads where the pram ramps are proposed and there are vehicle sight distances of at least 80m in each direction.

The submissions note that upgrading of other infrastructure is outside the immediate scope of works. The general upgrading of State Growth and Council road infrastructure is an ongoing process that is subject to strategic planning, capital works plans and budgetary processes.

The comments on this issue have been forwarded to the applicant and State Growth for their consideration.

5 Issue – Bus Shelter Design

The proposed bus shelters offer insufficient protection from inclement weather. They need to be enclosed. If so, they could also include an option for weatherproof community notice boards.

Response

The application has been assessed against the relevant Parking and Access Code and traffic Standards in the Planning Scheme. There are no standards in the Planning Scheme that require specific types of bus shelters.

The Parking and Access Code has a general purpose to ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists and also that parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places. It is common to provide open or semi open bus shelters throughout the region. While desirable to have enclosed weather proof shelters this is considered to be matter for State Growth to consider as the manager and operator of the Park and Ride Facility.

The comments on this issue have been forwarded to the applicant and State Growth for their consideration.

6 Issue – Charge points for electric cars and e-bikes.

The provision of charge points is encouraged in light of the uptake by the community. The Government should be encouraging use of electric vehicles and providing charging facilities.

Response

There are no standards in the Planning Scheme that require charging points for parking facilities.

7 Issue – Provision for pop up vans (food/coffee).

Some pop up food vans use the existing Huntingfield site. It is likely that this will continue including during peak hours.

Response

There are no standards in the Planning Scheme that require provision or parking for pop up food vans. This is not a relevant matter for consideration with the Park and Ride application. Note is made that Crown consent and Council permits, licences and possibly planning approvals would be required for any pop-up food vans seeking to operate from the site in the future depending on their circumstances.

8 Issue – Number of Parking Spaces.

There are not enough car parking spaces.

Response

A Transport Depot and Distribution use (i.e. bus interchange) in the Planning Scheme requires parking for 9 car spaces. The total parking provided is 174 spaces.

There are no requirements on parking numbers in the Planning Scheme for a Vehicle Parking Facility (Park and Ride). The provision of Park and Ride parking spaces is a matter for the provider (State Growth) to consider based on a range of circumstances including available land area, site constraints, demand, budgetary considerations etc.

9 Issue – Type of surface.

The use of loose gravel should not be allowed as this causes issues for people using mobility aids. Road metal dressing for carparks makes it hard for people using wheeled walkers and also for cyclists.

Response

The engineering and landscape drawings submitted with the application do not indicate gravel for the paths and walkways. All vehicle areas are sealed pavement.

10 Issue – Access to properties to the south during construction.

Access to properties off the existing road to the south may be restricted during construction.

Response

This is not a relevant matter for planning consideration. However the normal work place health and safety and traffic management rules will apply. A permit from Council will be required if the applicant seeks to close the road.

11 Issue – Proposed amenities hidden by vegetation.

The Landscape Drawing shows the amenities building is disguised by vegetation. Also they should be nearer to the bus shelters and not the first thing you see upon entering the site.

Response

The amenity building is not hidden by vegetation. The detailed landscape plan shows that appropriate species of trees and shrubs have been used to provide a diversity, interest and amenity while avoiding creating concealment spaces.

The location of the amenities building has been done as part of the bicycle storage facility and will also function as an end of travel facility for cyclists to use.

3. CONCLUSION

- 3.1 The application is part of the coordinated projects under the Hobart City Deal – Southern Projects to deliver an integrated approach to manage peak-hour demand traffic flows on the Channel Highway and Southern Outlet. The Huntingfield Park and Ride will contribute to the improvement of transport options for Kingborough.
- 3.2 The proposed Vehicle Parking Facility (Huntingfield Park and Ride) complies to the Acceptable Solutions and Performance Criteria for the Utilities Zone and the relevant Codes in the *Kingborough Interim Planning Scheme 2015*. It is recommended for approval with conditions.

4. RECOMMENDATION

That the Planning Authority resolves that the development application for vehicle parking and bus stop facility (park and ride) at Channel Highway, Huntingfield for Pitt & Sherry be approved subject to the following conditions:

1. Except as otherwise required by this Permit, use and development of the land must be substantially in accordance with Development Application No. DA2020-695 and Council Plan Reference No. P1 submitted on 23 November 2020 and Council Plan Reference No. P2 submitted on 18 February 2021. This Permit relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with all conditions in this Permit. Any amendment, variation or extension of this Permit requires further planning consent of Council.
2. The Vehicle Parking Facility for the Huntingfield Park and Ride shall be managed and used for the purposes of a public park and ride facility in association with the bus network and bus interchange and not be used for any other vehicle parking activity including commercial car parking at any time without the written consent of the Council.
3. The external building materials of all buildings applying to this development must be of types and colours that are sympathetic to the environment and must be to the satisfaction of the Manager – Development Services. Unpainted metal surfaces will not be approved. Plans submitted for building approval must indicate the proposed colour and type of the external building materials.
4. Landscaping must be provided in accordance with the approved plans prior to the use commencing, unless otherwise agreed by Council.
5. Lighting must be provided in accordance with the approved plans prior to the use commencing, unless otherwise agreed by Council. To ensure that external lighting (not including street lighting) does not have unreasonable impact on residential amenity, on land within the adjacent residential zone, security lighting must be baffled to the satisfaction of the Council's Manager – Development Services to ensure they do not cause emission of light outside the Utilities Zone.
6. A total of nine (9) on-site motorcycle parking spaces shall be provided to meet the needs of likely users in accordance with the Parking and Access Code E.6.0 of the Kingborough Interim Planning Scheme 2015.
7. The construction works must be undertaken in accordance with the approved drawings. Works must be to the satisfaction and approval of the Executive Manager - Engineering Services. A Permit to carry out works within a Council road reservation must be obtained prior to any works commencing within the Council road reservation.

8. Prior to the commencement of site works a soil and water management plan must be submitted to Council for approval. The plan must be in accordance with NRM South Soil and Water Management of Construction Sites – Guidelines and Tasmanian Standard Drawings (TSD-SW28). A site inspection of the implemented plan by the Council's Development Inspector must be satisfactorily undertaken with the principal contractor prior to the commencement of any work on site.
9. Prior to commencement of on-site works, engineering design drawings must be submitted to Council for approval. The engineering plans and specifications must be prepared and certified by a professional Civil Engineer. Plans must be to satisfaction of the Executive Manager Engineering Services and comply with:
 - (a) Tasmanian Standard Drawings
 - (b) Austroads Standards and Australian Standards
 - (c) Australian Rainfall and Runoff Guidelines

The Plans must include, but are not limited to:

- (i) Detailed internal vehicular and pedestrian access, carparking and manoeuvring areas including:
 - (a) Longitudinal and Cross sections of the driveway/access road.
 - (b) Contours, finish levels and gradients of the driveway/access road.
 - (c) Stormwater drainage.
 - (d) Pavement construction.
 - (e) Wheel stops for open parking bays (as appropriate).
 - (f) Lighting for parking and vehicle circulation roadways and pedestrian paths.
- (ii) Design (including supporting documentation and hydraulic calculations) of the proposed stormwater infrastructure including:
 - (a) Layout details
 - (b) A water sensitive urban design system to achieve the acceptable stormwater quality and quantity targets required in Table E7.1 of the Kingborough Interim Planning Scheme 2015 including MUSIC modelling.
 - (c) A reticulated stormwater system sized to accommodate at least the estimated 5% AEP (Annual Exceedance Probability) flow. Any on-site stormwater detention must be detailed including how the on-site detention will be serviced to prevent blockages while maintaining its capacity.
 - (d) Overland flowpaths sized to accommodate the estimated 1% AEP (Annual Exceedance Probability) flow.

Once endorsed the plans will form part of the permit.

10. Prior to the commencement of any on-site works (including any tree removal, demolition, excavations, placement of fill, delivery of building/construction materials and/or temporary buildings), T9 as shown in Council Plan Reference P2 and submitted to Council on 18 February 2021 must be retained and appropriately protected during construction through the installation of temporary fencing between any on-site works and adjacent native vegetation in accordance with AS 4970-2009 to exclude:
 - machine excavation including trenching;
 - excavation for silt fencing;

- cultivation;
- storage;
- preparation of chemicals, including preparation of cement products;
- parking of vehicles and plant;
- refuelling;
- dumping of waste;
- wash down and cleaning of equipment;
- placement of fill;
- lighting of fires;
- soil level changes;
- temporary or permanent installation of utilities and signs; and
- physical damage to the tree(s).

Evidence of satisfactory installation of this fencing must be obtained prior to the commencement of any on-site works and made available to Council upon request.

In addition, the following tree protection measures must be adhered to following construction for all areas within the Tree Protection Zone but outside the footprint of the approved works:

- (a) the existing soil level must not be altered around the Tree Protection Zone of the trees (including the disposal of fill, placement of materials or the scalping of the soil);
 - (b) the Tree Protection Zone must be free from the storage of fill, contaminants or other materials;
 - (c) machinery and vehicles are not permitted to access the Tree Protection Zone; and
 - (d) development and associated works are not permitted unless otherwise approved by Council in writing.
11. Trees identified for removal in the Arboricultural Tree Survey (Philip Jackson, January 2021) and on Council Plan Reference P2 and submitted to Council on 18 February 2021 are approved for removal to accommodate the proposed development.
- No further felling, lopping, ringbarking or otherwise injuring or destroying of native vegetation or individual trees is to take place without the prior written permission of Council or in accordance with a further permit or otherwise as provided for in the Kingborough Interim Planning Scheme 2015 or otherwise in accordance with law.
12. To reduce the spread of weeds or pathogens, all machinery must take appropriate hygiene measures prior to entering and leaving the site as per the Tasmanian Washdown Guidelines for Weed and Disease Control produced by the Department of Primary Industries, Parks, Water and Environment.
- Any imported fill materials must be from a weed and pathogen free source to prevent introduction of new weeds and pathogens to the area.
13. The conditions as determined by TasWater, and set out in the attached Appendix A, form part of this permit.

ADVICE

- A. In accordance with section 53(5) of the Land Use Planning and Approvals Act 1993 this permit lapses after a period of two years from the date on which it is granted if the use or development in respect of which it is granted is not substantially commenced within that period.
- B. The approval in this permit is under the Land Use Planning and Approvals Act 1993 and does not provide any approvals under other Acts including, but not limited to Building Act 2016, Urban Drainage Act 2013, Food Act 2003 or Council by-laws.

If your development involves demolition, new buildings or alterations to buildings (including plumbing works or onsite wastewater treatment) it is likely that you will be required to get approvals under the Building Act 2016. Change of use, including visitor accommodation, may also require approval under the Building Act 2016. Advice should be sought from Council's Building Department or an independent building surveyor to establish any requirements.

ATTACHMENTS

- 1. **Location Plan**
- 2. **Huntingfield Park and Ride Plans**
- 3. **Assessment Checklist**
- 4. **TasWater Conditions**

Location Plan





GREATER HOBART TRANSPORT VISION

PARK AND RIDE HUNTINGFIELD

ROADWORKS

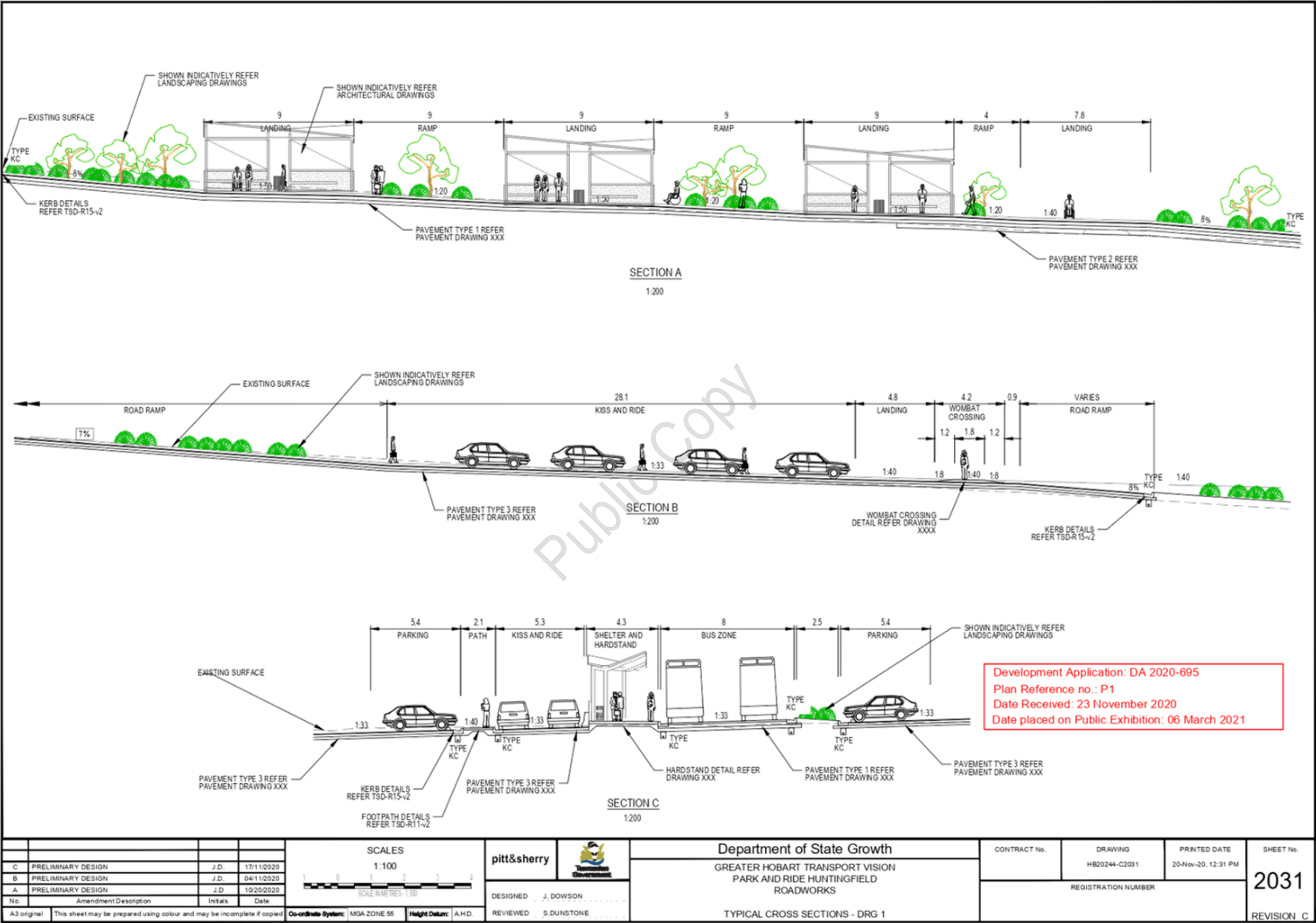
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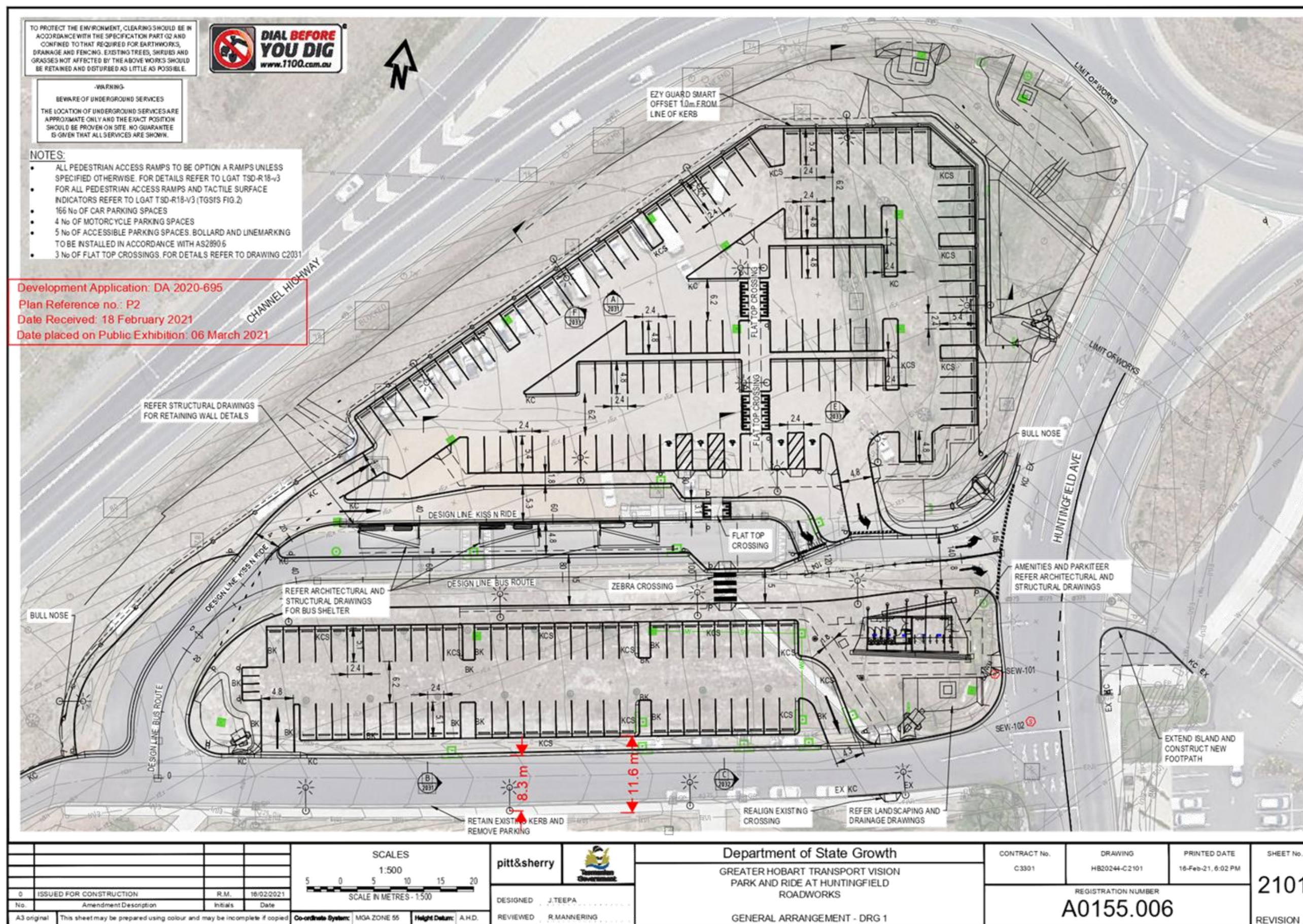
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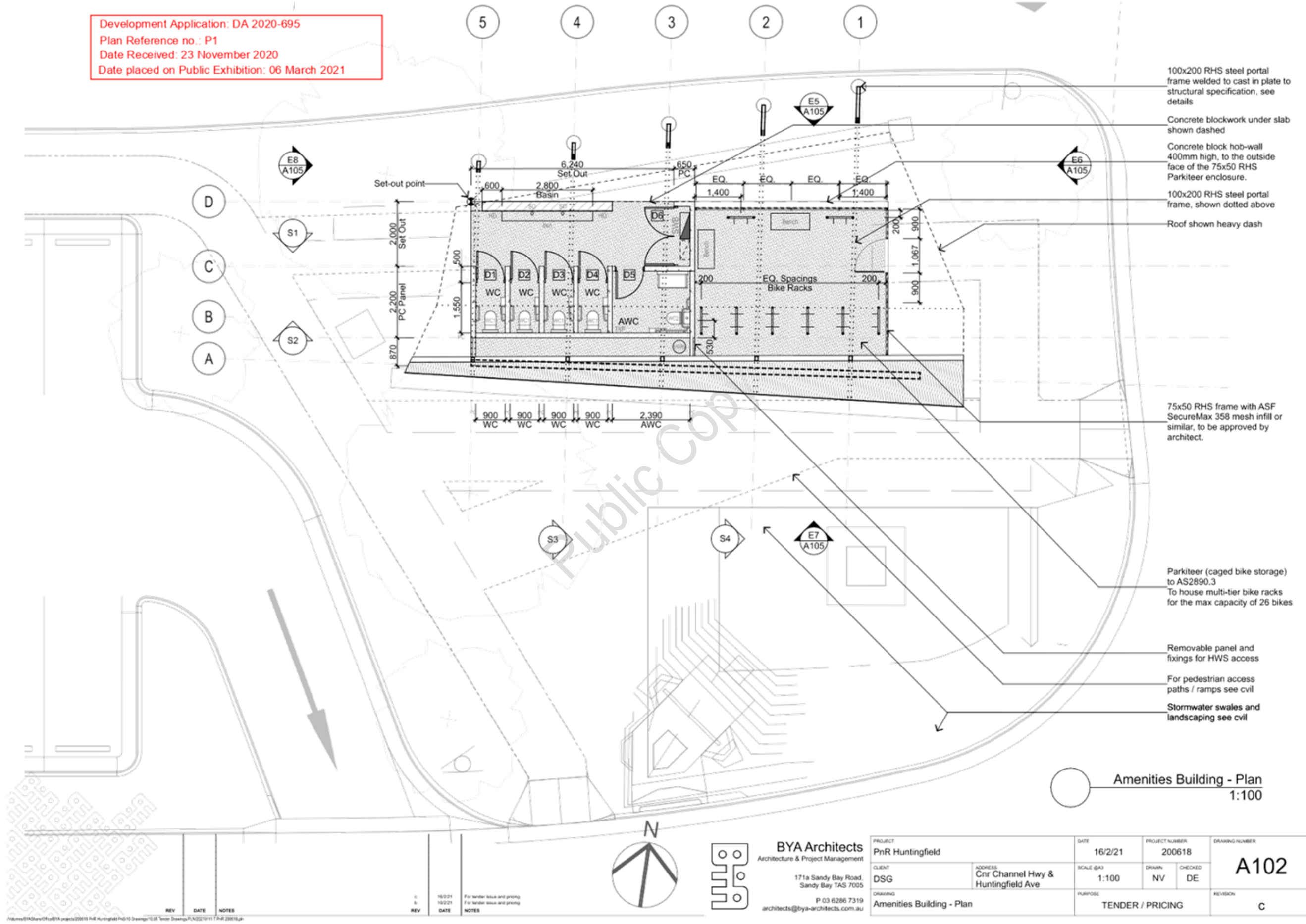
Development Application: DA 2020-695
 Plan Reference no.: P1
 Date Received: 23 November 2020
 Date placed on Public Exhibition: 06 March 2021

pitt&cherry

SETOUT REVIEW		DESIGNED		THESE DRAWINGS HAVE BEEN CHECKED, TAKEN TO SITE AND VERIFIED THAT THEY ARE APPROPRIATE FOR SITE CONDITIONS AND CONSTRAINTS. THE DRAWINGS ARE RECOMMENDED FOR ACCEPTANCE.	I CERTIFY THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE BRIEF AND AS DETAILED IN THE FINAL DESIGN REPORT.	Department of State Growth		CONTRACT No.	DRAWING	PRINTED DATE	No. of SHEETS
NAME	SIGNED DATE	NAME	SIGNED DATE			THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE DESIGN BRIEF AND PROJECT SCOPE. THE DRAWINGS ARE RECOMMENDED FOR ACCEPTANCE.		HB20244-C2000	19-Nov-20, 9:38 AM		
STRUCTURAL REVIEW		DESIGN REVIEW		DESIGN MANAGER (DESIGN ORGANISATION)	PRINCIPAL (DESIGN ORGANISATION)	ACCEPTED		REGISTRATION NUMBER		SHEET No.	
NAME	SIGNED DATE	NAME	SIGNED DATE	SIGNED DATE	SIGNED DATE	PROJECT MANAGER	MANAGER	ROAD LINK No.		2000	
						START: FINISH:				REVISION C	



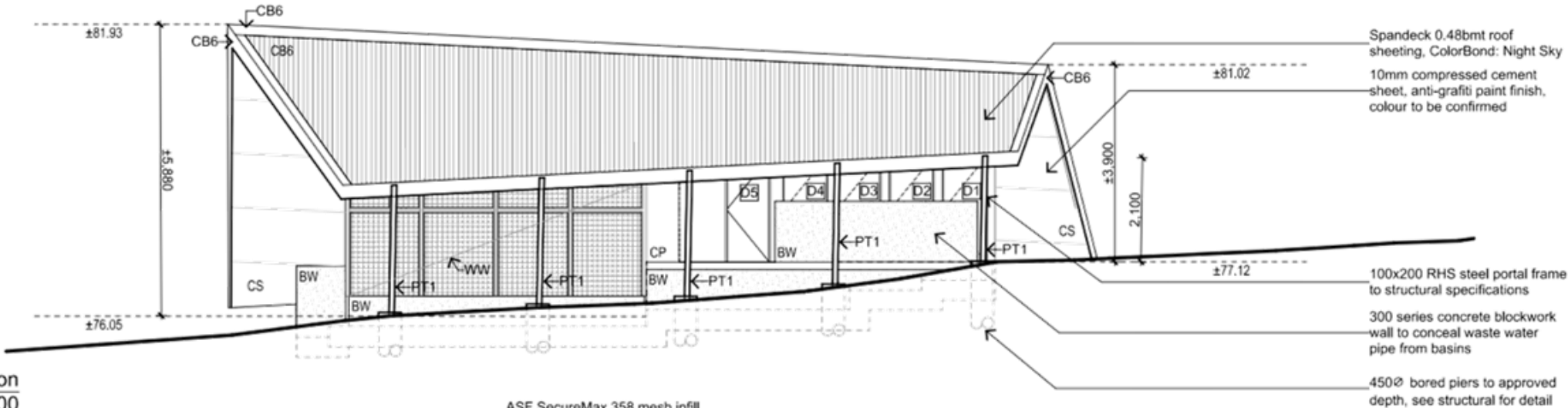




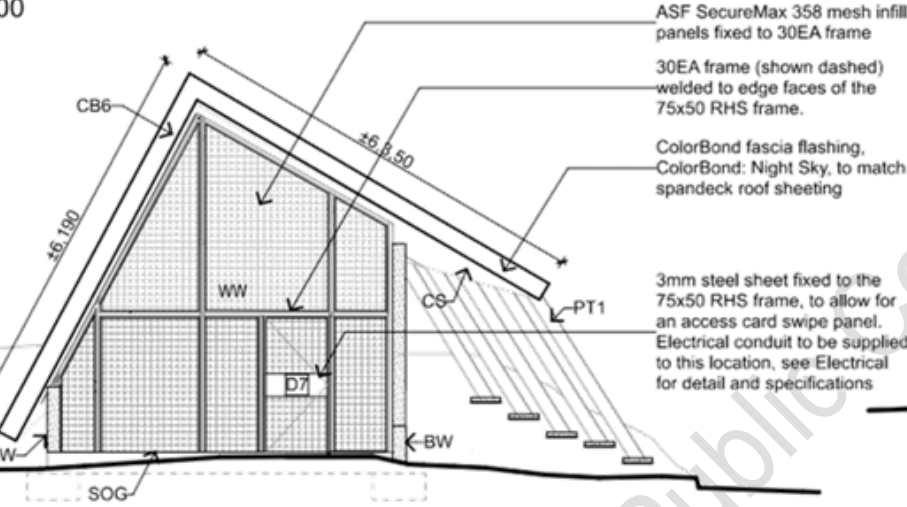
Amenities Building - Plan			
1:100			
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PnR Huntingfield	16/2/21	200618	A102
CLIENT	SCALE @A3	DRAWN	
DSG	1:100	NV	
ADDRESS	Cnr Channel Hwy & Huntingfield Ave	CHECKED	DE
DRAWING	PURPOSE	REVISION	
Amenities Building - Plan	TENDER / PRICING		C

- KEY**
- CS Compressed cement sheet and paint finish PT2 as specified
 - CB6 Colorbond 6 for roof sheeting and all edge / ridge flashings as specified
 - BW Blockwork walls as specified and applied sealer (SL) as specified
 - CP Concrete panel with applied sealer (SL) as specified
 - PT1 Structural steel with applied paint as specified
 - WW Welded wire cage and steel components with paint finish PT3 as specified

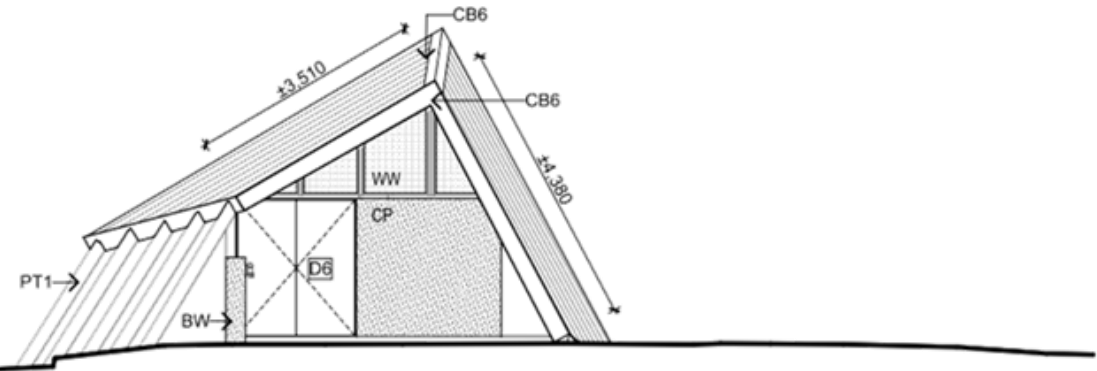
E5 North Elevation
1:100



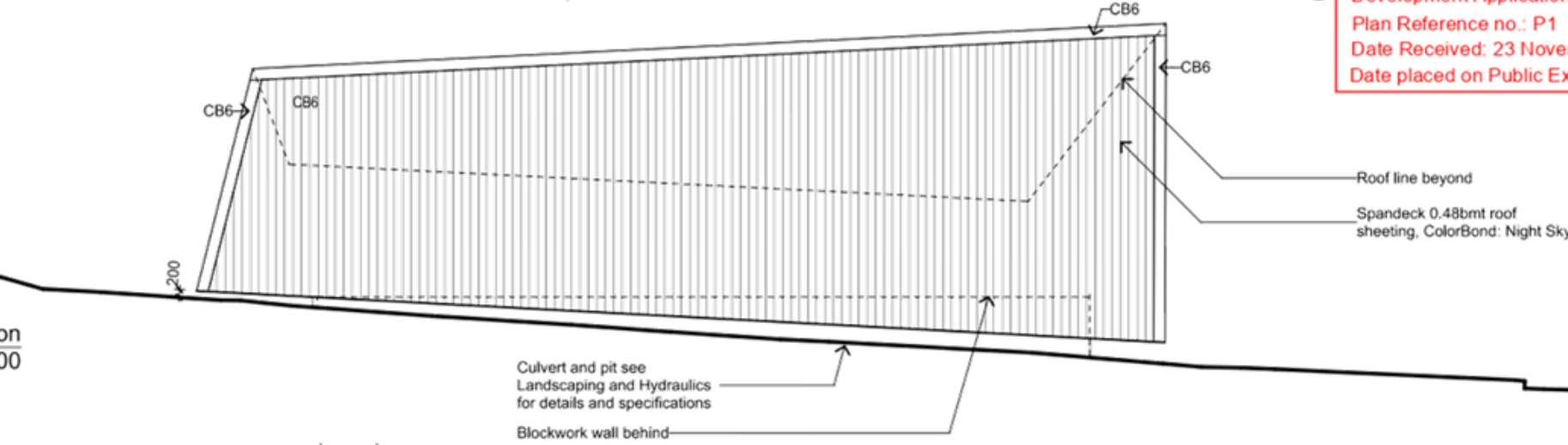
E6 West Elevation
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E8 East Elevation
1:100



E7 South Elevation
1:100



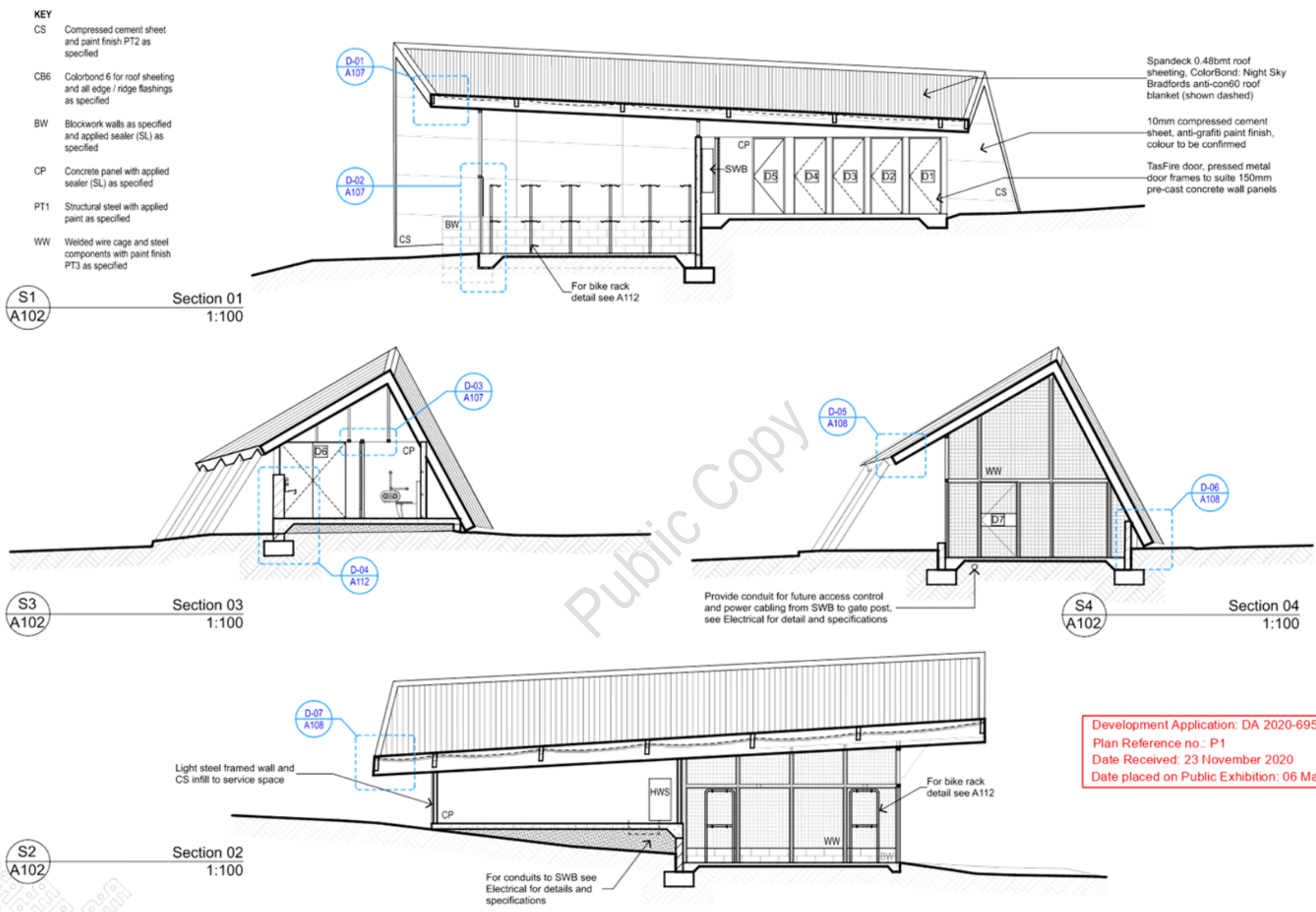
Development Application: DA 2020-695
Plan Reference no.: P1
Date Received: 23 November 2020
Date placed on Public Exhibition: 06 March 2021

REV	DATE	NOTES
1	16/02/21	For tender issue and pricing
2	16/02/21	For tender issue and pricing



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PROJECT	PnR Huntingfield	DATE	16/2/21	PROJECT NUMBER	200618	DRAWING NUMBER	A105
CLIENT	DSG	ADDRESS	Cnr Channel Hwy & Huntingfield Ave	SCALE @A3	1:100	DRAWN	NV
				CHECKED	DE		
DRAWING	Amenities Building - Elevations	PURPOSE	TENDER / PRICING	REVISION	C		



Development Application: DA 2020-695
Plan Reference no.: P1
Date Received: 23 November 2020
Date placed on Public Exhibition: 06 March 2021

<div>REV</div> <div>DATE</div> <div>NOTES</div>			<div>REV</div> <div>DATE</div> <div>NOTES</div>			<div>REV</div> <div>DATE</div> <div>NOTES</div>		

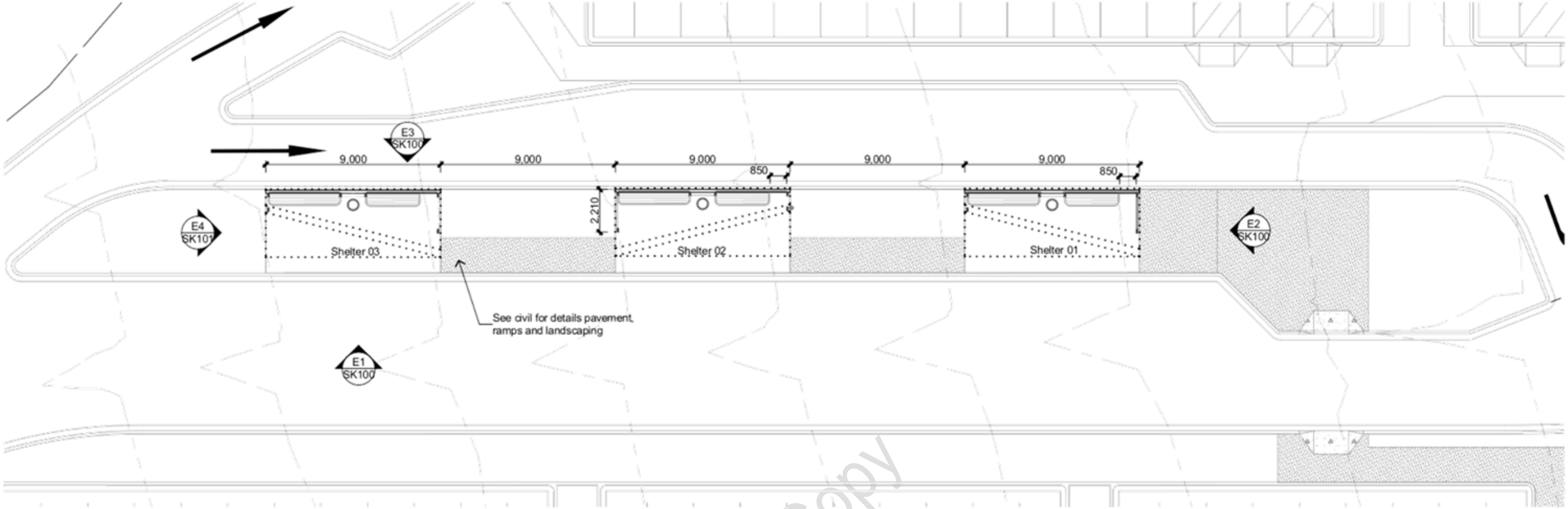
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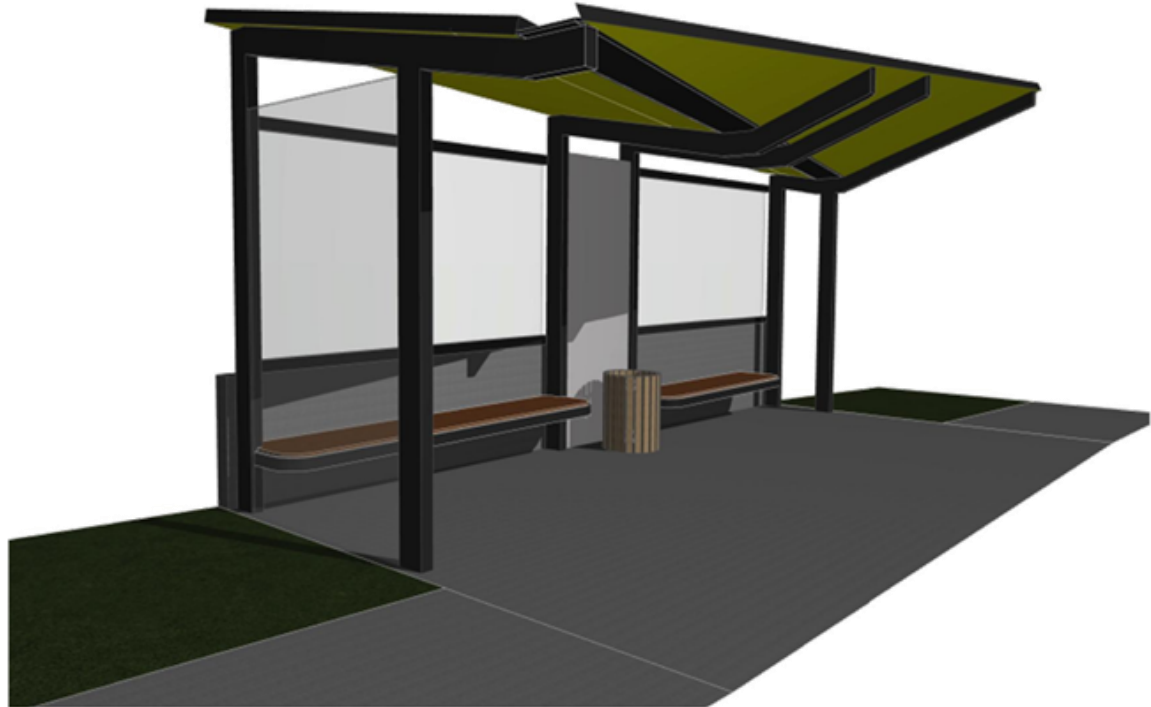
171a Sandy Bay Road,
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P 03 6286 7319
architects@bya-architects.com.au

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CLIENT	DSG	ADDRESS	Cnr Channel Hwy & Huntingfield Ave	SCALE @A3	1:100	DRAWN	NV
				CHECKED	DE		
DRAWING	Amenities Building - Sections	PURPOSE	TENDER / PRICING	REVISION	C		



Bus Shelters - Plan
1:200



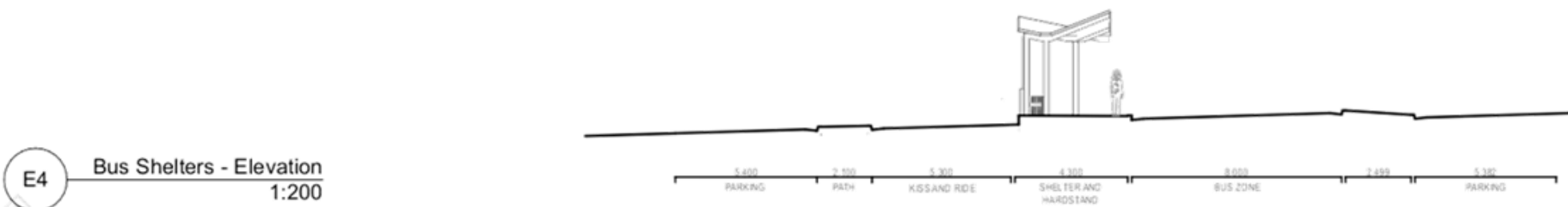
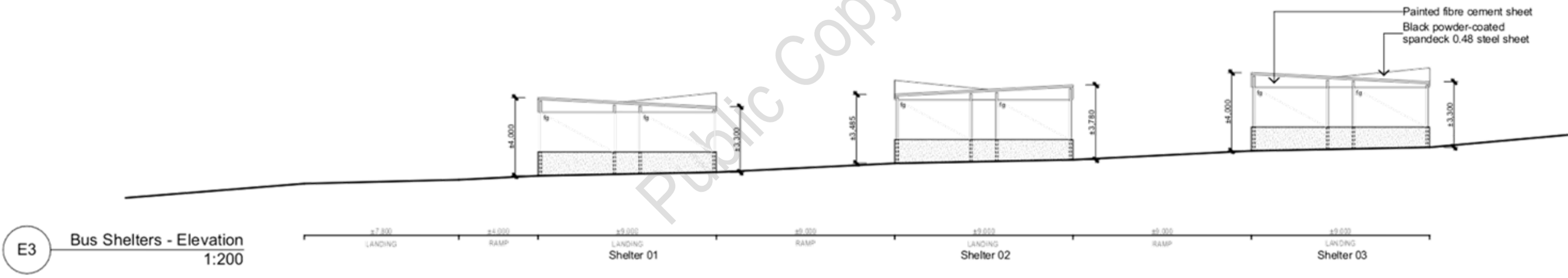
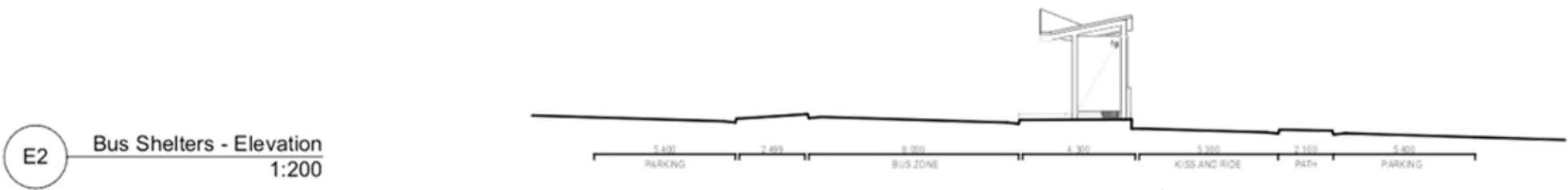
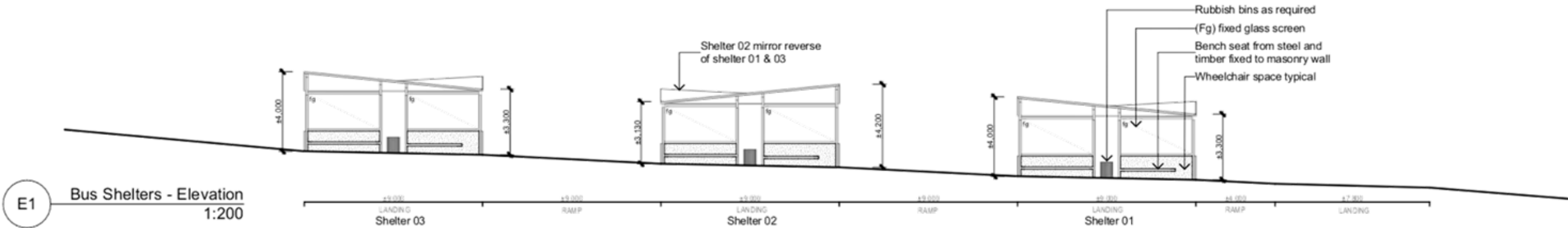
Development Application: DA 2020-695
Plan Reference no.: P1
Date Received: 23 November 2020
Date placed on Public Exhibition: 06 March 2021

REV	DATE	NOTES	REV	DATE	NOTES



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PROJECT PnR Huntingfeild	DATE 18/11/20	PROJECT NUMBER 200618	DRAWING NUMBER SK100
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DRAWING Bus Shelters - Setout	PURPOSE PRELIMINARY	CHECKED DE	REVISION

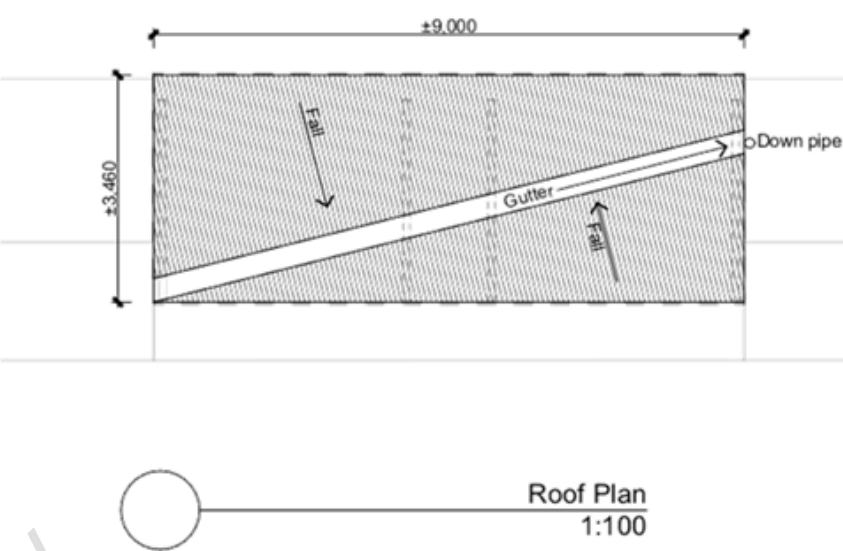
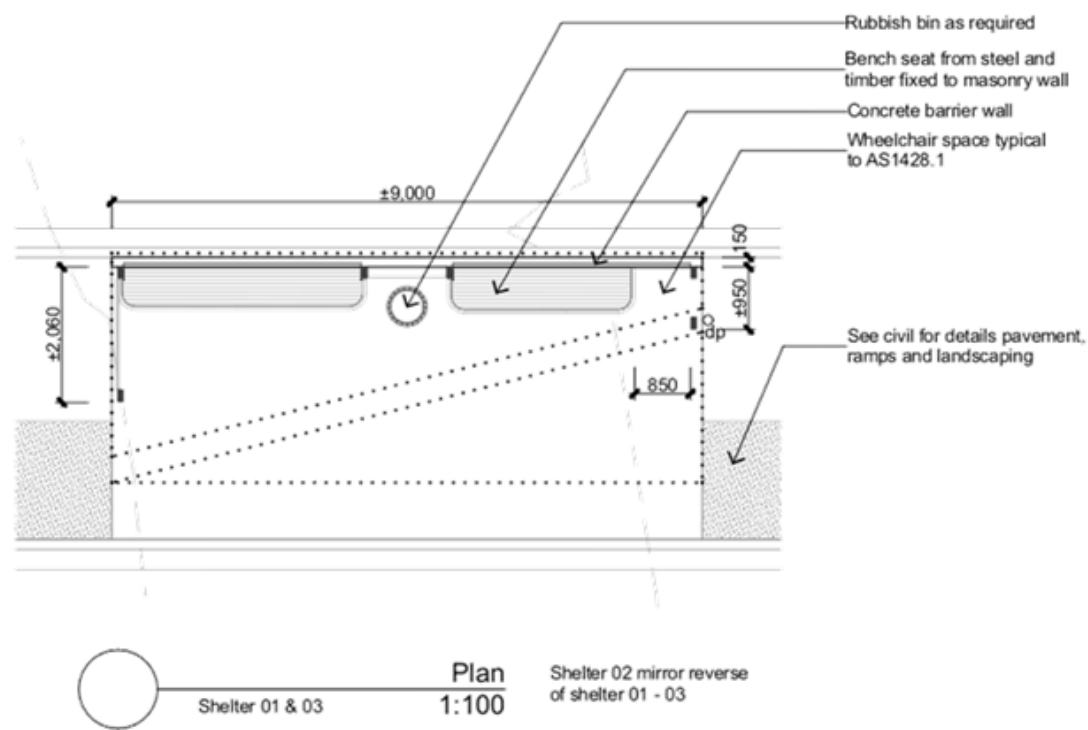


Development Application: DA 2020-695
Plan Reference no.: P1
Date Received: 23 November 2020
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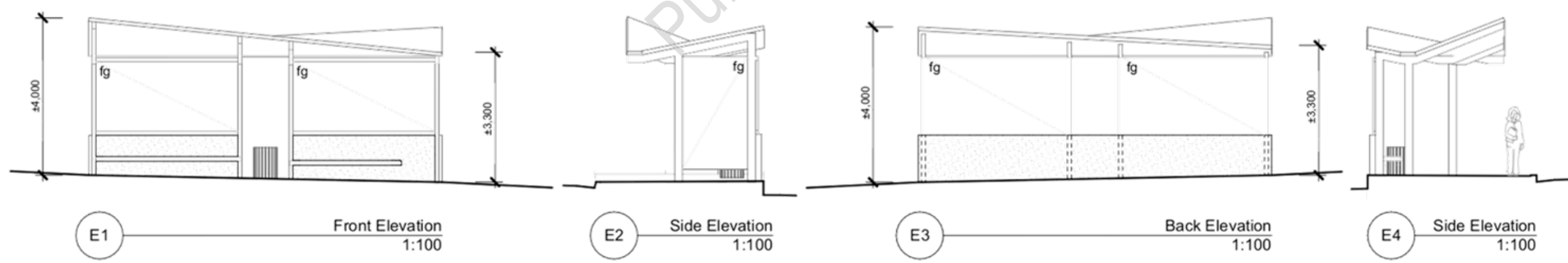
REV	DATE	NOTES

REV	DATE	NOTES

BYA Architects Architecture & Project Management 171a Sandy Bay Road, Sandy Bay TAS 7005 P 03 6286 7319 architects@bya-architects.com.au		PROJECT PnR Huntingfeild	DATE 18/11/20	PROJECT NUMBER 200618	DRAWING NUMBER SK101
CLIENT DSG	ADDRESS Chr Channel Hwy & Huntingfeild Ave	SCALE (A3) 1:200	DRAWN NV	CHECKED DE	REVISION
DRAWING Bus Shelter - Elevations	PURPOSE PRELIMINARY				



Development Application: DA 2020-695
Plan Reference no.: P1
Date Received: 23 November 2020
Date placed on Public Exhibition: 06 March 2021



REV	DATE	NOTES

	BYA Architects Architecture & Project Management 171a Sandy Bay Road, Sandy Bay TAS 7005 P 03 6286 7319 architects@bya-architects.com.au	<table><tr><td>PROJECT</td><td>PnR Huntingfeild</td><td>DATE</td><td>18/11/20</td><td>PROJECT NUMBER</td><td>200618</td><td>DRAWING NUMBER</td><td rowspan="3">SK102</td></tr><tr><td>CLIENT</td><td>DSG</td><td>ADDRESS</td><td>Chr Channel Hwy & Huntingfeild Ave</td><td>SCALE (A3)</td><td>1:100</td><td>DRAWN</td><td>NV</td><td>CHECKED</td><td>DE</td></tr><tr><td>DRAWING</td><td colspan="3">Typical Bus Shelter</td><td>PURPOSE</td><td colspan="3">PRELIMINARY</td></tr></table>	PROJECT	PnR Huntingfeild	DATE	18/11/20	PROJECT NUMBER	200618	DRAWING NUMBER	SK102	CLIENT	DSG	ADDRESS	Chr Channel Hwy & Huntingfeild Ave	SCALE (A3)	1:100	DRAWN	NV	CHECKED	DE	DRAWING	Typical Bus Shelter			PURPOSE	PRELIMINARY		
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DRAWING	Typical Bus Shelter			PURPOSE	PRELIMINARY																							



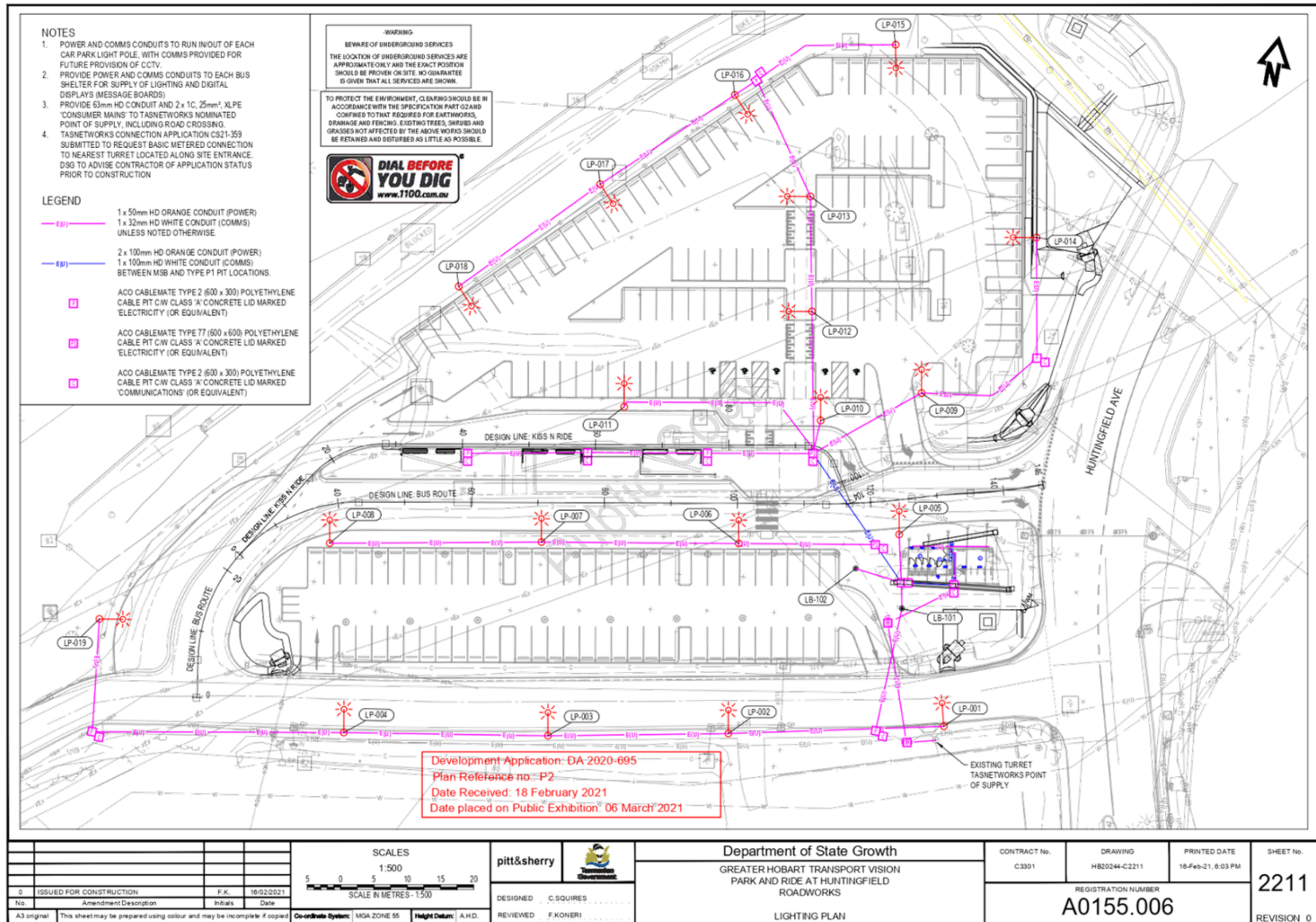
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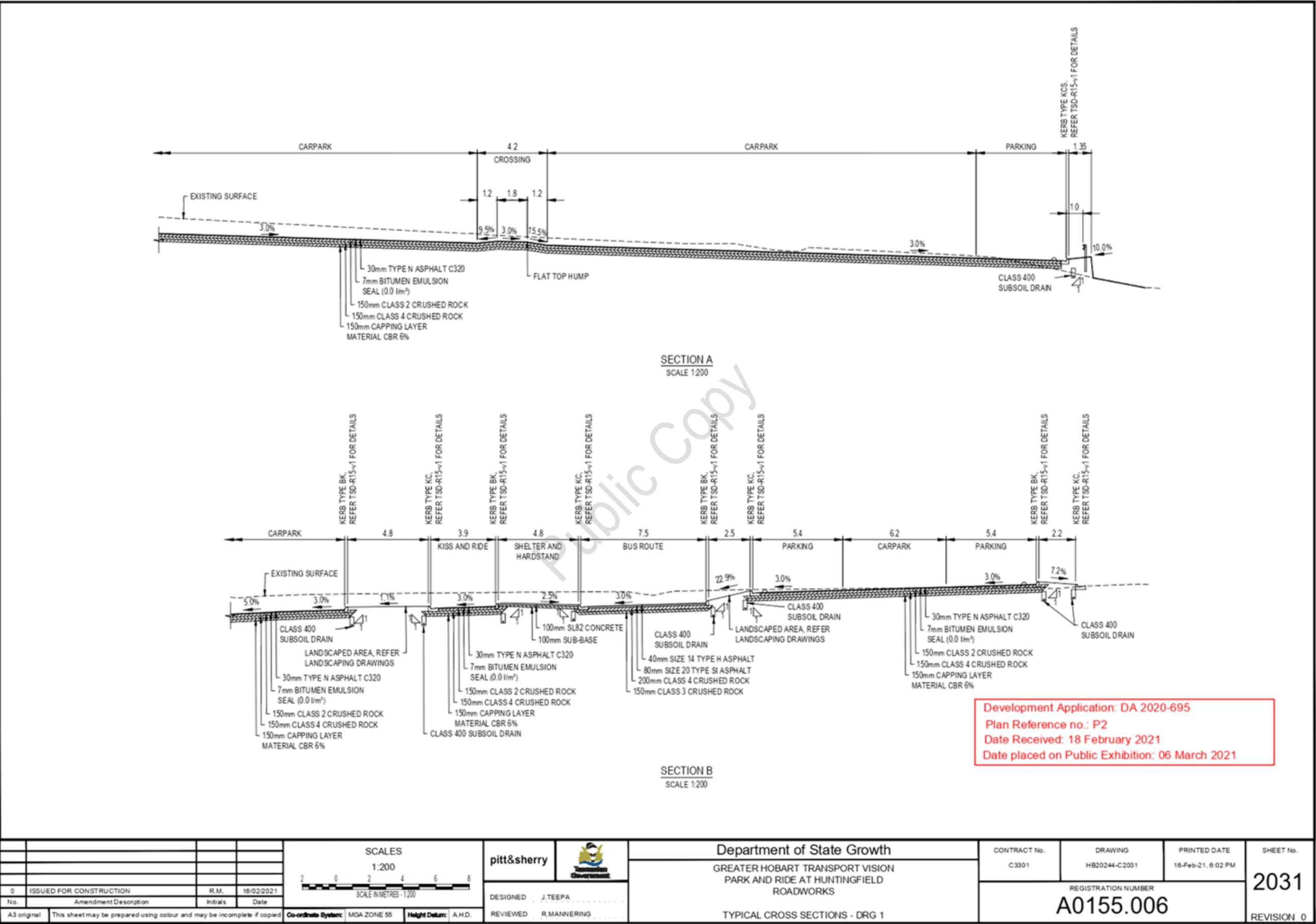
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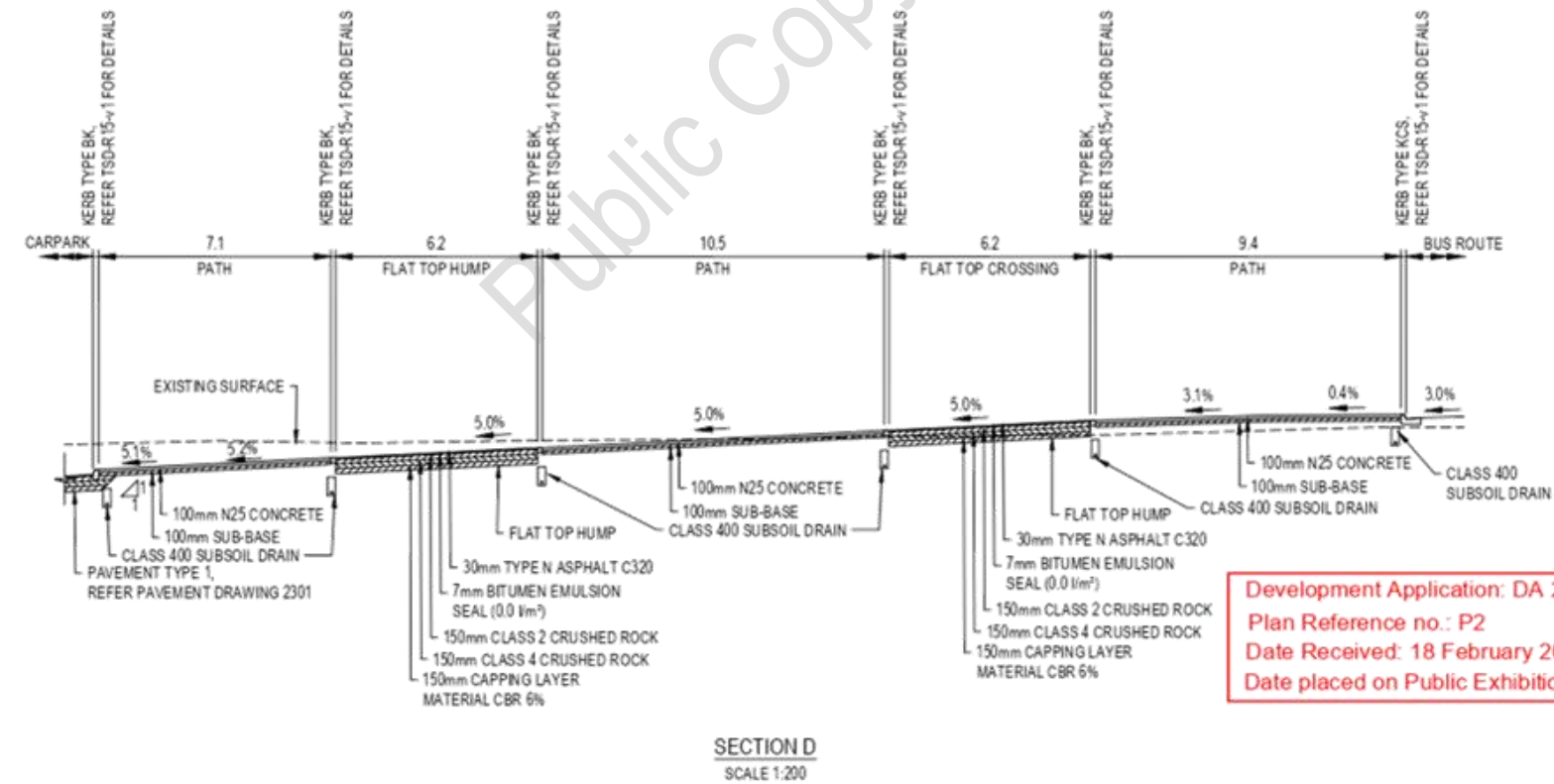
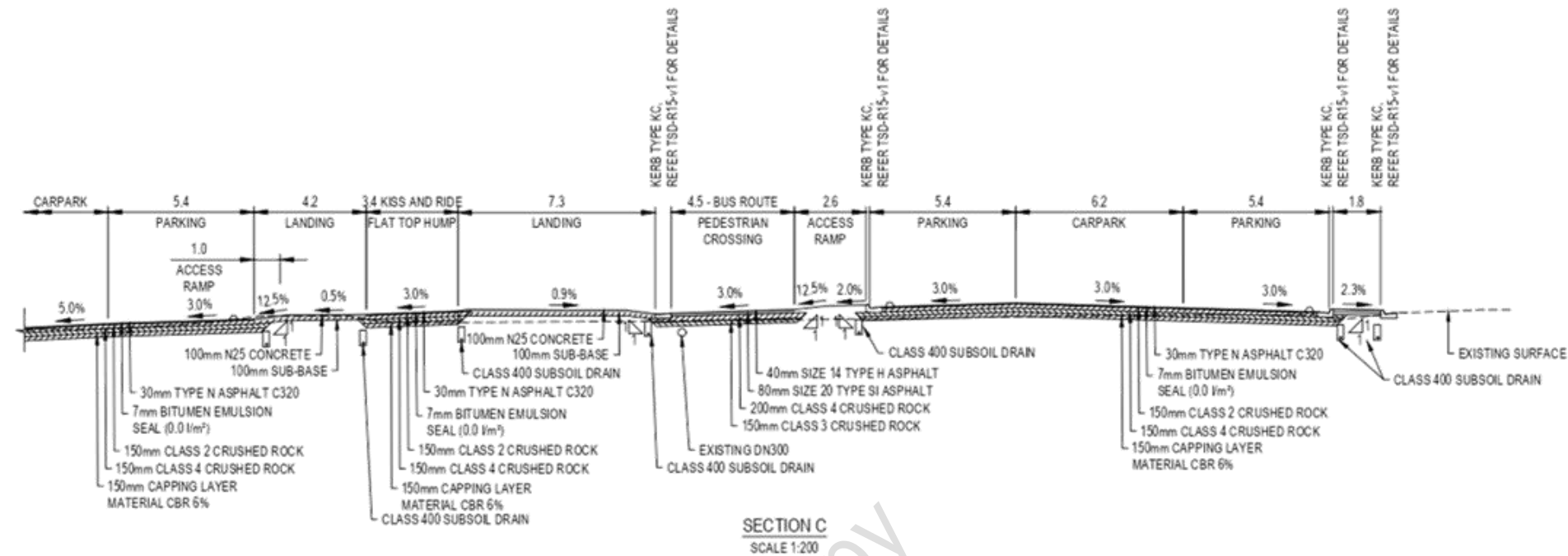


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DRAWING	Amenities Building - Plan		PURPOSE	PRELIMINARY				REVISION	

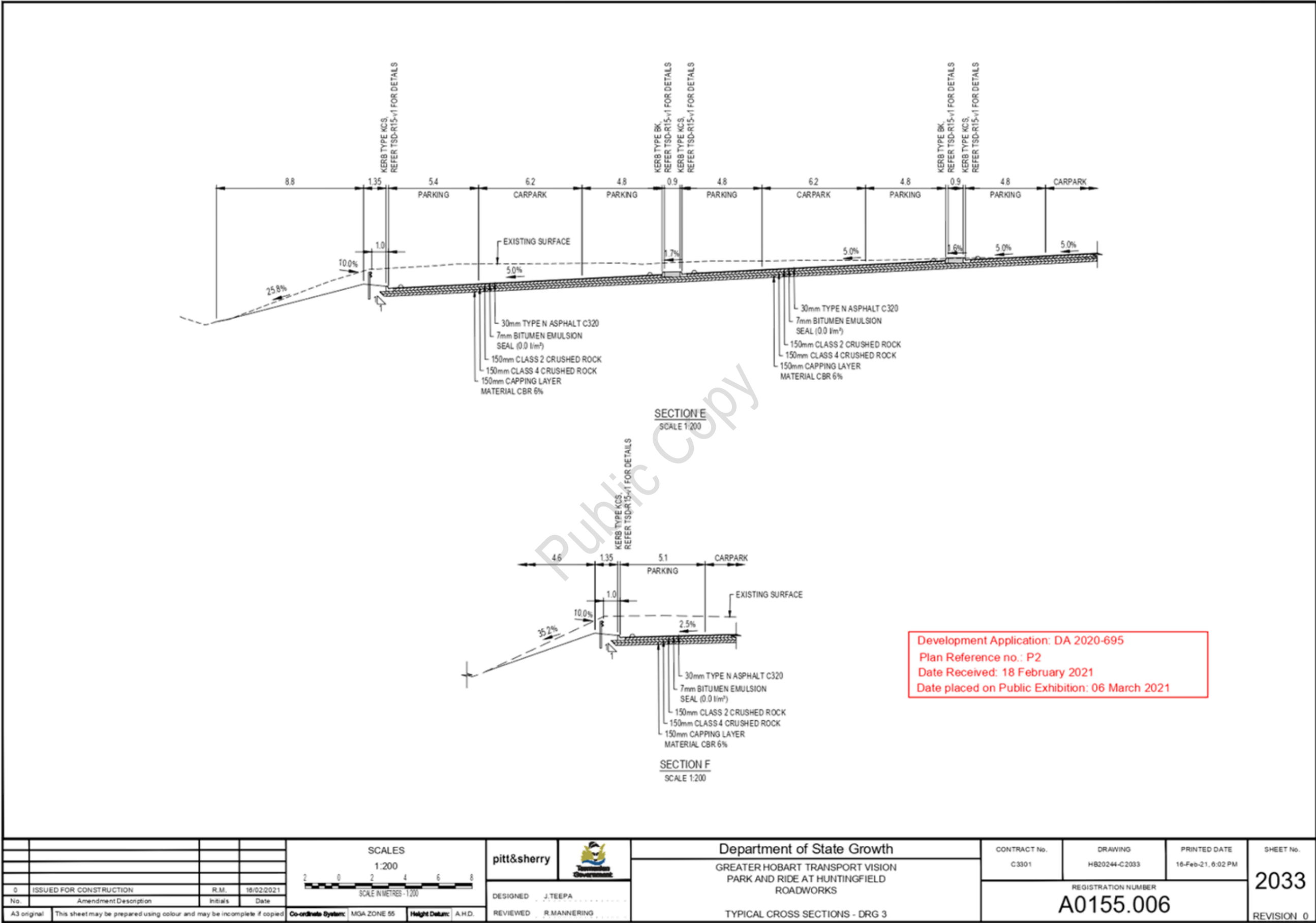


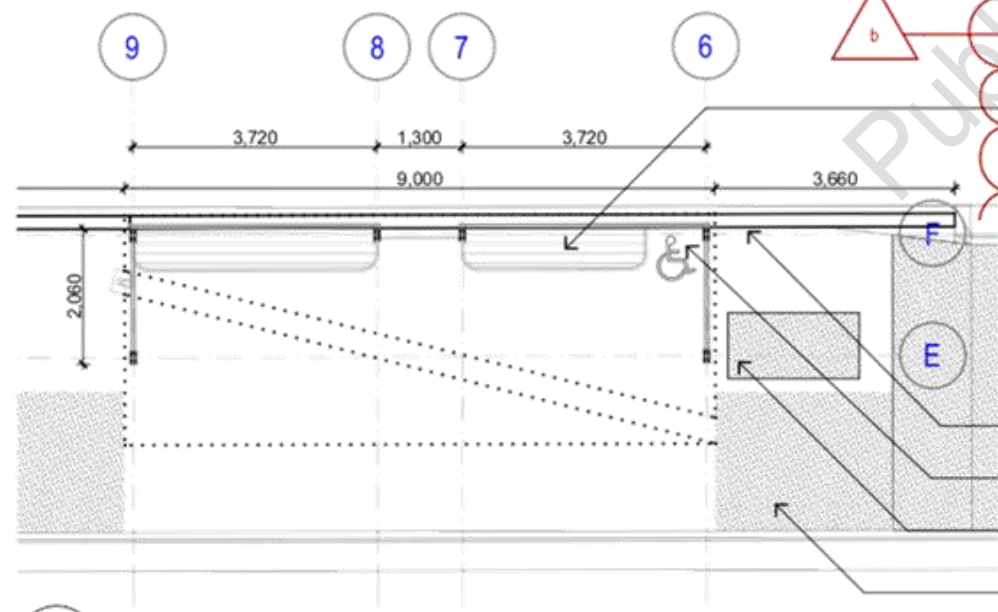
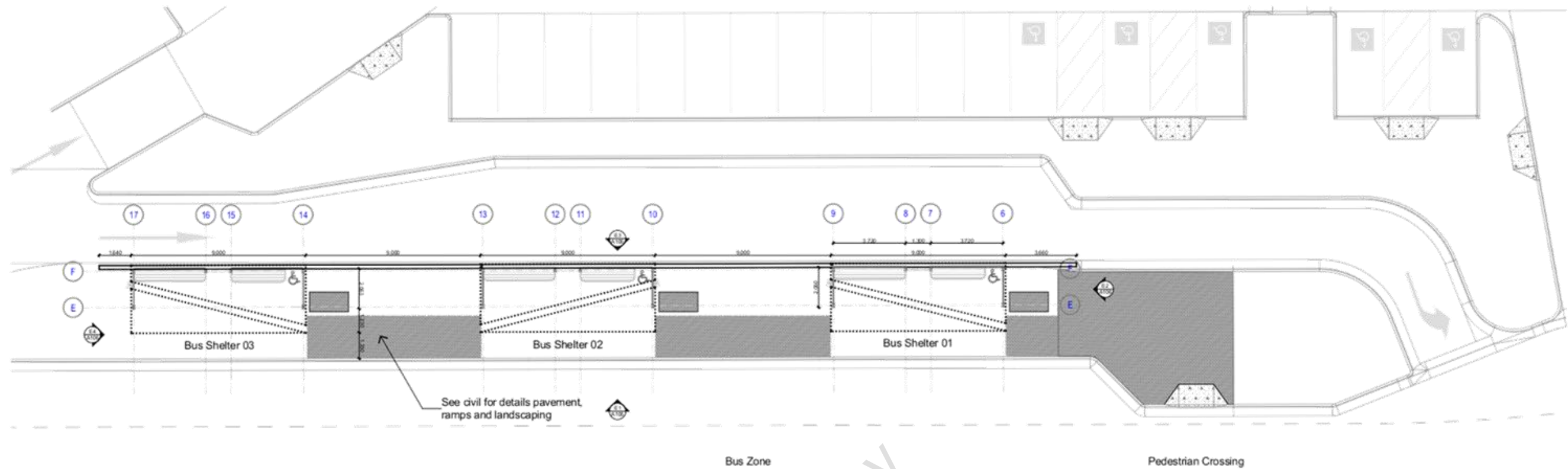




Development Application: DA 2020-695
Plan Reference no.: P2
Date Received: 18 February 2021
Date placed on Public Exhibition: 06 March 2021

<p>ISSUED FOR CONSTRUCTION</p> <p>No. 0</p> <p>Amendment Description</p> <p>A3 original</p>			<p>DESIGNED J. TEEPA</p> <p>REVIEWED R. MANNING</p>			<p>Department of State Growth</p> <p>GREATER HOBART TRANSPORT VISION</p> <p>PARK AND RIDE AT HUNTINGFIELD</p> <p>ROADWORKS</p> <p>TYPICAL CROSS SECTIONS - DRG 2</p>			<p>CONTRACT No. C3301</p> <p>DRAWING HB20244-C2032</p> <p>PRINTED DATE 16-Feb-21, 6:02 PM</p> <p>REGISTRATION NUMBER A0155.006</p>			<p>SHEET No. 2032</p> <p>REVISION 0</p>	
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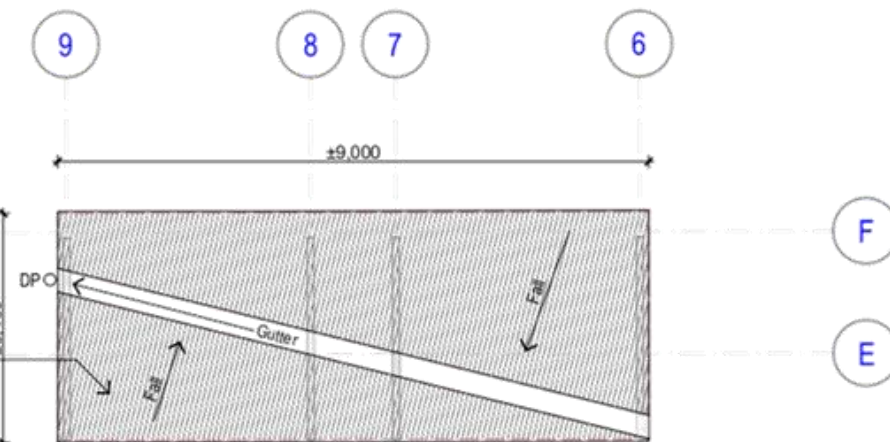




Bus Shelter - Plan
1:100

Bench seat to comply with AS1428.2 with compliant backrest and arm rests, see Figure 32 in AS1428.2 for typical park bench seating.
Bench seat made from steel and timber, fixed to masonry wall behind.

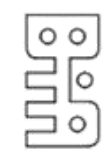
Spandek 0.48bmt roof sheeting, ColorBond: Night Sky
Concrete barrier wall, to structural specifications
Wheelchair space typical to AS1428.1
Concrete pad for council generic garbage and recycling bins
See civil for details pavement, ramps and landscaping



Bus Shelter - Roof Plan
1:100

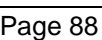
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Plan Reference no.: P2
Date Received: 18 February 2021
Date placed on Public Exhibition: 06 March 2021

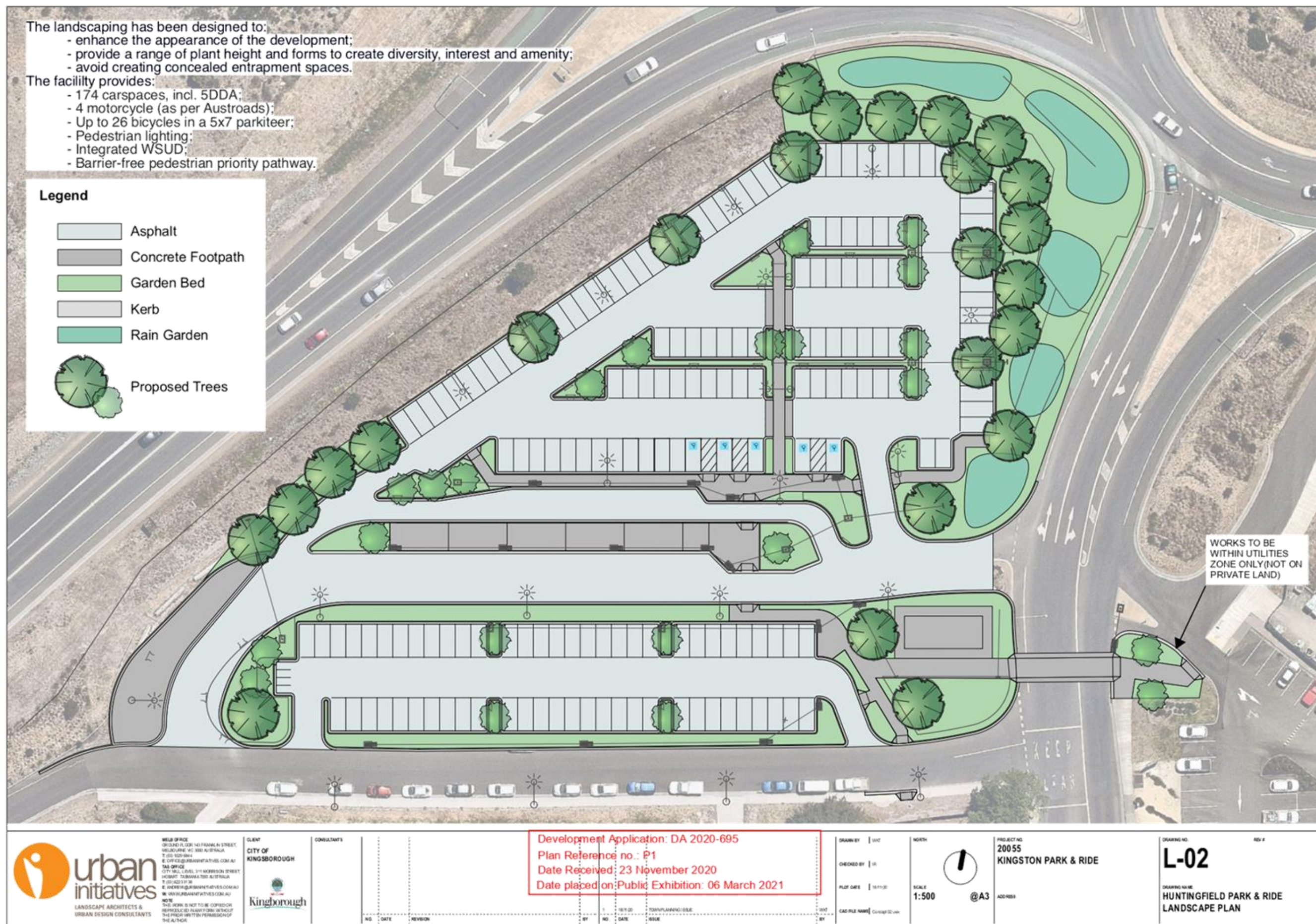
REV	DATE	NOTES
1	21/1/21	DA-PP1: ODA Compliant Seating



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PROJECT PnR Huntingfield	DATE 21/1/21	PROJECT NUMBER 200618	DRAWING NUMBER A105
CLIENT DSG	ADDRESS Chr Channel Hwy & Huntingfield Ave	SCALE (A3) 1:200, 1:100	DRAWN NV
DRAWING Bus Shelters - Setout	PURPOSE APPROVAL	CHECKED DE	REVISION b





ASSESSMENT CHECKLIST

ZONE PROVISIONS

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Use class: Utilities (Vehicle Parking Facility)					
Hours of Operation (Cl. 28.3.1)	<ul style="list-style-type: none"> A1 - Hours of operation of a use within 50 m of a residential zone must be within 7.00 am to 7.00 pm, except if: <ul style="list-style-type: none"> (i) for office and administrative tasks; or (ii) a Utilities use. 		✓		<p>The proposal does not comply as it is within 50 m of a residential zone and will operate outside the nominated hours.</p> <p>The proposed Park and Ride use is defined as "Vehicle Parking" in the Planning Scheme and not as a "Utility".</p>
Noise (Cl. 28.3.2)	<ul style="list-style-type: none"> A1 – Noise emissions measured at the boundary of a residential zone must not exceed the following: <ul style="list-style-type: none"> (a) 55 dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am; (c) 65dB(A) (LAmax) at any time. <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, second edition, July 2008, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p> 	✓			<p>Complies – A Noise Assessment has been provided with the application demonstrating compliance to the standards.</p> <p>The predicted noise levels during peak operation would not exceed the required limits. Noise emissions are not expected to be significantly louder than usual day time traffic noise.</p>
External Lighting (Cl. 28.3.3)	<ul style="list-style-type: none"> A1 External lighting (not including street lighting) within 50 m of a residential zone must 		✓		<p>Not Complying – The Park and Ride will be illuminated outside the hours specified in A1 and it is within 50m of a Residential Zone.</p>

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
	<p>comply with all of the following:</p> <ul style="list-style-type: none"> (a) be turned off between 10:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone. 				
Discretionary Use (Cl. 28.3.5)	<ul style="list-style-type: none"> A1 – No Acceptable Solution 		✓		Not Complying - There is No Acceptable Solution and the proposal must be assessed against the Performance Criteria P1.
Building Height (Cl. 28.4.1)	<ul style="list-style-type: none"> A1 – <u>Building height</u> must be no more than: 10 m 	✓			Complies – Height of the bus shelters are 4m high. The Bicycle Storage facility is a maximum of 5.88m.
	<ul style="list-style-type: none"> A2 - <u>Building height</u> within 10 m of a <u>residential</u> zone must be no more than 8.5 m. 	✓			Complies – Maximum height of the structures on the site is 5.88m.
Setback (Cl. 28.4.2)	<ul style="list-style-type: none"> A1 – <u>Building setback</u> from <u>frontage</u> must be no less than: 10m 		✓		Not Complying – The Setback for the Bicycle Storage facility is a minimum of 4.6m from the Huntingfield Rd kerb.
	<ul style="list-style-type: none"> A2 - Building setback from a residential zone must be no less than: <ul style="list-style-type: none"> (a) 5 m; (b) half the height of the wall, whichever is the greater. 	✓			Complies – the setbacks from the adjacent General Residential zone are a minimum of 23m.
Landscaping (Cl. 28.4.3)	<ul style="list-style-type: none"> A1 - Landscaping is not required along the <u>frontage</u> of a <u>site</u> if the <u>building</u> has nil <u>setback</u> to <u>frontage</u>. 	✓			<p>A1 - Complies – The site is to be landscaped along all boundaries. Landscaping Plans have been submitted which have been specifically designed to:</p> <ul style="list-style-type: none"> a) Enhance the appearance of the development. b) Provide a range of plant heights and forms to create diversity, interest and amenity. c) Avoid creating concealment spaces.
	<ul style="list-style-type: none"> A2 - Along a boundary with a <u>residential</u> zone landscaping must be provided for a depth no less than: 10m. 		✓		A2 - Not Complying – The landscaping along the southern boundary of the Park and Ride is not a minimum of 10m.

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Outdoor Storage Areas (Cl. 28.4.4)	<ul style="list-style-type: none"> A1 - Outdoor storage areas for non-residential uses must comply with all of the following: <ul style="list-style-type: none"> (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas. 	✓			A1 - Complies – There are no outside storage areas.
Fencing (Cl. 28.4.5)	<ul style="list-style-type: none"> A1 Fencing must comply with all of the following: <ul style="list-style-type: none"> (a) fences and gates of greater height than 2.1 m must not be erected within 10 m of the frontage; (b) fences along a frontage must be 50% transparent above a height of 1.2 m; (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1 m and must not contain barbed wire. 	✓			<ul style="list-style-type: none"> (a) Complies – no fencing is proposed along the frontages. (b) Complies - no fencing is proposed along frontages. (c) Complies – no fence proposed adjacent to the residential zone land adjacent.
Environmental Values (Cl. 28.4.6)	<ul style="list-style-type: none"> A1 - No trees of high <u>conservation</u> value will be impacted. 	✓			Complies - No trees of high <u>conservation</u> value will be impacted.

Code Provisions

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
E1.0 Bushfire-Prone Areas Code					
The proposed use of Vehicle Parking Facility is not classified as a vulnerable or hazardous use and subdivision is not proposed. Therefore the Bushfire-Prone Areas Code is not applicable to the application.					
E5.0 Road and Railway Assets Code					
Existing road accesses and junctions (E5.5.1)	<ul style="list-style-type: none">A1 The annual average daily traffic (AADT) of vehicle movements, to and from a <u>site</u>, onto a category 1 or <u>category 2 road</u>, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.			✓	Not Applicable – Existing road accesses and junctions.
	<ul style="list-style-type: none">A2 - The annual average daily traffic (AADT) of vehicle movements, to and from a <u>site</u>, using an existing <u>access</u> or <u>junction</u>, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.			✓	Not Applicable – Existing road accesses and junctions
	<ul style="list-style-type: none">A3 - The annual average daily traffic (AADT) of vehicle movements, to and from a <u>site</u>, using an existing <u>access</u> or <u>junction</u>, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.		✓		A3 – Not Complying The proposed development is expected to generate an additional 340 vehicle movements per day and does not comply with A3.
Exiting level crossings (E5.5.2)	<ul style="list-style-type: none">A1 Where use has <u>access</u> across part of a <u>rail network</u>, the annual average daily traffic (AADT) at an existing <u>level crossing</u> must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.			✓	Not Applicable

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Development adjacent to roads and railways (E5.6.1)	<ul style="list-style-type: none"> A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: <ul style="list-style-type: none"> (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots. 		✓		Not Complying – the proposed development is within 50m of the Channel Highway which is a Category 1 Road with a speed limit of 80km/h. Therefore the development does not comply with A1.1.
	<ul style="list-style-type: none"> A1.2 - Buildings, may be: <ul style="list-style-type: none"> (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: <ul style="list-style-type: none"> (i) the existing building; or (ii) an immediately adjacent building. 		✓		Not Complying - there is a new building structure proposed as part of the Park and Ride facility – the Parkiteer (Bicycle Storage) and Bus Shelters.
Road accesses and junctions (E5.6.2)	<ul style="list-style-type: none"> A1 - No new <u>access</u> or <u>junction</u> to roads in an area subject to a speed limit of more than 60km/h. 	✓			Complies – There are no new access or junctions.
	<ul style="list-style-type: none"> A2 - No more than one <u>access</u> providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less. 	✓			Complies – The site has two access points that provide separate entry and exit.
New level crossings (E5.6.3)	<ul style="list-style-type: none"> A1 - No acceptable solution. 			✓	Not Applicable – no new level crossings are proposed.
Sight distance at accesses, junctions and level crossings (E5.6.4)	<ul style="list-style-type: none"> A1 Sight distances at: <ul style="list-style-type: none"> (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with 	✓			A1(a) - Complies Huntingfield Avenue is currently subject to a speed limit of 50km/h. The minimum sight distance required under the standards is 80m. The sight distances are 90m for northbound vehicles and 100m for southbound vehicles.

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
	AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.				
E6.0 Parking and Access Code					
Use standards – number of car parking spaces (Cl.E6.6.1)	<ul style="list-style-type: none"> A1 - Number of on-site car parking spaces complies with table 	✓			<p>A1 – Complies – There are no requirements in the Planning Scheme for a Vehicle Parking Facility.</p> <p>The Transport Depot and requires parking for 9 car spaces. The total parking provided is 174 spaces.</p>
Number of Accessible Car Parking Spaces for People with a Disability (Cl.E6.6.2)	<ul style="list-style-type: none"> A1 - Car parking spaces provided for people with a disability must: <ol style="list-style-type: none"> satisfy the relevant provisions of the Building Code of Australia; be incorporated into the overall car park design; be located as close as practicable to the building entrance. 	✓			<p>A1 – Complies</p> <p>The Building Code of Australia requires a provision of 1 DDA accessible parking space for every 100 car parking spaces (2 spaces are required). The proposal provides five (5) DDA accessible car parking spaces. These are located as close as possible to the pedestrian footpath.</p>
Number of Motorcycle Parking Spaces (Cl.E6.6.3)	<ul style="list-style-type: none"> A1 - The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced 		✓		<p>A1 – Not Complying</p> <p>The 174 car space facility is required to provide 9 motor cycle parking spaces. There are only four (4) provided.</p>
Number of Bicycle Parking Spaces (Cl.E6.6.4)	<ul style="list-style-type: none"> A1 - The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2. 	✓			<p>A1 – Complies - There are no bicycle space requirements in the Code for the proposed use. A Parkiteer (bicycle storage facility) for 26 bicycles has been provided.</p>

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Number of vehicular accesses (CL.E6.7.1)	<ul style="list-style-type: none"> A1 - The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2. 	✓			A1 – Complies - There are no bicycle space requirements in the Code for the proposed use. A Parkiteer (bicycle storage facility) for 26 bicycles has been provided.
Design of vehicular accesses (CL.E6.7.2)	<ul style="list-style-type: none"> A1 - Design of vehicle access points complies. 	✓			A1 - Complies – The access and internal/external manoeuvring areas have been designed to comply with the standards. The access location, sight distance, and gradients comply with the Australian Standards.
Vehicular Passing Areas Along an Access (CL.E6.7.3)	<ul style="list-style-type: none"> A1 - Vehicular passing areas along an access. 	✓			A1 – Complies. The circulation road within the proposed facility will operate as either a one-way or two-way flow. While the need for passing will not arise for circulation roads with one-way flow, all circulation road have a width of 6.2m which allows for a vehicle to pass another.
On-Site Turning (CL.6.7.4)	<ul style="list-style-type: none"> A1 - On-site turning must be provided to exit a site in a forward direction, except if it serves no more than two dwelling units. 	✓			A1 – Complies - The access and manoeuvring areas have been designed to comply with the standards.
Layout of Parking Areas (CL.6.7.5)	<ul style="list-style-type: none"> A1 - layout in compliance with Australian Standard. 	✓			A1 – Complies – All car parking spaces are noted to have a width of 2.4m and length of 5.4m (4.8m plus overhang on the western side). Aisle widths are 6.2m. These dimensions comply with the Australian Standards for Use Class 1 (commuter parking).
Surface Treatment of Parking Areas (CL.6.7.6)	<ul style="list-style-type: none"> A1 - Parking spaces and vehicle circulation roadways provided 	✓			A1 – Complies – Vehicle accessible areas will be sealed (asphalt) and drained to the approved stormwater system.
Lighting of Parking Areas (CL.6.7.7)	<ul style="list-style-type: none"> A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting. 	✓			A1 – Complies – All lighting is in accordance with the Australian Standard AS/NZS 1158.3

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Landscaping of Parking Areas (CL.6.7.8)	<ul style="list-style-type: none"> A1 - Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required. 	✓			A1 – Complies –the proposal includes site landscaping in excess of 5% of the car park area.
Design of Motorcycle Parking Areas (CL.6.7.9)	<ul style="list-style-type: none"> A1The design of motorcycle parking areas must comply with all of the following: <ul style="list-style-type: none"> (a) be located, designed and constructed to comply with section 2.4.7 “Provision for Motorcycles” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building. 	✓			A1 – Complies – All motorcycle parking spaces within the development are located within 30m of the access and designed to comply to the Australian Standard.
Design of Bicycle Parking Facilities (CL.6.7.10)	<ul style="list-style-type: none"> A1 - The design of bicycle parking facilities must comply with all the following; <ul style="list-style-type: none"> (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building. 	✓			<p>A1 – Complies - All bicycle parking spaces within the development are located within 30m of the access and designed to comply to the Australian Standard.</p> <p>In response to public submissions received from Bicycle associations and individuals concerning the standard of the bicycle facilities the applicant has advised that they are amending the design of the bicycle facilities. The changes are to the Parkiteer and particularly the type of storage racks to be used. The use of “Ned Kelly” type racks are now to be used.</p>
	<ul style="list-style-type: none"> A2 - The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 “Design of Parking Facilities” and clauses 3.1 	✓			A2 – Complies – The relevant standards are complied with.

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
	"Security" and 3.3 "Ease of Use" of the same <u>Standard</u> .				
Bicycle End of Trip Facilities (CL.6.7.11)	<ul style="list-style-type: none"> A1 - For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter. 			✓	Not Applicable – There is no requirement in the Planning Scheme for Bicycle Parking for the proposed use.
Siting of Car Parking (CL.6.7.12).	<ul style="list-style-type: none"> A1 - Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre. 	✓			Complies – the proposal is not located in a Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone.
Facilities for Commercial Vehicles (CL.6.7.13)	<ul style="list-style-type: none"> A1 - Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: <ul style="list-style-type: none"> (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site. 			✓	Not Applicable

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Access to a road (Cl.6.7.14)	<ul style="list-style-type: none"> A1 - Access to a road complies with road authority requirements 	✓			A1 - Complies - Access to comply with Council requirements.
E7.0 Stormwater Management Code					
Stormwater Drainage and Disposal (Cl.7.7.1)	<ul style="list-style-type: none"> A1 - Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure. 	✓			<p>A1 – Complies – The submitted drawings include details of proposed stormwater reticulation mains to service the road extension and parking areas. This proposal satisfies the acceptable solution A1.</p> <p>The proposal includes an overall stormwater detention and treatment system to satisfy the acceptable stormwater quality and quantity targets in Table E7.1. The proposal includes bio-retention systems between parking modules. In addition, rain gardens and detention basins are included for treatment prior to discharge to the existing stormwater infrastructure.</p>
	<ul style="list-style-type: none"> A2 - A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: <ul style="list-style-type: none"> (a) the size of new impervious area is more than 600 m²; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots. 	✓			<p>A2 – Complies – A stormwater drainage system is included in the proposed development. Grassed swales and rain gardens are proposed to treat stormwater runoff to achieve best practice.</p> <p>The applicant has submitted detailed modelling to indicate the treatment effectiveness and the proposal satisfies the acceptable solution A2.</p>
	<ul style="list-style-type: none"> A3 - Design of minor stormwater drainage system 	✓			<p>A3 – Complies – The proposed drainage system is designed to cater for the storm event of 20 year ARI. The proposed grass soakage devices (swales and raingarden) will provide storage detention and control flows to meet pre-existing conditions.</p> <p>The proposal also includes a system flow route within the road reserve to accommodate a minor and major storm event.</p>

CLAUSE	COMPLIES?			COMMENTS
	YES	NO	N/A	
<ul style="list-style-type: none"> A4 - Design of major stormwater drainage system 			✓	A4 – Not Applicable.
E9.0 Attenuation Code The proposed Utilities (Vehicle Parking Facility) is not an activity listed in Table E9.1- Attenuation Distances or under E.9.2 - Attenuation Distances for Sewage Treatment Plants. Therefore the Code is not applicable.				

Note: All other codes were reviewed and are not applicable to the proposed use/development.

Public Copy



Submission to Planning Authority Notice

Council Planning Permit No.	DA-2020-695	Council notice date	30/11/2020
TasWater details			
TasWater Reference No.	TWDA 2020/02028-KIN	Date of response	03/03/2021
TasWater Contact	Al Cole	Phone No.	0439605108
Response issued to			
Council name	KINGBOROUGH COUNCIL		
Contact details	kc@kingborough.tas.gov.au		
Development details			
Address	229 HUNTINGFIELD AVE, HUNTINGFIELD	Property ID (PID)	2857016
Description of development	Vehicle Parking and Bus Stop Facility		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Pitt & Sherry	Drainage and Services	0	16/02/2021
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. Advice: TasWater preference is for new water and sewerage infrastructure to be located in the road reserve instead of the road pavement, where possible. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>ASSET CREATION & INFRASTRUCTURE WORKS</p> <ol style="list-style-type: none"> 4. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) / Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains. 5. Prior to applying for a Permit to Construct/the issue of a Certificate for Certifiable Work (Building and/or Plumbing) to construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction. 6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction. 			



7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
8. Prior to the issue of a Certificate for Certifiable Work (Building and/or Plumbing) Certificate of Water and sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, generally as shown on the concept servicing plan "Drainage and Services", are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
9. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
10. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document / applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
11. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
12. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
13. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
14. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

**DEVELOPMENT ASSESSMENT FEES**

15. The applicant or landowner as the case may be, must pay a development assessment fee of \$211.63, to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice**General**

For information on TasWater development standards, please visit

<http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

The location of this infrastructure as shown on the GIS is indicative only.

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure.

Further information can be obtained from TasWater

- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies

- (c) TasWater will locate residential water stop taps free of charge

- (d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor

Development Assessment Manager

TasWater Contact Details

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

14.3 DA-2021-34 - DEVELOPMENT APPLICATION FOR CHANGE OF USE FROM RESIDENTIAL TO DOG GROOM BUSINESS (GENERAL RETAIL AND HIRE)

File Number: DA-2021-34

Author: Sarah Silva, Senior Planning Officer

Authoriser: Tasha Tyler-Moore, Manager Development Services

Applicant:	Mrs J A Webster
Owner:	E. Kalis Properties Pty Ltd and J Bolonja and Z Bolonja
Subject Site:	23-27 John Street, Kingston (CT 123846-1)
Proposal:	Change of use from residential to dog grooming business (general retail and hire) & signage
Planning Scheme:	Kingborough Interim Planning Scheme 2015
Zoning:	Central Business
Codes:	E6.0 Parking and Access E7.0 Stormwater Management
Use Class/Category:	General Retail and Hire
Discretions:	Clause E6.6.1 Number of Carparking Spaces (A1) Clause 17.7.1 Standards for Signs (A1)
Public Notification:	Public advertising was undertaken between 27 March 2021 and 14 April 2021 in accordance with section 57 of the <i>Land Use Planning and Approvals Act 1993</i> .
Representations:	A total of six (6) representations were received. Issues raised include: - Barking noise; and - Parking on neighbouring site.
Recommendation:	Approval subject to conditions

1. PROPOSAL

1.1 Description of Proposal

The proposal is for a partial change of use from single dwelling residential to general retail and hire (dog grooming business including ancillary shop, puppy training and socialisation classes). The existing single dwelling is located on CT-123846-1, which forms part of the property known as 23-27 John Street, Kingston. It is acknowledged that the operator of the dog grooming has been living on-site and has been undertaking grooming already as a commercial operation. The advice provided by the Planning Department, was that any use would need to fit within the scope of Home-Based Business, which would require a scaled down operation, due to the lack of parking on site. This does not appear to be the case, hence the problems discussed further in this report particularly relating to noise and customers parking on private land.

A total of 111m² of the dwelling is to be used for the business. The operator of the business is to reside in the same building, although the proposed business is too large in scope to comply with the home-based business criteria of the Kingborough Interim Planning Scheme 2015, given the area proposed for the non-residential use, the lack of sufficient parking on-site, and the number of staff to be employed.

The proposed works include:

- The conversion of an existing front bedroom to a reception area, this includes the addition of a new entrance door within the front façade (this is the only structural change to the building proposed). This is where the dogs will be dropped off by their owners;
- The lounge area at the rear of building is to be converted to a 'grooming' area, for the combing / clipping of hair and nails etc.
- An external bath is to be located in the western courtyard for the washing / drying of the dogs.
- Two (2) additional car parking bays are to be constructed in the front yard area. The intention is to retain as much of the existing landscaping along the front boundary as possible.
- Erection of new fencing at the side and rear boundary to secure any dogs within a designated area within the back yard.
- Three advertising signs are proposed: 1 x wall sign (Wall Sign 1) on the front façade with dimensions of 1.5m x 1.25m; 1 x wall sign (Wall Sign 2) on the south-western side façade with dimensions of 2.5m x 2m; and 1 x non-permanent flag sign, to be placed in the front garden during opening hours. The dimensions of this sign will be 1.5m x 0.4m.

In relation to the operation of the business:

- The operating hours are to be 8.30am to 5pm Monday to Saturday, closed on Sunday.
- A total of 10 to 15 dogs will be groomed per day. Appointments are to be staggered every 15 minutes. The general arrangement is that a customer drops their dog at the reception, the dog is then bathed, dried outside and then clipped. The customer is then called to collect their dog. Customers usually spend five (5) minutes on the property dropping their dog off and five (5) to 10 mins picking them up again.
- The employees include the Manager of the business / resident of the dwelling (4 days per week), two (2) part-time staff (4 days per week), and one (1) casual employee (5 days per week).
- Stock gets delivered over the period of a week every 3-4 months.
- Dog training will be intermittent and only organised as required. The sessions will be one on one (the owner, one dog and trainer only).
- The puppy socialisation classes will most likely occur on a Saturday morning, although will not occur every week. These will be organised over a period of a few weeks over the year and will be limited to small groups only.

It is noted that there is already existing landscaping in the front garden of the site. As additional carparking bays are provided at the front of the site, for the purpose of retaining a landscaped streetscape, a condition is recommended to require the retention of some of the existing landscaping (as practical).

1.2 Description of Site

The subject site is 1012m² in area and contains a single dwelling, which has been vacant for some time. The site is zoned Central Business under the Kingborough Interim Planning Scheme 2015.

The adjacent property to the south-east (CT-123846/2) contains large buildings with a large private carpark to the front; the operating business is Zap Fitness. The adjacent site to the north-east (CT-179103/2) contains a large building and a large private carpark; the operating business is the Kingston Community Health Centre. To the rear of the site is the Council owned temporary carpark (the site will be transferred to a developer for a large mixed-use development) and, directly on the opposite side of John Street is 'Kingston Plaza' shopping centre.



Figure 1: Locality Plan (subject site highlighted in yellow).

2. ASSESSMENT

2.1 State Policies and Act Objectives

The proposal is consistent with the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*.

2.2 Strategic Planning

The relevant strategies associated with the Scheme are as follows:

Zone Purpose Statements of the Central Business Zone

The relevant zone purpose statements of the Central Business zone are to:

- 22.1.1.1 To provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or sub-region.
- 22.1.1.2 To maintain and strengthen the principal activity centre providing for a wide range of services and facilities to serve the surrounding subregion, with a strong focus on the retail and commercial sector.

Clause 22.1.2 and 22.1.3 – Local Area Objectives and Desired Future Character Statements

The Scheme details separate Local Area Objectives and Desired Future Character Statements for the main towns in the municipal area. The following Local Area Objectives and Desired Future Character Statements are relevant to the assessment of this application.

Local Area Objectives		Implementation Strategy	
(a)	Kingston is the commercial centre of the municipality and should continue to develop in a coordinated and cohesive manner that best responds to the needs of the community.	(a)	The most significant commercial and community related activity should be located within central Kingston.
(b)	Central Kingston should provide a wide range of public and private services that suitably match the needs of the Kingborough community.	(b)	Gaps in existing services are to be identified and appropriate developments encouraged that meet these local needs.
Desired Future Character Statements		Implementation Strategy	
(a)	Central Kingston should be further developed and improved so that it is a pleasant destination, and is characterised by attractive public spaces and a modern urban design	(a)	The redevelopment of significant land parcels (such as the former Kingston High School site) and public streetscapes will be based on contemporary urban planning techniques that meet long term community needs.
(b)	Central Kingston will be developed so that visitors are able to access the area and move about in a safe and efficient manner.	(b)	Traffic modelling will be required to ensure efficient movement and physical infrastructure will be provided to best meet the needs of vehicles, cyclists and pedestrians.
(c)	Car parking needs are to be met in a manner that allows for active streetscape functions, pedestrian safety and convenient locations.	(c)	Car parking areas are not to face immediately onto streets within central Kingston and should be designed so that common areas are provided behind, under or above buildings facing the street.

The proposal complies with the above-mentioned statements and objectives as it will provide an additional business within the Central Business area; increasing the variety of services available. A customer parking area is proposed to be constructed on the site to cater for the development, however it is noted that it is forward of the built form, which is contrary to the Implementation Strategy. A condition requiring the retention of established landscaping along the front boundary will assist in reducing any visual impacts of the parking area when viewed from John Street.

2.3 Statutory Planning

The use is categorised as General Retail and Hire under the Scheme, which is a use that requires Permitted assessment in the Central Business Zone. Whilst the application is classified as a Permitted use, it relies on Performance Criteria to comply with the Scheme provisions and is therefore discretionary.

Council's assessment of this proposal should also consider the issues raised in the representations, the outcomes of any relevant State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*.

2.4 Use and Development Standards

The proposal satisfies the relevant Acceptable Solutions of the Scheme (see checklist in Attachment 1), with the exception of the following:

E6.0 - Parking and Access Code Clause E6.6.1 - Number of car parking spaces

Acceptable Solution
<p>A1 - The number of on-site car parking spaces must be:</p> <ul style="list-style-type: none"> (a) no less than the number specified in Table E6.1; except if: <ul style="list-style-type: none"> (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan.
Performance Criteria
<p>P1 - The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</p> <ul style="list-style-type: none"> (a) car parking demand; (b) the availability of on-street and public car parking in the locality; (c) the availability and frequency of public transport within a 400m walking distance of the site; (d) the availability and likely use of other modes of transport; (e) the availability and suitability of alternative arrangements for car parking provision; (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; (g) any car parking deficiency or surplus associated with the existing use of the land; (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site; (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity; (j) any verified prior payment of a financial contribution in lieu of parking for the land; (k) any relevant parking plan for the area adopted by Council; (l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code; (m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule.
Proposal
<p>A total of five (5) bays are required for the proposed use:</p> <ul style="list-style-type: none"> - 1 x bay for dwelling (single dwelling containing 1 bedroom - located at the front of the house) - 4 x bays for the general and retail use (111m² of house to be used for the business @ 1 bay per 30m² required = 3.7 bays).

A total of three (3) bays are proposed for the site, leaving a shortfall of two (2) bays therefore, not meeting the requirement of Table E6.1. There is no parking plan available to satisfy the Acceptable Solution, therefore it must be assessed against the Performance Criteria.

The request to waiver the required parking cannot be supported given that there is currently a recognised parking shortfall in the Kingston CBD area, which is the primary reason behind Council adopting a Cash-in-lieu of Parking Policy in February 2020.

Waiving requirements for the provision of parking will exacerbate the current issues further, particularly considering the existing parking concerns already raised within the representations discussed further in this report (in Section 2.5). Furthermore, the following considerations are given to the appropriateness of waiving the parking requirement:

- The proposed demand with three staff on site (including the parking of the resident who will only work 4 of the 6 days the business is open) in addition to the customers who drop off, collect the dogs; attend the shop; attend the puppy socialisation; dog training is of a scale that does not suggest that the rate of the planning scheme is not relevant to the proposal.
- There is very limited on-street parking available to the site as there are No Parking zones for all of John Street and Huon Highway. There is limited parking in Skipper Lane, and anecdotally that parking is fully occupied all day by other people.
- The only public parking is the temporary carpark that is accessed from Skipper Lane. The planning permit that allows for that car park will expire on 15 May 2025 and the site will be redeveloped by a private developer, therefore it will no longer be available.
- It is acknowledged that there is public transport (buses) that frequent Kingston, however dogs (except assistance dogs) are not permitted on buses and even if they were it is extremely unlikely that people would use that mode of transport for this service.
- The demand on the area generated by this use where the required parking is not provided on-site is likely to lead to further impacts on other businesses in the area.
- On the days that the occupant of the dwelling (manager) is not working (they work 4 of the 6 days the business is open), the third parking space would not be available for use.

It is also noted that the site is capable of accommodating car parking but it would require the business owner to spend money to achieve that, such as modifying the house to allow vehicles to access the rear open space, or create access/easement or alternative from other sites (with their agreement) to access the rear open space. This is not a situation where there are no options to achieve the development standards that are in the Planning Scheme.

For these reasons it is considered that if the permit is approved it should include a condition that requires either the provision of the required parking or payment of cash-in-lieu.

E17.0 - Signs Code**Clause E17.7.1 – Standards for Signs**

Acceptable Solution
A1 - A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.
Performance Criteria
<p>P1 - A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:</p> <ul style="list-style-type: none"> (a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape; (b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located; (c) be constructed of materials which are able to be maintained in a satisfactory manner at all times; (d) not result in loss of amenity to neighbouring properties; (e) not involve the repetition of messages or information on the same street frontage; (f) not contribute to or exacerbate visual clutter; (g) not cause a safety hazard.
Proposal
<p>Wall sign 2 does not comply with all of the standards listed in Table E.17.2 as:</p> <ul style="list-style-type: none"> - Wall Sign 2 is proposed to be on the south-western wall of the carport and not on the front face only; and - The area of sign exceeds 2m² with dimensions of 2.5m x 2 = 5m². <p>All other signs (wall sign 1 and flag sign) comply with the standards listed in Table E.17.2.</p>

The proposed variation is supported pursuant to this Performance Criteria of the Code for the following reasons:

- Given that front facade of the building is setback almost 12m from the John Street frontage (which is a busy commuter road) it is considered reasonable to place an additional larger sign (on a rather unsightly blank brick wall) to enable easy identification of the business. It is noted that a number of businesses surrounding the site have much bigger signs than those proposed for the subject site.
- For the reasons provided in the previous point, the design of the sign is not considered to dominate the streetscape or premises. It is noted that the proposed signage is very similar in terms of location, materials and the dimensions of the existing signage in the area. The materials appear to be easily maintainable.
- No signs will be visible from any residential zone.
- Given that the sign proposed on the front façade is smaller than the maximum dimensions and that the flag sign will not be on display outside of business hours, it is considered that, when viewed all together, the signage is unlikely to exacerbate visual clutter on the streetscape.
- The signs are all to be setback from the road and pedestrian path and will not be a safety hazard.

2.5 Public Consultation and Representations

The application was advertised in accordance with the requirements of s.57 of the *Land Use Planning and Approvals Act 1993* (from 27 March 2021 to 14 April 2021) a total of

six (6) representations were received during the public exhibition period. The following issues were raised by the representors:

- 2.5.1 The nuisance of barking dogs and associated disruption to neighbouring businesses, in particular to the Kingston Community Health Centre, where activities such as counselling and consultation services require a quiet environment.

Response: it is acknowledged that the continuous barking of anxious dogs must be extremely disruptive to the staff and patients of the health centre.

Given that the subject site is not located within 50m of any Residential Zone, there are no noise provisions in the Kingborough Interim Planning Scheme 2015 that apply in this instance.

The application was referred to Council's Compliance staff for advice and, for matters where land is subject to a *Land Use Planning and Approvals Act 1993* (LUPAA) permit for a use class that involves the boarding or training of dogs, there is a requirement that the person who has control of the dogs be a licence holder pursuant to Division 7 of the *Dog Control Act 2000*, if they keep or allow to be kept, for any period of time, on any premises – more than 2 dogs, other than working dogs, over the age of 6 months; or more than 4 working dogs over the age of 6 months, subject to the exemptions expressed in s.50(2). Therefore, whilst the assessment noise impacts for an application under LUPAA is zone dependent, the assessment of noise impacts under the *Dog Control Act 2000* is not and any noise complaints received by Council's Compliance staff can be appropriately dealt with under this *Act*.

As LUPAA does not allow for assessment of a proposal under the *Dog Control Act 2000* within the planning application phase this has been included as an advice clause within the recommendation below.

The recommendation of this report includes a condition that prohibits dogs from being kept outside unattended, which will hopefully assist in minimising barking nuisance.

- 2.5.2 Customers dropping off their dogs are currently parking on the next-door Kingston Community Health Centre site, which is causing disruption.

Response: It is agreed, the staff or customers of the business are not permitted to park on private land unless there is consent from that owner (ensuring any such consent does not conflict with the parking obligations of that business and is not for commercial trade). It is the responsibility of owners/occupiers of sites to manage their own property and deal with matters of trespass. This assessment has not condoned or allowed that behaviour and it is not within the scope of the planning permit to kerb such behaviour.

The matter of shortfall of required parking and the monetary contribution towards a new public car park are discussed within the report.

2.6 Other Matters

Trade Waste

The proposed dog washing facility will be required to be plumbed into the sewer and will be subject to separate plumbing and TasWater approvals for trade waste.

Proposal to park on another site

The supporting documents submitted with the application include a Lease Agreement with the owners of the site E.Kalis Properties Pty Ltd. The special conditions of the agreement (No. 5, page 21), permits the Tenant of the building, the subject of this development application, and any associated customers to park on the adjoining title

to the south-west CT 123846/2, also owned by E.Kalis Properties Pty Ltd. This is in recognition of the lack of formalised parking available at the subject site. This is not supported by the Planning Department, as the development previously approved for the adjoining site for extensions to the existing gym (Zap Fitness) does not have any surplus of parking available (18 bays were required at the time of assessment and 18 bays were provided under Development Permit DA-2016-540).

3. CONCLUSION

The proposal is for a change of use that will activate an existing unused space and provide for an additional commercial business within the Central Business area of Kingston. The business will provide for additional passive surveillance of public spaces within the vicinity of the site and will also provide an additional service to the surrounding area.

The proposal seeks variations to the signage and parking standards of the Kingborough Interim Planning Scheme 2015. The variations to the signage standards are considered acceptable in this instance, given the large setback of the building from John Street. The variation to the parking requirement is not supported in this instance, given the current parking deficit in Kingston CBD. To support a waiver to the parking for the site would not align with Council's strategic plan to improve the parking provision in the CBD through the adoption of the Cash-in-Lieu of Parking Policy (adopted by Council in February 2020). For this reason, it is recommended that the applicant either provide for all of the required parking on-site or pay a cash-in-lieu contribution for the shortfall of the two (2) bays to facilitate the construction of additional public parking in the Kingston CBD in the future.

Provided that the conditions of any approval are adhered to, the proposed change of use is supported and recommended for approval.

4. RECOMMENDATION

That the Planning Authority resolves that the development application for change of use from residential to dog grooming business (general retail and hire) & signage (retrospective) at 23-27 John Street, Kingston for Mrs J A Webster be approved subject to the following conditions:

1. Except as otherwise required by this Permit, use and development of the land must be substantially in accordance with Development Application No. DA-2021-34 and Council Plan Reference No. P3 submitted on 18 March 2021. This Permit relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with all conditions in this Permit. Any amendment, variation or extension of this Permit requires further planning consent of Council.
2. Within one (1) month of this approval, either:
 - (a) provide five parking spaces wholly within the site (note: if this option is taken amended plans must be submitted and approved showing the engineering details for those parking spaces and any plans that result in the built form being amended must be submitted and approved); or
 - (b) Pay a cash contribution to Council in lieu of the two (2) car parking spaces which are not being provided on site. The amount calculated is based upon the calculations provided in Council's 'Policy 3.10: Cash-in-lieu of Parking Policy'.
3. Within one (1) month of this approval, a Landscaping Plan must be submitted for approval by Council's Manager Development Services.

The Landscape Plan must be prepared by a suitably qualified person and be at a suitable scale, and indicate the following:

- a) retention of as much of the existing landscaping along the John Street frontage as practicable (this includes the existing apple tree);

- b) outline of the buildings and areas of hardstand;
- c) fencing, paths and paving (indicating materials and surface finish)

Unless otherwise agreed in writing by the Responsible Authority, the landscaping areas shown on the endorsed plans must be used for landscaping and no other purpose.

The landscaping shown on the endorsed landscaping plan must be completed to the satisfaction of the Manager Development Services Council.

4. Within one (1) month of this approval, the construction works must be undertaken in accordance with the approved drawings. Works must be to the satisfaction and approval of the Executive Manager - Engineering Services and include the following:
 - a) The vehicular access/driveway, car parking areas and vehicle manoeuvring areas must be of a sealed construction with associated stormwater drainage provision and comply with Australian Standard AS2890.1:2004 (Off-street car parking).
 - b) Visitors carparking signs must be installed for the two (2) new on-site visitor carparking spaces and must always be available and reserved for visitors/customers during business hours;
 - c) Wheel stops for car parking spaces must be installed, if required, in accordance with Australian Standard AS2890.1:2004 (Off-street car parking).
 - d) Connection of dogwashing (trade waste) to sewer as per *Building Act 2016* and/or TasWater requirements.
5. The stormwater runoff from all new impervious areas must be disposed of by gravity to Council's reticulated stormwater system to the satisfaction and approval of the Executive Manager – Engineering Services.
6. No dogs are to be kept outside unattended at any time.
7. The loading and unloading of vehicles and the storage of materials must be contained within the property boundaries and must not encroach on any part of any road reserve or public open space area.
8. Car spaces and driveways must be kept available for these purposes at all times, to the satisfaction of the Manager Development Services.
9. Goods and supplies for the business must not be stored outside within public view.
10. The signs must not contain any flashing or moving light and must be kept in good condition, to the satisfaction of the Manager Development Services.
11. Erosion/siltation infiltration control measures must be applied during construction works to the satisfaction of the Executive Manager – Engineering Services.

ADVICE

- A. In accordance with section 53(5) of the *Land Use Planning and Approvals Act 1993* this permit lapses after a period of two years from the date on which it is granted if the use or development in respect of which it is granted is not substantially commenced within that period.
- B. The approval in this permit is under the *Land Use Planning and Approvals Act 1993* and does not provide any approvals under other Acts including, but not limited to

Building Act 2016, Urban Drainage Act 2013, Food Act 2003, Dog Control Act 2000 or Council by-laws, and/or TasWater requirements.

If your development involves demolition, new buildings or alterations to buildings (including plumbing works or onsite wastewater treatment) it is likely that you will be required to get approvals under the *Building Act 2016*. Change of use, including visitor accommodation, may also require approval under the *Building Act 2016*. Advice should be sought from Council's Building Department or an independent building surveyor to establish any requirements.

- C. A drainage design plan at a scale of 1:200, designed by a qualified Hydraulic Designer, showing the location of the proposed sewer and stormwater house connection drains; including the pipe sizes, pits and driveway drainage, must be submitted with the application for Plumbing Permit.
- D. This approval is on the basis that customers collect their dogs once the grooming is complete and does not include the boarding of dogs on-site for any extended period of time. Any proposed boarding of dogs on-site will be subject to separate planning approval.

ATTACHMENTS

- 1. **Assessment Checklist**
- 2. **Locality Plan**
- 3. **Proposal Plans**

ASSESSMENT CHECKLIST

Zone Provisions

ISSUE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Hours of Operation (Cl. 22.3.1)	<ul style="list-style-type: none"> A1 - Hours of operation of a use within 50 m of a residential zone must be within: <ul style="list-style-type: none"> (a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive; (b) 7.00 am to 9.00 pm Sundays and Public Holidays. except for office and administrative tasks. 			✓	A1 – n/a – the closest residential zone is the Inner Residential Zone associated with the Kings Quarter which is more than 188m away.
Noise (Cl. 22.3.2)	<ul style="list-style-type: none"> A1 – Noise emissions measured at the boundary of a residential zone must not exceed the following: <ul style="list-style-type: none"> (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am; (c) 65dB(A) (LAmax) at any time. Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval. 	✓			A1 – complies – given the distance of any residential zones from the site, it is very unlikely that the use will exceed the noise restrictions of the Acceptable Solutions. Operating hours are: 8:30 AM to 5:30 PM
External Lighting (Cl. 22.3.3)	<ul style="list-style-type: none"> A1 – External lighting within 50m of a residential zone must comply with all of the following: 			✓	A1 – n/a – no residential zones within 50m of site.

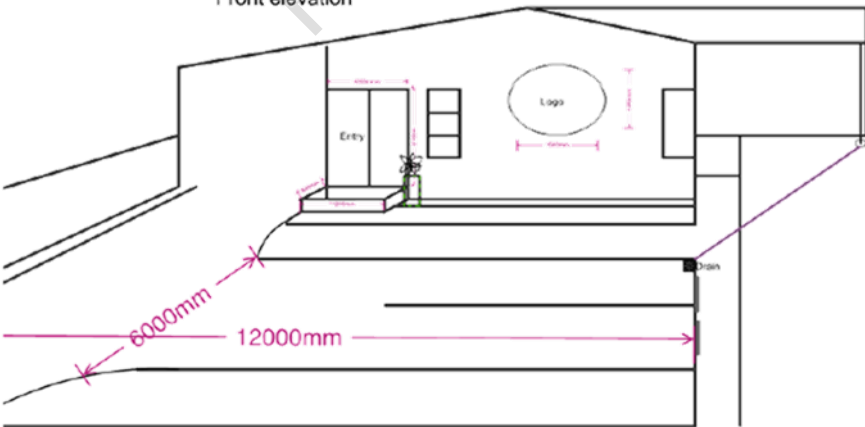
ISSUE		COMPLIES?			COMMENTS
		YES	NO	N/A	
	(a) be turned off between 11:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.				
Commercial Vehicle Movements (Cl. 22.3.4)	<ul style="list-style-type: none"> A1 – Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of: (a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive; (b) 7.00 am to 9.00 pm Sundays and Public Holidays. width of garage openings			✓	A1 – n/a – no residential zones within 50m of site.
Building height must be no more than (Cl. 22.4.1).	<ul style="list-style-type: none"> A1 – must be no more than 15m. A2 – Building height within 10 m of a residential zone must be no more than 8.5 m 			✓ ✓	A1 – n/a – No change to existing building height. A2 – n/a – No change to existing building height.
Setbacks (Cl. 22.4.2).	<ul style="list-style-type: none"> A1 – Building setback from frontage (3m from Channel Highway, nil from any other street) A2 – Building setback from a residential zone (6m) 			✓ ✓	A1 – n/a – No change to existing building setback A2 – n/a – No change to existing building height.
Design (Cl. 22.4.3).	<ul style="list-style-type: none"> A1 – Building design features. A2 - Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent. 			✓ ✓	A1 – n/a – No change to existing building other than the addition of a new entrance door on the front façade, which would increase the current level of compliance of the existing building. A2 – n/a – No change to existing building (which is currently painted white).
Passive Surveillance (Cl. 22.4.4).	<ul style="list-style-type: none"> A1 – Building design features. 			✓	A1 – n/a - No change to existing building other than the addition of a new entrance door on the front façade, which would increase the

ISSUE		COMPLIES?			COMMENTS
		YES	NO	N/A	
					current level of compliance of the existing building.
Landscaping (Cl. 22.4.5).	<ul style="list-style-type: none"> A1 – Landscaping along the frontage of a site is not required if all of the following apply: <ul style="list-style-type: none"> (a) the building extends across the width of the frontage, (except for vehicular access ways); (b) the building has a setback from the frontage of no more than 1 m. A2 - Along a boundary with a residential zone landscaping must be provided for a depth no less than: 2 m. 	✓			<p>A1 – complies - No change to the footprint of the existing building which currently almost extends the full width of the site (with the exception of a passage of approximately 1.7m along the north-easter boundary) and the front is setback approximately 11.8m). It is noted that there is already existing attractive landscaping in the front garden of the site. As additional carparking bays are provided at the front of the site, for the purpose of retaining attractive streetscapes, a condition is recommended to require the retention of as much of the existing landscaping as practical on site.</p> <p>A2 – n/a – no shared boundary with a residential zone.</p>
Outdoor Storage Areas (Cl. 22.4.6)	<ul style="list-style-type: none"> A1 – Outdoor storage areas for non-residential uses 			✓	A1 - n/a – no outdoor storage areas proposed.
Fencing (Cl. 22.4.7)	<ul style="list-style-type: none"> A1 - Fencing must comply with all of the following: <ul style="list-style-type: none"> (a) fences, walls and gates of greater height than 1.5m must not be erected within 4.5m of the frontage; (b) fences along a frontage must be at least 50% transparent above a height of 1.2m; (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1m and must not contain barbed wire. 	✓			A1 – complies – no change to existing front fence which is less than 1m in height.
Environmental Values (Cl. 22.4.8)	<ul style="list-style-type: none"> A1 - No trees of high conservation value will be impacted. 	✓			A1 – complies – there are no trees of high conservation value on the site, nor within the vicinity of the site.

Code Provisions

CLAUSE		COMPLIES			COMMENTS
		YES	NO	N/A	
E5.0 Road and Railway Assets Code					
Development adjacent to roads and railways (Cl. E5.5.1)	<ul style="list-style-type: none">A1 – The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.			✓	A1 - n/a – speed limit of John Street is less than 60kph.
	<ul style="list-style-type: none">A2 – The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.			✓	A2 – n/a – speed limit of John Street is less than 60kph.
	<ul style="list-style-type: none">A3 - The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	✓			A3 – complies - The increase in AADT of vehicle movements from the site using the existing access is less than 40 vehicle movements per day, which is the greater.
E6.0 Parking and Access Code					
Use standards – number of car parking spaces (Cl.E6.6.1)	<ul style="list-style-type: none">A1 - Number of on-site car parking spaces complies with table		✓		A1 – does not comply – Required car parking: - 1 x bay for dwelling (single dwelling containing 1 bedroom - located at the front of the house) - 4 x bays for the general

CLAUSE		COMPLIES			COMMENTS
		YES	NO	N/A	
					and retail use (111m2 of house to be used for the business @ 1 bay per 30m2 required = 3.7 bays). A total of five (5) bays are required. A total of three (3) bays are proposed for the site; a shortfall of two (2) bays. Assessment against the Performance Criteria required.
Number of vehicular accesses (Cl.E6.7.1)	<ul style="list-style-type: none"> A1 – Number of vehicle access points complies 	✓			A1 – Complies – no change is proposed.
Design of vehicular accesses (Cl.E6.7.2)	<ul style="list-style-type: none"> A1 – Design of vehicle access points complies 			✓	A1 – n/a - Existing access/crossover. No new works proposed.
Vehicular Passing Areas Along an Access (Cl. E6.7.3)	<ul style="list-style-type: none"> A1 - Passing bay must be provided every 30m and shown on the development application plans. 			✓	A1 - n/a – not required.
On-site Turning (Cl. E6.7.4)	<ul style="list-style-type: none"> A1 - On site turning must be provided for all non-residential carparking spaces 	✓			A1 – complies – Council's DEO has advised that there is sufficient room available on-site.
Layout of parking areas (Cl.E6.7.5)	<ul style="list-style-type: none"> A1 – Layout and compliance with Australian Standard 	✓			A1 – complies - Parking bays, aisle width, driveway width, gradient and turning area comply with AS2890.
Surface treatment of parking areas (Cl.E6.7.6)	<ul style="list-style-type: none"> A1 – Parking spaces and vehicular circulation surfaces provided 	✓			A1 - Complies – concrete with drainage proposed.
Lighting of parking areas (Cl.E6.7.7)	<ul style="list-style-type: none"> A1 – Lighting of Parking Areas 			✓	A1 – n/a -- Operating hours are: 8:30 AM to 5:30 PM and within daylight hours.
Siting of carparking (Cl.6.7.12)	<ul style="list-style-type: none"> A1 – Location of carparking 			✓	A1 – n/a – this clause does not apply to Central Business Zone.
Facilities for Commercial Vehicles (Cl.6.7.12)	<ul style="list-style-type: none"> A1 - Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site 	✓			A1 – complies – given the small scale of the business, stock gets delivered over a week every 3-4 months by a small vehicle that can be accommodated within the existing parking area.
Access to a Road (E6.7.14)	<ul style="list-style-type: none"> A1 - Access to a road must be in accordance with the requirements of 	✓			A1 - Complies – the access is existing.

CLAUSE		COMPLIES			COMMENTS
		YES	NO	N/A	
	the road authority				
E7.0 Stormwater Management Code					
Stormwater drainage and disposal (Cl.E7.7.1)	<ul style="list-style-type: none"> A1 – Disposal of stormwater to public infrastructure A2 – Sensitive design of stormwater system incorporates water sensitive urban design principles A3 – Design of minor stormwater drainage system A4 – Design of major stormwater drainage system 	✓			<p>A1 – complies - Stormwater will be disposed to council's discharge point.</p> <p>A2 – n/a</p> <p>A3 – complies - Excess SW runoff can be accommodated into the existing house SW drainage system and within existing public stormwater infrastructure.</p> <p>A4 – n/a</p>
E17.0 Signs Code					
The application proposes the following signs:					
<ul style="list-style-type: none"> 1 x wall sign (Wall Sign 1) on the front façade with dimensions of 1.5m x 1.25m. 					
<p>Front elevation</p> 					

CLAUSE	COMPLIES			COMMENTS
	YES	NO	N/A	
<ul style="list-style-type: none"> 1 x wall sign (Wall Sign 2) on the south-western side façade with dimensions of 2.5m x 2m. 				
<ul style="list-style-type: none"> 1 x non-permanent flag sign to be placed in the front garden during opening hours only. The dimensions of this sign will be 1.5m x 0.4m. 				
Use of signs (Cl. <ul style="list-style-type: none"> A1 – A sign must be a permitted sign in Table 	✓			A1 – complies – wall signs and flag signs are both permitted in

CLAUSE		COMPLIES			COMMENTS
		YES	NO	N/A	
E17.6.1)	<p>E.17.3</p> <ul style="list-style-type: none"> A2 - A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed. A3 - A sign must not contain flashing lights, moving parts or moving or changing messages or graphics, except if a Statutory Sign A4 - An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign 	✓			<p>the Central Business Zone.</p> <p>A2 – complies – the signage will relate directly to the business on-site</p> <p>A3 – complies – all signs are to be static.</p> <p>A4 – n/a the signs are all non-illuminated, nor within 30m of a residential use.</p>
Standards for signs (Cl. E17.7.1)	<ul style="list-style-type: none"> A1 - A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3. 	✓			<p>A1 –</p> <p>Wall sign 1</p> <p>(a) Message on the front face only – complies</p> <p>(b) Projection from the face of the wall or fence no more than 450mm – complies.</p> <p>(c) Does not extend laterally beyond the wall or above the top of the wall to which it is attached – complies.</p> <p>(d) Area of sign no more than 2m² – Wall Sign 1 has dimensions of 1.5m x 1.25m = 1.88m² – complies.</p> <p>Wall sign 2</p> <p>(a) Message on the front face only – Wall Sign 2 is proposed to be on the south-western wall of the carport - does not comply</p> <p>(b) Projection from the face of the wall or fence no more than 450mm – complies.</p> <p>(c) Does not extend laterally beyond the wall or above the top of the wall to which it is attached –</p>

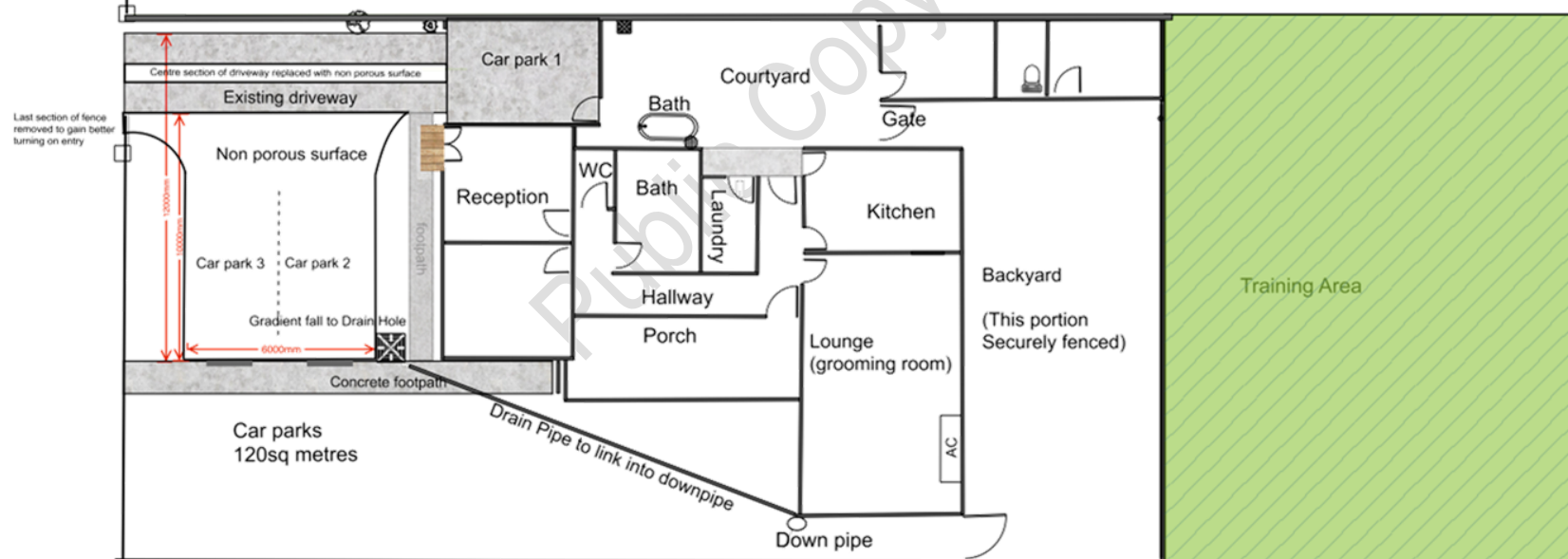
CLAUSE		COMPLIES			COMMENTS
		YES	NO	N/A	
					<p>complies.</p> <p>(d) Area of sign no more than 2m² – Wall Sign 2 has dimensions of 2.5m x 2 = 5m² - does not comply.</p> <p>Flag Sign</p> <p>(a) Dimensions no more than 2000mm x 1000mm. The flag sign will have dimensions of 1.5m x 0.4m – complies.</p> <p>(b) Does not display products or proprietary items. The flag sign displays the business name only – complies.</p> <p>(c) No fluorescent or iridescent colours – complies.</p> <p>A2 –</p> <p>(a) maximum of 1 of each sign type per street frontage – 2 wall signs are proposed, although only one technically faces the street frontage – complies.</p> <p>(b) maximum of 1 window sign per window – n/a no window signs proposed.</p> <p>(c) if the street frontage is less than 20m in length, the maximum number of signs on that frontage is 3 – the street frontage is 16.9m and two (2) signs (Wall Sign 1 and flag sign) are proposed to the frontage of the property – complies.</p> <p>(d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6 – n/a frontage is less than 20m</p> <p>A3 – complies the signs will be setback from the road and will not obscure any pedestrians or traffic – complies.</p> <p>A4 – complies – the signs do not resemble a statutory sign – complies.</p>
	<ul style="list-style-type: none"> A2 – number of signs per business. 	✓			
	<ul style="list-style-type: none"> A3 – signs must not obscure 	✓			
	<ul style="list-style-type: none"> A4 – must not resemble statutory signs 	✓			

LOCALITY PLAN

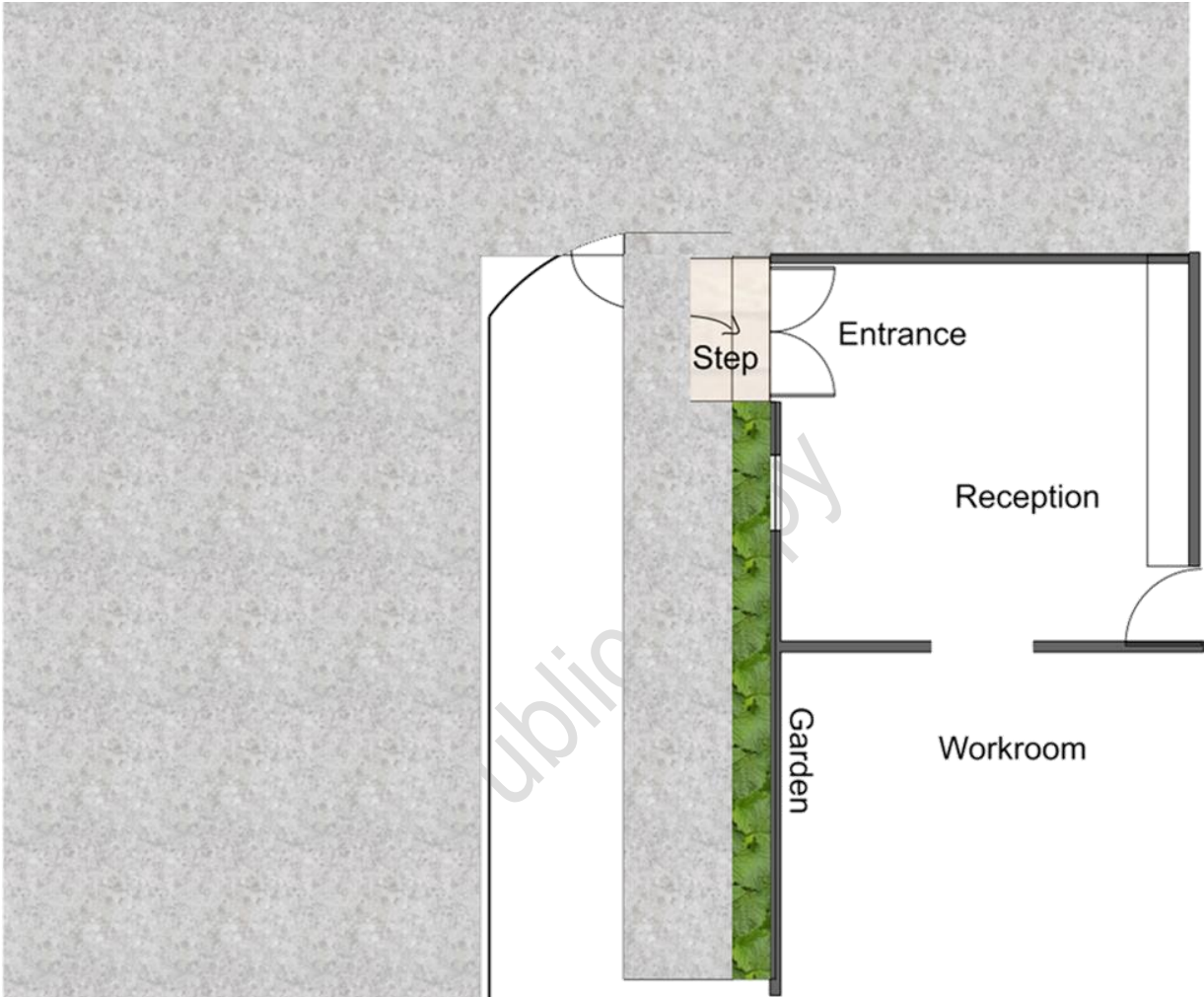


CHANGE OF USE PLAN 25-27 John St Kingston

Area of house used for business
111m²

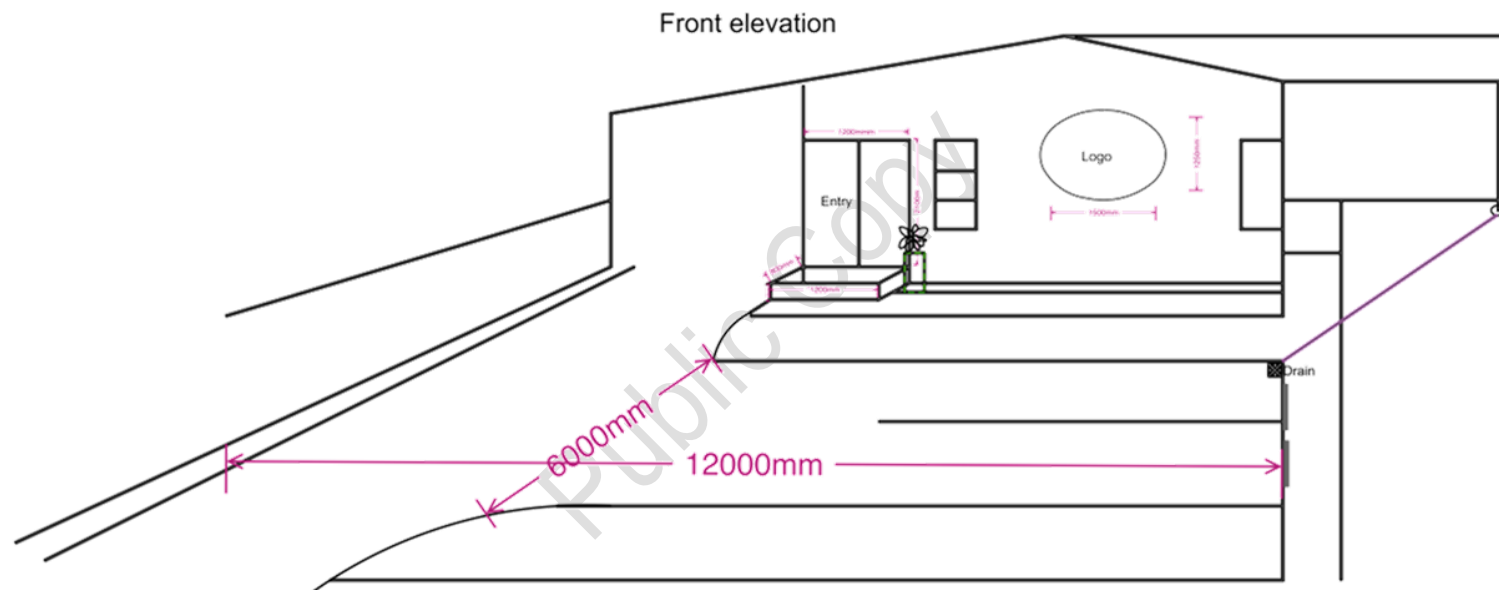


Development Application: DA-2021-34
Plan Reference no.: P3
Date Received: 18-03-2021
Date placed on Public Exhibition: 27-03-2021



Plan of shop/reception

Development Application: DA-2021-34
Plan Reference no.: P3
Date Received: 18-03-2021
Date placed on Public Exhibition: 27-03-2021



Development Application: DA-2021-34
 Plan Reference no.: P3
 Date Received: 18-03-2021
 Date placed on Public Exhibition: 27-03-2021

5

Information sign
2500 x 2000mm
Logo is cut out



Street sign
There are two
sizes this the small
size so approx.
1500 x 400mm

Development Application: DA-2021-34
Plan Reference no.: P3
Date Received: 18-03-2021
Date placed on Public Exhibition: 27-03-2021

5

14.4 DA-2020-474 - COMMUNAL RESIDENCE - 16 O'CONNOR DRIVE, KINGSTON**File Number: DA-2020-474****Author: Sarah Silva, Senior Planning Officer****Authoriser: Tasha Tyler-Moore, Manager Development Services**

Applicant:	Systembuilt Homes
Owner:	Supported Affordable Accommodation Pty Ltd
Subject Site:	16 O'Connor Drive, Kingston (CT1790102/134)
Proposal:	Communal residence
Planning Scheme:	Kingborough Interim Planning Scheme 2015
Zoning:	General Residential
Codes:	E1.0 Bushfire-Prone Areas Code E6.0 Parking and Access Code E7.0 Stormwater Management Code E10.0 Biodiversity Code E11.0 Waterway and Coastal Protection Code
Use Class/Category:	Residential (communal residence)
Discretions:	Cl. 10.4.2 - Setbacks and building envelope for all dwellings (A1 and A3) Cl. E1.5.1 – Vulnerable Use (A1)
Public Notification:	Public advertising was undertaken between 31 October 2020 and 13 November 2020 in accordance with section 57 of the <i>Land Use Planning and Approvals Act 1993</i>
Representations:	Three (3) representation were received. Issues raised include: - private covenant restricting use of site to single dwelling use only; - increase in traffic
Recommendation:	Approval subject to conditions

1. PROPOSAL**1.1 Description of Proposal**

The application has been lodged by Systembuilt Homes on behalf of Supported Affordable Accommodation Trust, with the intent of providing a communal home for people with disabilities. The proposed development is for the construction of a building to be used as a communal residence.

The planning scheme defines a 'communal residence' as '*use of land for building to accommodate persons who are unrelated to one another and who share some parts of the building. Examples include a boarding house, residential college and residential care home.*'

The proposed building will include:

- Seven (7) bedrooms each containing an ensuite bathroom (one of these bedrooms is allocated for a caretaker);

- Four (4) communal living areas;
- Three (3) kitchen areas; and
- One (1) shared laundry.

A communal private open space area is provided to the south of the dwelling; to be accessed from the living area via a small landing. Shadow diagrams have been provided demonstrating that the area will receive adequate sunlight during the winter months.

To allow for the development, the site is to be levelled and the soiled retained around the building area with the construction of 900mm high retaining walls along the east and north-west of the building.

The external materials of the residence include fibre cement cladding for the walls (in the colour Ironstone) and Colorbond steel roofing (in the colour Wallaby).

No trees will be removed to accommodate the proposed residence, as the site is currently devoid of any vegetation.

Three (3) onsite, uncovered parking spaces will be provided to the side (south) of the building. Access to the parking area will be via the existing crossover and a pedestrian access ramp will lead from the parking area to the main entrance of the building.

As the proposed use is defined as 'vulnerable' under the Bushfire-Prone Areas Code, a Bushfire Attack Level Assessment (Chris Draffin, Onto It Solutions, v2, 17 March 2021), including a certified Bushfire Hazard Management Plan, Emergency Management Strategy (EMS) and s51 Certificate, was submitted with the application.

The application was referred to TasWater who has no objection to the proposal subject to conditions being applied in approved.

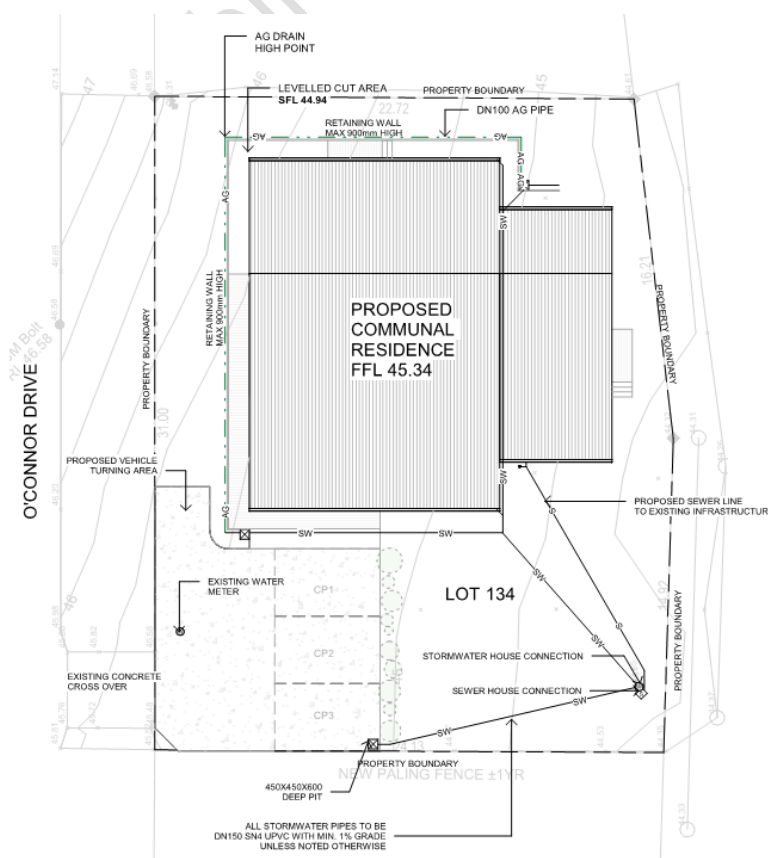


Figure 1: Proposed site plan

1.2 Description of Site

The subject site is within the recently subdivided 'Spring Farm Estate' which is currently undergoing rapid residential development. The subject site is 744m², rectangular in shape with frontage to O'Connor Drive. There is an existing crossover and connection to services. The site was cleared of vegetation during the subdivision.

The site is zoned General Residential and backs onto Whitewater Creek (Environmental Management Zone) and subsequently the rear of the site is partially affected by the Biodiversity and Waterway and Coastal Protection overlays. The site is also affected by the Bushfire-Prone Areas overlay. The site is not subject to any easements or restrictive covenants. The site is subject to a private covenant, imposed by the Developer Kingston Spring Farm Pty Ltd. This covenant restricts development of Lot 134 to single dwelling residential only. As this is a private Agreement, this issue cannot be dealt with under this current planning application and is not a consideration of this assessment.

A single dwelling has been constructed at the neighbouring property to the south-west (14 O'Connor Drive, Planning Permit DA-2020-189). A single dwelling has been approved (DA2020-642) for the abutting site to the north (18 O'Connor Drive).

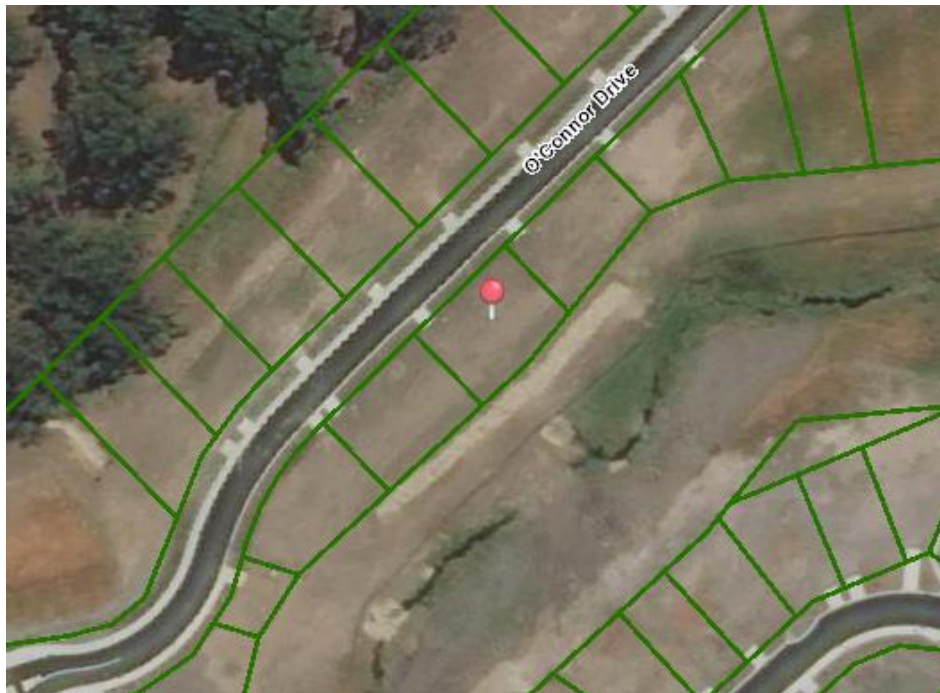


Figure 2: site and surrounding area.

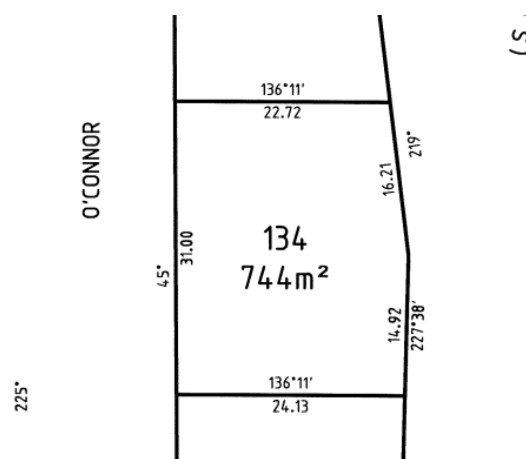


Figure 3 : Folio Plan

2. ASSESSMENT

2.1 State Policies and Act Objectives

The proposal is consistent with the outcomes of the State Policies, including those of the Coastal Policy.

The proposal is consistent with the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*.

2.2 Strategic Planning

The relevant strategies associated with the Scheme are as follows:

Zone Purpose Statements of the General Residential zone

The relevant zone purpose statements of the *General Residential* zone are to:

- 10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.
- 10.1.1.3 To provide for the efficient utilisation of services.
- 10.1.1.4 To implement the Regional Settlement Strategy and the Greater Hobart Residential Strategy.
- 10.1.1.5 To encourage residential development that respects the neighbourhood character, natural landscape and provides a high standard of residential amenity.
- 10.1.1.6 To encourage urban consolidation and greater housing choice through a range of housing types and residential densities.

The proposal is for a communal residence, which aligns with the zone purpose statements as it will create further diversity of housing choice and consolidation in an area where infrastructure is already established.

No native vegetation will be removed to accommodate the development. While the proposed building does encroach outside of the building envelope (to the rear), the development can satisfy the relevant performance criteria of the Kingborough Interim Planning Scheme 2015; this is further discussed in Section 2.4 of this report.

Clauses 11.1.2 and 10.1.3 – Local Area Objectives and Desired Future Character Statements for Kingston.

The Scheme details separate Local Area Objectives and Desired Future Character Statements for the main towns in the municipal area. The following Local Area Objectives and Desired Future Character Statements are relevant to the assessment of this application.

Local Area Objectives		Implementation Strategy	
(a)	Kingston will be primarily maintained as a residential area, with opportunities taken to protect natural features, improve local infrastructure and services when appropriate.	(a)	New development should ensure that residential amenity is optimised by maintaining the existing character of the area and providing quality infrastructure where appropriate.

Desired Future Character Statements		Implementation Strategy	
(a)	Kingston is to include a mix of housing types that provide for a range of choices and affordability options.	(a)	While traditional suburban areas are to be retained as appropriate, multi-unit housing is to be directed towards those areas that are relatively close to central Kingston or other significant business or commercial precincts.

The proposal complies with the above-mentioned statements and objectives as it will create an additional housing option within a fully serviced area, that is also within proximity to central Kingston. Given that only one (albeit communal residence) dwelling is proposed, the development complies the site coverage and parking requirements of the Scheme. For this reason, it is considered that the development is in keeping with the intended character of the subject area, which is to be predominantly single dwelling residential with some multi-housing scattered throughout.

2.3 Statutory Planning

The use is categorised as Residential (Communal Residence) under the Scheme, which is a use that requires Permitted assessment in the General Residential Zone. It is noted that a Communal Residence is not a 'dwelling' as defined by the Scheme, as the facilities are shared and, as such, the residence is not 'self-contained'. In this instance the assessment must be against Clause 10.5.1 'Non-dwelling development'. That Clause however does refer back to some of the Clauses applicable to dwellings such as Clause 10.4.2 (A1) and (A3); 10.4.3 (A1) a) and c); 10.4.7 (A1) and 10.4.2 (A4). The Clause excludes requirements such as north facing windows to habitable rooms and the requirement for supply of private open space.

Whilst the application is classified as a Permitted use, it relies on Performance Criteria to comply with the Scheme provisions, and is therefore discretionary.

Council's assessment of this proposal should also consider the issues raised in the representations, the outcomes of any relevant State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*.

2.4 Use and Development Standards

The proposal satisfies the relevant Acceptable Solutions of the Scheme (see checklist in Attachment 1), with the exception of the following:

General Residential Zone

Clause 10.4.2 - Setbacks and Building Envelope for all Dwellings

Acceptable Solution
<p>A1 - Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or (c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or

- (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.

Performance Criteria

P1 - A dwelling must:

- (a) have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and
- (b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.

Proposal

The front setback to O'Connor Drive is 4.5m to main wall of building, although the walkway and retaining wall extends more than 0.6m into the setback (1m); 3.5m from the frontage.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The encroachment is minor (only 0.4m) and for a part of the building that will not be very visible from the street. The access ramp is for the purpose of providing access to persons with disabilities. The main wall of the dwelling meets the minimum 4.5m setback. It is considered that the design response is compatible with what it likely to develop in this area.
- A condition has been included within the recommendation to require a Landscape Plan, to assist in softening the appearance of the building on the streetscape. This is likely to be consistent with the treatments of property frontages in the area, which will be a positive contribution.

Part (b) is not applicable as Table 10.4.2 does not exist in the Kingborough Interim Planning Scheme 2015.

General Residential Zone

Clause 10.4.2 - Setbacks and Building Envelope for all Dwellings

Acceptable Solution

A3 - A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must:

- (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:
 - (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and
 - (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and
- (b) only have a setback within 1.5 m of a side boundary if the dwelling:
 - (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or
 - (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).

Performance Criteria

P3 - The siting and scale of a dwelling must:

- (a) not cause unreasonable loss of amenity by:

<ul style="list-style-type: none"> (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or (ii) overshadowing the private open space of a dwelling on an adjoining lot; or (iii) overshadowing of an adjoining vacant lot; or (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and
(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.
Proposal
The building is setback only 1.65m to 2.88m from the south-eastern rear boundary (4m required). Otherwise, the building can be contained within the building envelope.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- (a) (i) and (ii) can be satisfied. The approved neighbouring dwelling (DA-2020-642) to the north-east of the subject site does not have any habitable rooms nor private open space located adjacent to the shared boundary. The approved dwelling (DA-2020-189) to the south-west of the subject site is setback 4.9m from the shared boundary. While the designated private open space area is located adjacent to the shared boundary, the proposed building will be setback more than 11m from this boundary. For these reasons any impacts to either neighbouring properties, in relation to loss of light and overshadowing, are unlikely.
- (iii) the sites that are located to the south of the site and have the potential to be overshadowed are the Whitewater Creek reservation along the rear boundary and 14 O'Connor Drive.

As there are no pedestrian walking paths or formal recreation areas located along this section of Whitewater Creek, it is considered that impacts of overshadowing by the reduced setback are not an issue.

The potential overshadowing to 14 O'Connor would be very minimal due to the setback from that shared boundary being in excess of 12m (in the area where the encroachment occurs).

- As the non-compliant rear section of the building is setback further from the sides of the main building, it is unlikely to be overly obvious or bulky from neighbouring properties and detrimental visual impacts are not expected;
- The character of the surrounding area is still being developed, although the side setbacks meet the requirements of the Kingborough Interim Planning Scheme 2015. For this reason, the side separation with any future dwelling is expected to be compatible. As Whitewater Creek is located behind the site, any separation to future dwellings to the south—east will be large.

Bushfire-Prone Areas Code

Clause E1.5.1 Vulnerable Uses

Acceptable Solution
A1 - No Acceptable Solution.
Performance Criteria
<p>P1 - A vulnerable use must only be located in a bushfire-prone area if a tolerable risk from bushfire can be achieved and maintained, having regard to:</p> <ul style="list-style-type: none"> (a) the location, characteristics, nature and scale of the use;

- | |
|---|
| (b) whether there is an overriding benefit to the community;
(c) whether there is no suitable alternative lower-risk site;
(d) the emergency management strategy and bushfire hazard management plan;
and
(e) other advice, if any, from the TFS. |
|---|

Proposal

No Acceptable Solution. Performance Criteria must be addressed.

A Bushfire Attack Level Assessment (Chris Draffin, Onto It Solutions, v2, 17 March 2021), including a certified Bushfire Hazard Management Plan, Emergency Management Strategy (EMS) and s51 Certificate, was submitted with the application. This documentation demonstrates the proposal complies with the relevant performance criteria and acceptable solutions as follows:

- a tolerable risk (BAL 12.5) can be achieved through implementation of the certified BHMP and TFS endorsed EMS, including development and implementation of a Bushfire Emergency Plan;
- the development is surrounded by managed land and is accessed via a sealed road; and
- the BHMP and EMS have regard to the location, characteristics, nature and scale of the existing and proposed use.

2.5 Public Consultation and Representations

The application was advertised in accordance with the requirements of s.57 of the *Land Use Planning and Approvals Act 1993* (from 31 October 2020 to 13 November 2020). Three (3) representations were received during the public exhibition period. The following issues were raised by the representors:

Private covenant restricting use of site to single dwelling use only

This issue relates to a private covenant, imposed by the Developer Kingston Spring Farm Pty Ltd. This covenant restricts development of Lot 134 to single dwelling residential only. The applicant will need to complete a 'Deed of Release & Modification' with Kingston Spring Farm Pty Ltd to remove this restriction and permit the use of the site for a communal residence. As this is a private covenant and it not on the title documentation for Lot 134, this issue cannot be dealt with under this current planning application and is not a consideration of this assessment.

Increase in traffic

The application was reviewed by Council's Development Engineering Officer and the development provides a total of three (3) parking spaces; one (1) for each staff member (caretaker) and one (1) for every three (3) licensed residents. The existing access is to be utilised and no additional accesses are proposed. The development therefore complies with the requirements of the Parking and Access Code.

2.6 Other Matters

- A condition should be included in any permit issued requiring implementation of best practice hygiene measures.
- As the subject land borders Public Open Space (POS), a condition is also recommended for inclusion in any permit issued requiring development and works are contained within the property boundary and access to the site is via O'Connor Drive and not via the POS.

3. CONCLUSION

The proposal is for the construction of a communal residence in the General Residential Zone of the Kingborough Interim Planning Scheme 2015. Services are established in the area and the site is close to central Kingston. The proposal can meet the relevant acceptable solutions or adequately satisfy the relevant performance criteria of the Scheme.

4. RECOMMENDATION

That the Planning Authority resolves that the development application for communal residence at 16 O'Connor Drive, Kingston for Systembuilt Homes be approved subject to the following conditions:

1. Except as otherwise required by this Permit, use and development of the land must be substantially in accordance with Development Application No. DA-2020-474 and Council Plan Reference No. P2 submitted on 21 October 2020. This Permit relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with all conditions in this Permit. Any amendment, variation or extension of this Permit requires further planning consent of Council.
2. Before the approved development commences, landscaping plans must be submitted for approval by Council's Manager Development Services.

The landscape plan must be prepared by a suitably qualified person and be at a suitable scale, and indicate the following:

- a) landscaping along the O'Connor Drive frontage, private open space areas and driveways.
- b) outline of the proposed buildings;
- c) proposed planting by quantity, genus, species, common name, expected mature height and plant size;
- d) existing trees to be retained and proposed measures to be carried out for their preparation and protection during construction;
- e) earth shaping proposals, including retaining wall(s);
- f) fencing, paths and paving (indicating materials and surface finish)

Unless otherwise agreed in writing by the Responsible Authority, the landscaping areas shown on the endorsed plans must be used for landscaping and no other purpose.

3. Plans submitted for building approval for the development must demonstrate that the dwelling will be constructed to BAL-12.5 consistent with the requirements of the Bushfire Attack Level Assessment and accompanying a certified Bushfire Hazard Management Plan (Chris Draffin, Onto It Solutions, 17 March 2021).
4. All recommendations and management actions in the Bushfire Attack Level Assessment and accompanying certified Bushfire Hazard Management Plan (Chris Draffin, Onto It Solutions, 17 March 2021) must be implemented, including maintenance of the hazard management area in a low fuel state and ensuring compliant access, water supply and construction to BAL-12.5.

Ongoing use of the site must also be in accordance with the certified Emergency Management Strategy (Chris Draffin, Onto It Solutions), certified by the Tasmania Fire Service on 31 March 2021.

5. All development and works must be contained within the property boundary and access to the site must be via O'Connor Drive not the adjacent Public Open Space, unless a permit is issued by Council under the Parks, Recreation and Natural Areas By-law 2 of 2011.

6. Prior to the commencement of site works a soil and water management plan must be submitted to Council for approval. The plan must be in accordance with NRM South Soil and Water Management of Construction Sites – Guidelines and Tasmanian Standard Drawings (TSD-SW28). A site inspection of the implemented plan by the Council's Development Inspector must be satisfactorily undertaken with the principal contractor prior to the commencement of any work on site.
7. The stormwater runoff from all new impervious areas must be disposed of by gravity to Council's reticulated stormwater system to the satisfaction and approval of the Executive Manager – Engineering Services.
8. To reduce the spread of weeds or pathogens, all machinery must take appropriate hygiene measures prior to entering and leaving the site as per the Tasmanian Washdown Guidelines for Weed and Disease Control produced by the Department of Primary Industries, Parks, Water and Environment.

Any imported fill materials must be from a weed and pathogen free source to prevent introduction of new weeds and pathogens to the area.

9. Prior to the occupation of any of the new building the following works must be completed in accordance with the endorsed plans to the satisfaction of the Council:
 - i. The parking areas (including signage and access);
 - ii. The garden and landscape areas;
 - iii. Drainage works undertaken and completed;
 - iv. Letterbox installed
10. The conditions as determined by TasWater, and set out in the attached Appendix A, form part of this permit.

ADVICE

- A. In accordance with section 53(5) of the Land Use Planning and Approvals Act 1993 this permit lapses after a period of two years from the date on which it is granted if the use or development in respect of which it is granted is not substantially commenced within that period.
- B. The approval in this permit is under the Land Use Planning and Approvals Act 1993 and does not provide any approvals under other Acts including, but not limited to Building Act 2016, Urban Drainage Act 2013, Food Act 2003 or Council by-laws.

If your development involves demolition, new buildings or alterations to buildings (including plumbing works or onsite wastewater treatment) it is likely that you will be required to get approvals under the Building Act 2016. Change of use, including visitor accommodation, may also require approval under the Building Act 2016. Advice should be sought from Council's Building Department or an independent building surveyor to establish any requirements.

- C. An application for Notifiable Plumbing Work must be lodged with Council before commencing any work.

ATTACHMENTS

1. **Assessment Checklist**
2. **Location Plan**
3. **Proposal Plans**
4. **TasWater Conditions**

ASSESSMENT CHECKLIST

Zone Provisions

ISSUE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Non-dwelling Development (10.5.1)	<p>A1</p> <p>Non-dwelling development must comply with all of the following acceptable solutions as if it were a dwelling:</p> <p>(a) 10.4.2 A1 and A3;</p> <p>(b) 10.4.3 A1 (a) and (c);</p> <p>(c) 10.4.7 A1.</p> <p>(d) 10.4.2 A4</p>		✓		A1 – does not comply with clause 10.4.2 A1 and A3 (see assessment below).
Setbacks and building envelope for all dwellings (Cl. 10.4.2)	<ul style="list-style-type: none"> A1 – setback from frontage A3 – containment within the building envelope A4 – Impact on trees 		✓	✓	<p>A1 – does not comply - front setback to O'Connor Drive is 4.5m to main wall of building, although the walkway extends more than 0.6m into the setback (1m); 3.5m from the frontage. Assessment against the performance criteria required.</p> <p>A3 - does not comply – building is setback only 1.65m to 2.88m from the south-eastern rear boundary (4m required). Otherwise the building can be contained within the building envelope. Assessment against the performance criteria required.</p> <p>A4 - complies – no impacts on trees – site has been previously cleared of vegetation.</p>
Site coverage and private open space (Cl.10.4.3)	<ul style="list-style-type: none"> A1 – (a) site coverage 50% A1 – (c) pervious surfaces 25% 	✓		✓	<p>A1(a) – complies – site area is 744m² and building area is 247.5m² = 33.27% site coverage.</p> <p>A1(c) – complies – the proposed pervious surfaces will be approximately 45%.</p>
Frontage fences (Cl. 10.4.7)	<ul style="list-style-type: none"> A1 – maximum height of fences 			✓	A1 – n/a no front fence proposed.

ISSUE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Non-residential Garages and Carports (10.5.2)	A1 - Non-residential garages and carports must comply with all of the following acceptable solutions as if they were ancillary to a dwelling: (a) 10.4.2 A2; (b) 10.4.5 A1.			✓	n/a – no garage / carport proposed.
Outdoor Storage Areas (10.5.3)	A1 - Outdoor storage areas must comply with all of the following: (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas.			✓	n/a – no outdoor storage areas proposed.

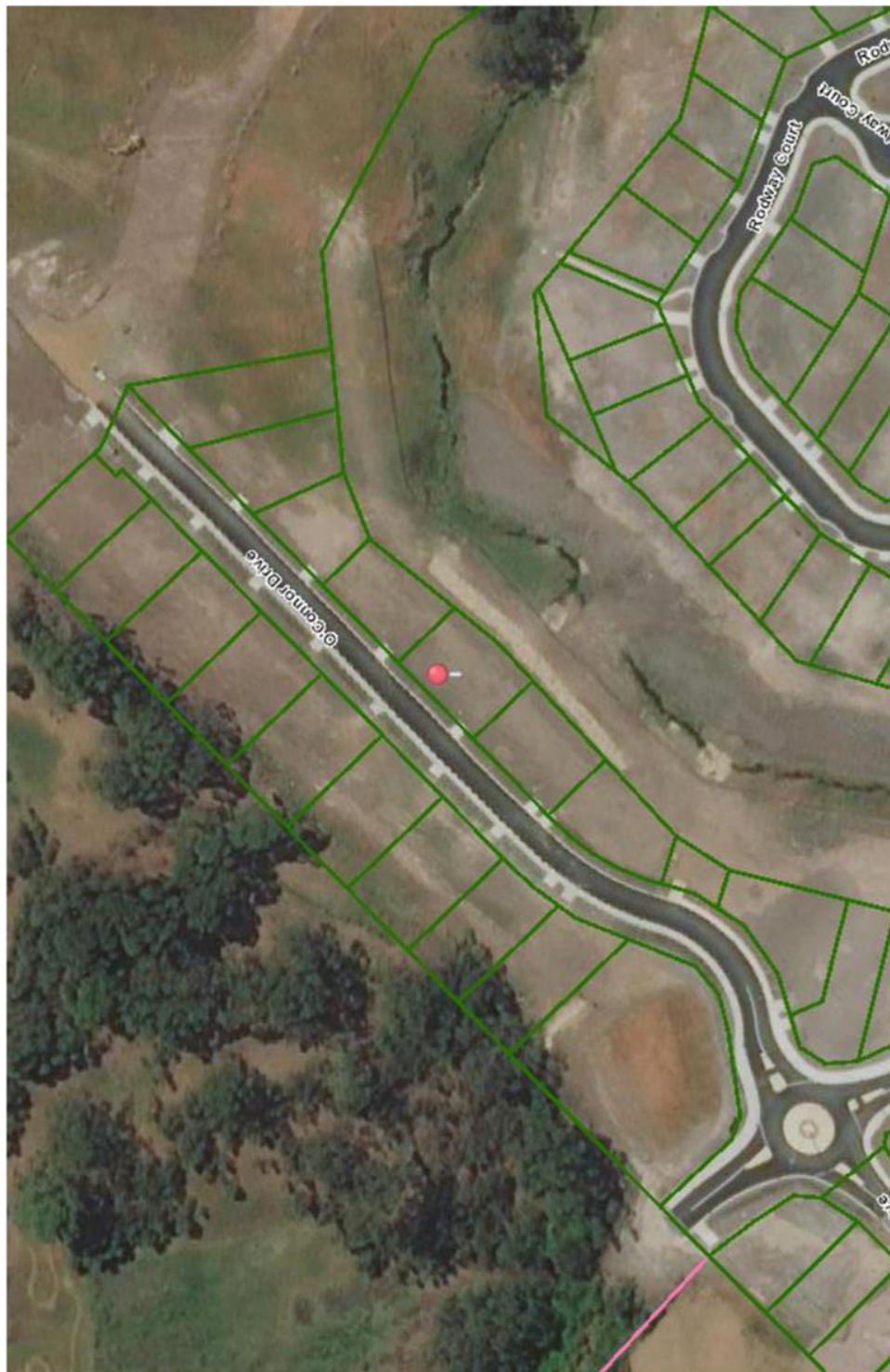
Code Provisions

CLAUSE		COMPLIES			COMMENTS
		YES	NO	N/A	
E1.0 Bushfire-Prone Areas Code The proposed development involves a vulnerable use and is located within a Bushfire Prone Area shown on the planning scheme maps. Therefore, the Bushfire Prone Areas Code applies unless an accredited person, having regard to the objective of all applicable standards in this code, certifies there is an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures. A Bushfire Attack Level Assessment (Chris Draffin, Onto It Solutions, v2, 17 March 2021), including a certified Bushfire Hazard Management Plan, Emergency Management Strategy (EMS) and s51 Certificate, was submitted with the application.					
Standards for vulnerable uses (Cl.E1.5.1.1)	<ul style="list-style-type: none">A1 – No acceptable solution (requires assessment against performance criteria)A2 – EMS demonstrating bushfire protection measures etc.		✓		A1 – no Acceptable Solution. Performance Criteria must be addressed. A2 – complies - The EMS submitted with the application has been endorsed by TF and provides for mitigation measures to achieve and maintain a level of tolerable risk that is specifically

CLAUSE	COMPLIES			COMMENTS
	YES	NO	N/A	
<ul style="list-style-type: none"> A3 – certified BHMP 			✓	<p>developed to address the characteristics, nature and scale of the use. This includes development and implementation of a Bushfire Emergency Plan.</p> <p>A3 – complies - a BHMP certified by an accredited person was submitted with the application and contains appropriate bushfire protection measures. A condition is recommended for inclusion in any permit issued requiring implementation of the BHMP and EMS and requiring plans submitted for building to demonstrate consistency with the BHMP.</p>
E6.0 Parking and Access Code				
Use standards – number of car parking spaces (Cl.E6.6.1)	<ul style="list-style-type: none"> A1 - Number of on-site car parking spaces complies with table 	✓		<p>complies – Required 3 car parking spaces and 3 spaces proposed</p> <ul style="list-style-type: none"> - 1 for staff - 1 per 3 beds/residents
Number of vehicular accesses (Cl.E6.7.1)	<ul style="list-style-type: none"> A1 – Number of vehicle access points complies 	✓		complies – only one crossover to the site; existing and proposed.
Design of vehicular accesses (Cl.E6.7.2)	<ul style="list-style-type: none"> A1 – Design of vehicle access points complies 	✓		Complies – existing urban access/crossover. No new works proposed.
Vehicular Passing Areas Along an Access (Cl. E6.7.3)	<ul style="list-style-type: none"> A1 - Passing bay must be provided every 30m and shown on the development application plans. 		✓	n/a – not required.
On-site Turning (Cl. E6.7.4)	<ul style="list-style-type: none"> A1 - On site turning must be provided for all non-residential carparking spaces 		✓	n/a – as each access serves no more than 2 dwellings.
Layout of parking areas (Cl.E6.7.5)	<ul style="list-style-type: none"> A1 – Layout and compliance with Australian Standard 	✓		Complies- Complies with AS2890.
Surface treatment of parking areas (Cl.E6.7.6)	<ul style="list-style-type: none"> A1 – Parking spaces and vehicular circulation surfaces provided 	✓		Complies – concrete with drainage proposed.

CLAUSE		COMPLIES			COMMENTS
		YES	NO	N/A	
Access to a Road (E6.7.14)	<ul style="list-style-type: none"> A1 - Access to a road must be in accordance with the requirements of the road authority 	✓			Complies – the access is existing.
E7.0 Stormwater Management Code					
Stormwater drainage and disposal (Cl.E7.7.1)	<ul style="list-style-type: none"> A1 – Disposal of stormwater to public infrastructure A2 – Sensitive design of stormwater system incorporates water sensitive urban design principles A3 – Design of minor stormwater drainage system A4 – Design of major stormwater drainage system 	✓		✓ ✓ ✓	A1 – complies - Stormwater will be disposed to council's discharge point. A2 – n/a A3 – n/a A4 – n/a
E10.0 Biodiversity Code					
While the subject land is partly within the Biodiversity Protection Area, no native vegetation subject to the Code is impacted by the proposal. Therefore this Code is not triggered.					
E11.0 Waterway and Coastal Protection Code					
While the Waterway and Coastal Protection Area encroaches slightly into the site (southern corner), the proposal will not impact this area therefore Code E11.0 is not applicable.					

LOCATION PLAN



SELECTIONS

EXTERNAL COLOURS

ROOF CLADDING: COLORBOND - WALLABY
FASCIAS: WALLABY
GUTTERS: WALLABY
EXTERNAL CLADDING: SCYON AXON 133- IRONSTONE
EXTERNAL CLADDING: CENTRE UNIT - TAS OAK -OILED
EXTERNAL TRIMS: TO MATCH
BASE INFILL: N/A
WINDOWS/DOORS: PRECIOUS SILVER
EXTERNAL HINGED DOOR: CLEAR GLASS
GLAZING: DOUBLE GLAZED

INTERNAL COLOURS

INTERNAL WALLS: NATURAL WHITE
CEILINGS: WHITE
INTERNAL TRIMS: NATURAL WHITE
INTERNAL DOORS: NATURAL WHITE

TILING

BATHROOM WALL: VINYL - QUANTAM - OXFORD GREY
BATHROOM FLOOR: VINYL - TARASAFE - 7773 STORM
LAUNDRY WALL: 300X600 WHITE GLOSS RRT (STRAIGHT LAY)
GROUT: TO MATCH
LAUNDRY FLOOR: VINYL - TARASAFE - 7773 STORM
KITCHEN WALL: 100X300 WHITE GLOSS RRT (STRAIGHT LAY)
GROUT:TO MATCH

FLOOR/WINDOW COVERINGS

CARPET: KINGSCLIFF - ASHGREY
LAMINATE: IMPRESIVE 8MM SPOTTED GUM & 2MM TIMBERMATE

MISCELLANEOUS

COOKTOP: ELECTRIC
HOTWATER: HEATPUMP

Development Application: DA-2020-474
Plan Reference no.: P2
Date Received: 21 October 2020
Date placed on Public Exhibition: 31 October 2020

DRAWING INDEX	
SHEET NUMBER	SHEET NAME
A0.0	COVER PAGE
A1.0	EXISTING SITE PLAN
A1.1	PROPOSED SITE PLAN
A1.2	PROPOSED SERVICES PLAN
A1.3	FLOOR PLAN
A1.4	SHADOW DIAGRAMS
A2.0	ELEVATIONS
A2.1	ELEVATIONS
A3.0	SCHEDULES
A4.0	LIGHTING/ELECTRICAL

CHECK ALL DIMENSIONS, BOUNDARIES, EASEMENTS AND SERVICE LOCATIONS ON SITE.
ALL WORK SHALL COMPLY WITH THE TASMANIAN BUILDING REGULATIONS 1994, AND RELEVANT CURRENT AUSTRALIAN STANDARDS.
CHECK CAREFULLY ALL ASPECTS OF THESE DOCUMENTS BEFORE COMMENCING WORK.
ANY ERRORS OR ANOMALIES TO BE REPORTED TO THE DRAWER BEFORE WORK IS CONTINUED.
CONFIRM ALL SIZES AND HEIGHTS ON SITE. DO NOT SCALE OFF PLAN.
ALL FRAMING TO COMPLY WITH AS 1684 RESIDENTIAL TIMBER-FRAMED CONSTRUCTION. NOTE:
ALL TIMBER SIZES SPECIFIED ARE MINIMUM REQUIREMENT ONLY. SUBSTITUTES MAY BE USED AS LONG AS VERIFICATION OF EQUAL PERFORMANCE IS OBTAINED.
ALL CONSTRUCTION IS TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA AND ALL RELEVANT AUSTRALIAN STANDARDS. WIND LOADS DETERMINED IN ACCORDANCE WITH AS 4055 WIND LOADS FOR HOUSING. THESE DOCUMENTS TO BE USED WITH SYSTEMBUILT HOMES SPECIFICATIONS, SOIL TESTS AND ALL DOCUMENTATION PREPARED BY AN ENGINEER. THESE DOCUMENTS ARE INTENDED FOR COUNCIL APPLICATIONS AND NORMAL CONSTRUCTION.
THIS DESIGN IS COVERED UNDER COPYRIGHT AND ANY CHANGES MUST BE CONFIRMED WITH SYSTEMBUILT HOMES. THE DESIGNER RETAINS ALL INTELLECTUAL PROPERTY.

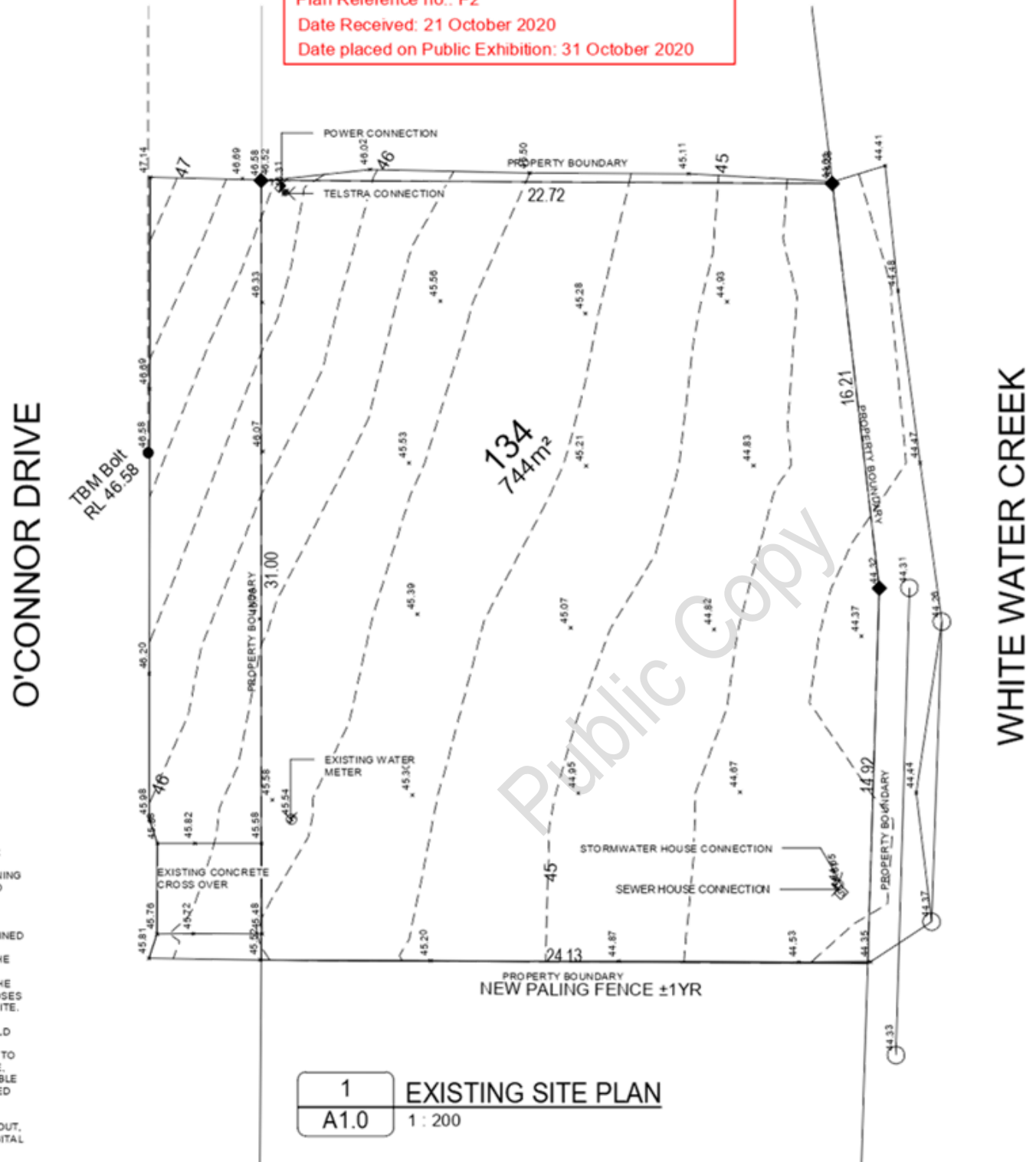
PROJECT INFORMATION	
DESIGNER:	E. RICHMOND
CLIENT:	SAAT
JOB NUMBER:	5117
CLASSIFICATION:	3 CLASS
TITLE REFERENCE:	179102/134
DESIGN WIND SPEED:	N3
SOIL CLASSIFICATION:	CLASS P
CLIMATE ZONE:	7
BAL:	12.5
CORROSION ENVIRONMENT:	
KNOWN HAZARDS:	
FLOOR AREA:	247.5M2
DECKS:	TBA

CLIENT:
SAAT
SPRING FARM ESTATE - KINGSTON
PROJECT NO: 5117 MODEL NO: CUSTOM

systembuilt
designed for living

CONSTRUCTION AND MATERIALS IN ACCORDANCE WITH AS 1684.2 AND AS 3959 FOR BUSHFIRE ATTACK LEVEL - BAL 12.5 GLAZING TO BE IN ACCORDANCE WITH AS1288 AND AS2047 WIND SPEED 41M/S N3

Development Application: DA-2020-474
Plan Reference no.: P2
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"THIS PLAN AND ASSOCIATED DIGITAL MODEL IS PREPARED FOR EMAC SYSTEMBUILT GROUP FROM A COMBINATION OF FIELD SURVEY AND EXISTING RECORDS FOR THE PURPOSE OF DESIGNING NEW CONSTRUCTIONS ON THE LAND AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

THE TITLE BOUNDARIES AS SHOWN ON THIS PLAN WERE NOT MARKED AT THE TIME OF THE SURVEY AND HAVE BEEN DETERMINED BY PLAN DIMENSIONS ONLY AND NOT BY FIELD SURVEY. NO MEASUREMENTS OR OFFSETS ARE TO BE DERIVED BETWEEN THE FEATURES ON THIS PLAN AND THE BOUNDARY LAYER. THE RELATIONSHIP BETWEEN THE FEATURES IN THIS MODEL AND THE BOUNDARY LAYERS CANNOT BE USED FOR ANY SET OUT PURPOSES OR TO CONFIRM THE POSITION OF THE TITLE BOUNDARIES ON SITE.

SERVICES SHOWN HAVE BEEN LOCATED WHERE VISIBLE BY FIELD SURVEY. SERVICES DENOTED AS BEING "PER DBYD ONLY" ARE APPROXIMATE AND FOR ILLUSTRATIVE PURPOSES ONLY. PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE, THE RELEVANT AUTHORITY SHOULD BE CONTACTED FOR POSSIBLE LOCATION OF FURTHER UNDERGROUND SERVICES AND DETAILED LOCATIONS OF ALL SERVICES.

IF SUBSEQUENT DESIGN IS INTENDED FOR CONSTRUCTION SETOUT, FUTURE SURVEYING SETOUT COSTS ARE INCREASED IF THE DIGITAL DATA PROVIDED IS ROTATED, SCALED OR MOVED.

THIS NOTE FORMS AN INTEGRAL PART OF THE PLAN/DATA. ANY REPRODUCTION OF THIS PLAN/MODEL WITHOUT THIS NOTE ATTACHED WILL RENDER THE INFORMATION SHOWN INVALID.

2m 4m 6m 8m 10m	
SITE INFORMATION	
SITE AREA	744M²
TOTAL BUILDING AREA	0.0M²
TOTAL SITE COVERAGE	0.0%

1 EXISTING SITE PLAN
A1.0 1 : 200

ALL SITE WORKS SHALL BE IN ACCORDANCE WITH N.C.C., CSIRO BTf 18,19,22 AND AS2870 MINIMAL SITE DISTURBANCE IS TO BE CARRIED OUT.

SEDIMENT CONTROL: 'GEOLAB' SILT FENCE 1000 OR SIMILAR. TOPSOIL STOCKPILES REMAINING ON THE SITE TO BE COVERED WITH PLASTIC, ADEQUATELY RETAINED ALONG ALL EDGES. UNUSED STOCKPILES TO BE REMOVED FROM SITE OR USED FOR FUTURE LANDSCAPING.

SITE PREPARATION AND EXCAVATION
IN ACCORDANCE WITH PART 3.1 OF CURRENT N.C.C., AND TO LOCAL COUNCIL REQUIREMENTS. INTERNAL FINISHED FLOOR LEVEL (FFL) TO BE MIN. 150MM ABOVE FINISHED EXTERNAL GROUND AREAS (FLOWER BEDS OR GRASSED AREAS) AND MIN. 50 MM ABOVE FINISHED EXTERNAL SEALED SURFACES (PAVED AREAS). PROVIDE 50 MM MIN. FALL FOR THE FIRST METRE AWAY FROM BUILDING TOWARDS LOWER GROUND OR ALTERNATIVELY SUFFICIENT DRAINAGE PROVISIONS (AG DRAINS, SUMPS OR SIMILAR).

FOOTINGS
CONCRETE FOOTINGS AND SLABS IN ACCORDANCE WITH PART 3.2 OF CURRENT N.C.C. AND AS 2870 2011 AND ENGINEERS SPECS UNLESS OTHERWISE SPECIFIED, FOOTINGS 25MPA / SLAB 25MPA. STRIP FOOTINGS TO BE PLACED WITH A MECHANICAL VIBRATOR. CONCRETE SLABS TO BE MOISTURE CURED FOR MIN. OF 7 DAYS OR APPLY APPROVED CURING COMPOUND. PROVIDE WALL CAVITY DRAINAGE WITH WEEPHOLES AT 960 MAX CENTRES ALONG LINE ABOVE FINISHED GROUND LEVEL. (SLAB AREA).

REV	ISSUE DETAILS	BY	DATE
01			
02			
03			

PROJECT STAGE
PLANNING STAGE

CLIENT:
SAAT

SPRING FARM ESTATE - KINGSTON

PROJECT NO: 5117 MODEL NO: CUSTOM



1063 CAMBRIDGE ROAD
CAMBRIDGE, TASMANIA 7170
PH: 03 6214 8888 EMAIL: admin@systembuilt.com.au
Accredited Designer: Daniel Bastin CC6836

PLEASE READ CAREFULLY
THIS PLAN CERTIFIED CORRECT IS THE ONE REFERRED TO IN THE BUILDING CONTRACT AND I UNDERSTAND CHANGES HEREFTER MAY NOT BE POSSIBLE.

FINAL PLAN: ANY REQUESTED VARIATIONS TO YOUR HOUSE PLAN WILL INCUR AN AMENDMENT / ADMINISTRATION MINIMUM FEE OF \$500.00

SIGNATURES:

CLIENT: DATE:

CLIENT: DATE:

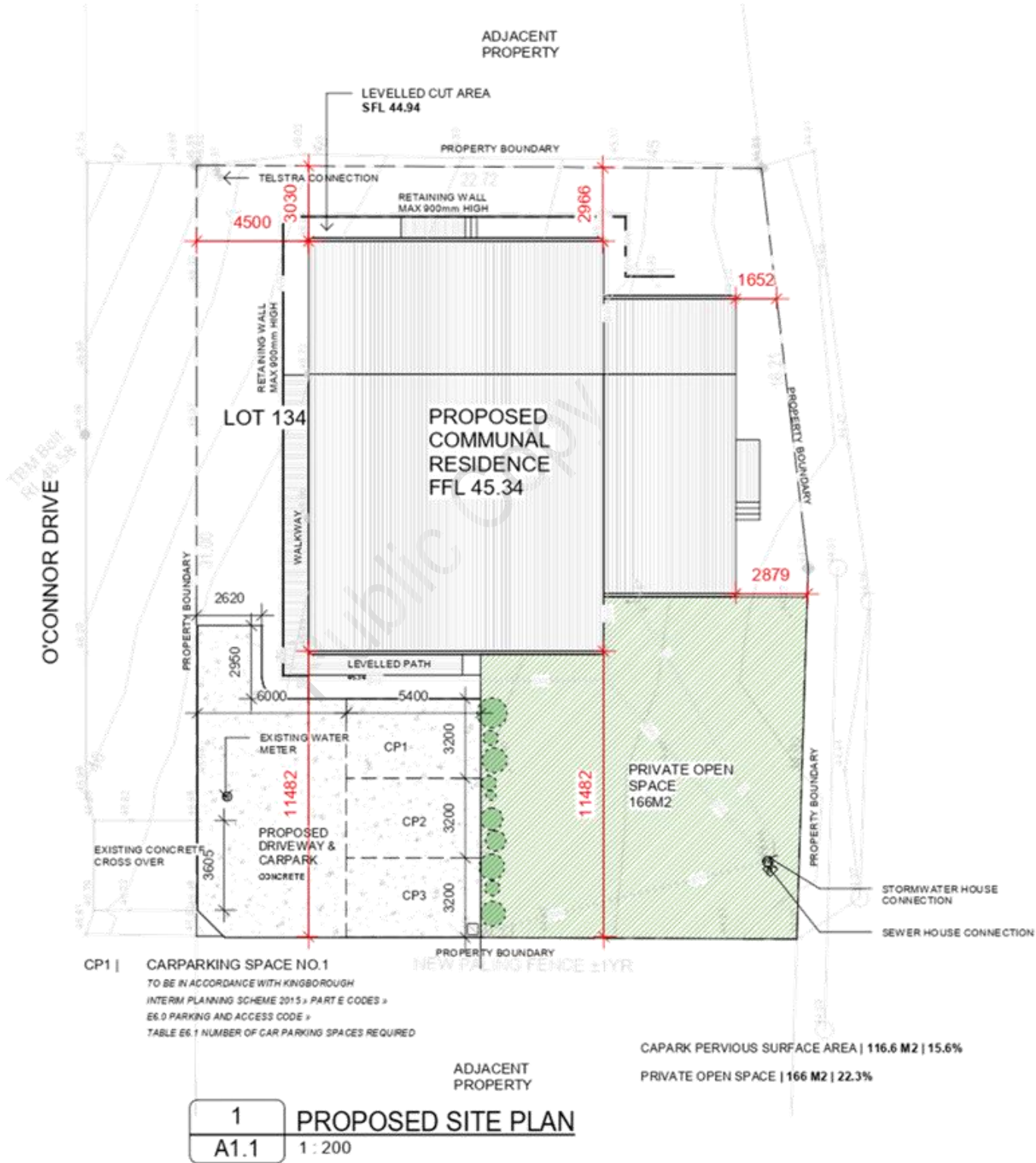
BUILDER: DATE:

EXISTING SITE PLAN	
PROJECT NO: 5117	SHEET: A1.0
SCALE: As indicated	DATE: 12/10/20
DRAWN: ER	CHECK: ER
REV: 1	

CONSTRUCTION AND MATERIALS IN ACCORDANCE WITH AS 1684.2 AND AS 3959 FOR BUSHFIRE ATTACK LEVEL - BAL 12.5 GLAZING TO BE IN ACCORDANCE WITH AS1288 AND AS2047 WIND SPEED 41M/S N3

Development Application: DA-2020-474
Plan Reference no.: P2
Date Received: 21 October 2020
Date placed on Public Exhibition: 31 October 2020

SITE INFORMATION	
SITE AREA	744M ²
TOTAL BUILDING AREA	247.5M ²
TOTAL SITE COVERAGE	33.2%



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SEDIMENT CONTROL: 'GEOLAB' SILT FENCE 1000 OR SIMILAR. TOPSOIL STOCKPILES REMAINING ON THE SITE TO BE COVERED WITH PLASTIC, ADEQUATELY RETAINED ALONG ALL EDGES. UNUSED STOCKPILES TO BE REMOVED FROM SITE OR USED FOR FUTURE LANDSCAPING.

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FOOTINGS

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REV	ISSUE DETAIL	BY	DATE
01			
02			
03			

PROJECT STAGE
PLANNING STAGE

CLIENT:
SAAT

SPRING FARM ESTATE - KINGSTON

PROJECT NO: 5117 MODEL NO: CUSTOM

systembuilt
designed for living

1063 CAMBRIDGE ROAD
CAMBRIDGE, TASMANIA 7170
PH:03 6214 8888 EMAIL:admin@systembuilt.com.au
Accredited Designer: Daniel Bastin CC6836

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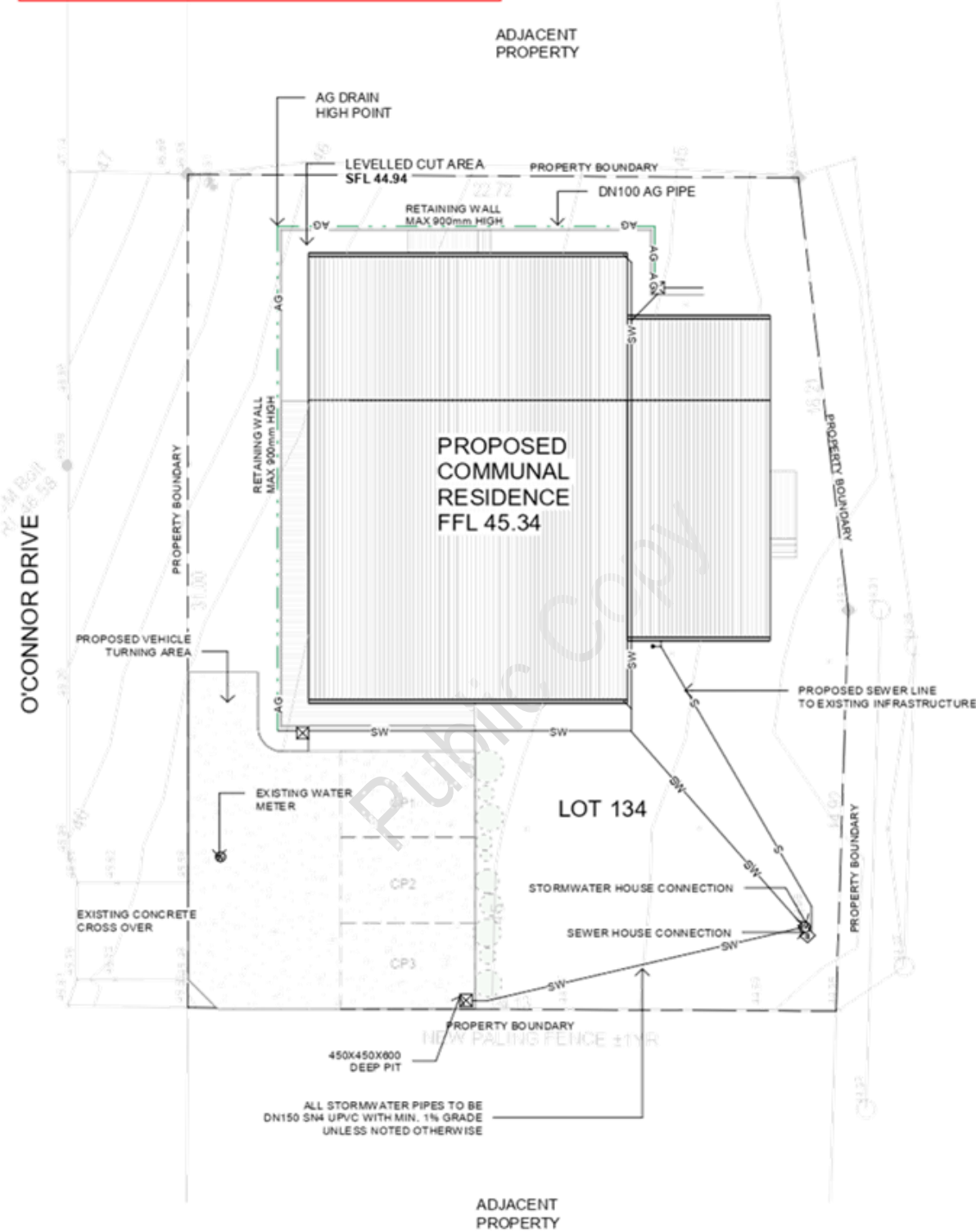
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SIGNATURES:	
CLIENT:	DATE:
CLIENT:	DATE:
BUILDER:	DATE:

PROPOSED SITE PLAN	
PROJECT NO: 5117	SHEET: A1.1
SCALE: As indicated	DATE: 12/10/20
DRAWN: ER	CHECK: ER
REV: 1	

CONSTRUCTION AND MATERIALS IN ACCORDANCE WITH AS 1684.2 AND AS 3959 FOR BUSHFIRE ATTACK LEVEL - BAL 12.5 GLAZING TO BE IN ACCORDANCE WITH AS1288 AND AS2047 WIND SPEED 41M/S N3

Development Application: DA-2020-474
Plan Reference no.: P2
Date Received: 21 October 2020
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SITE INFORMATION	
SITE AREA	744M²
TOTAL BUILDING AREA	0.0M²
TOTAL SITE COVERAGE	0.0%

1
A1.2

PROPOSED SERVICES PLAN
1 : 200

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REV	ISSUE	DEFINITION	BY	DATE
B3				
B2				
B1				

PROJECT STAGE
PLANNING STAGE

CLIENT:
SAAT

SPRING FARM ESTATE - KINGSTON

PROJECT NO: 5117 MODEL NO: CUSTOM

systembuilt
designed for living

1063 CAMBRIDGE ROAD
CAMBRIDGE, TASMANIA 7170
PH: 03 6214 8888 EMAIL: admin@systembuilt.com.au
Accredited Designer: Daniel Bastin CC6836

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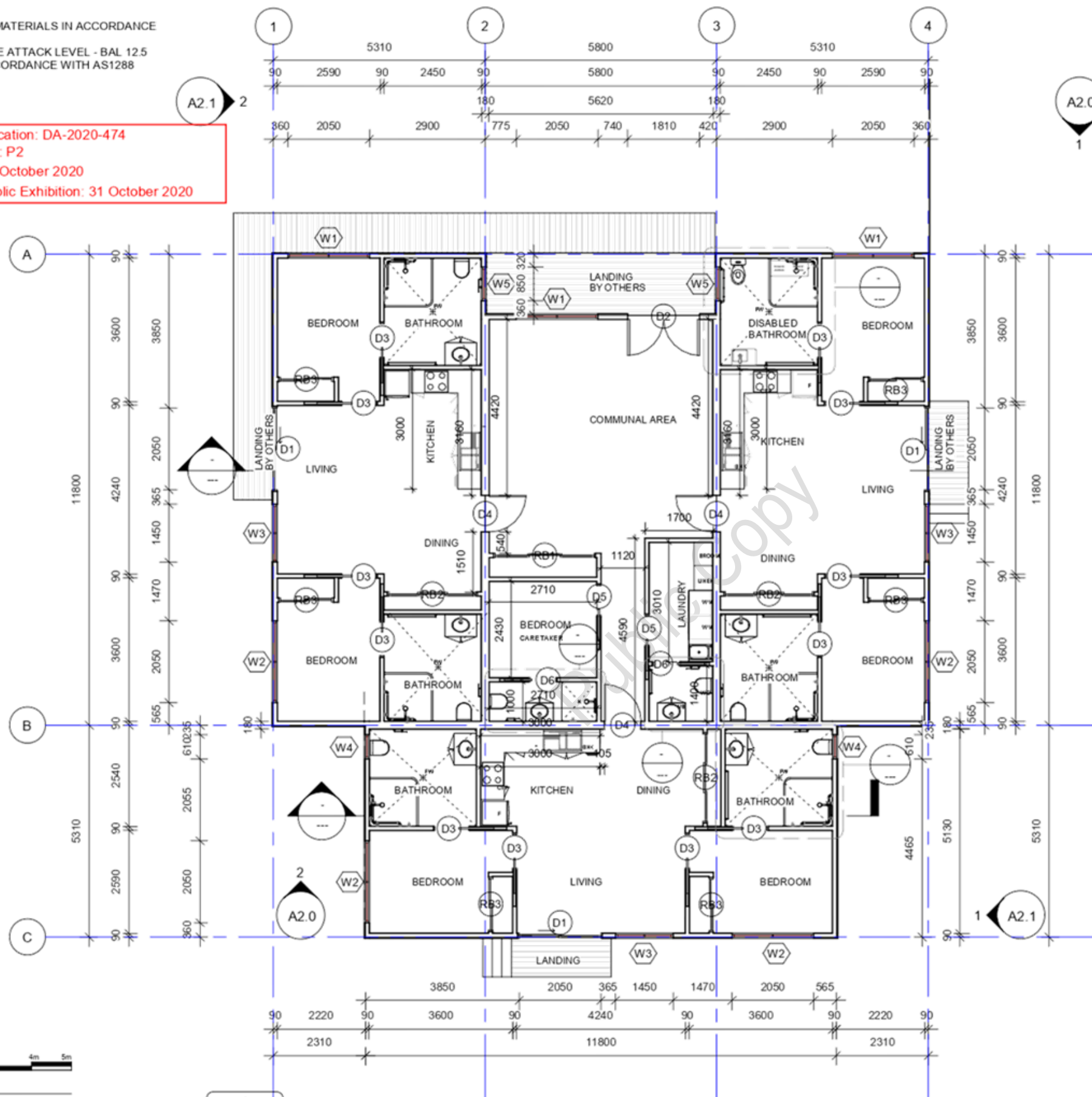
SIGNATURES:	
CLIENT:	DATE:
CLIENT:	DATE:
BUILDER:	DATE:

PROPOSED SERVICES PLAN	
PROJECT NO: 5117	SHEET: A1.2
SCALE: As indicated	DATE: 12/10/20
DRAWN: ER	CHECK: ER REV: 1

CONSTRUCTION AND MATERIALS IN ACCORDANCE WITH AS 1684.2 AND AS 3959 FOR BUSHFIRE ATTACK LEVEL - BAL 12.5
GLAZING TO BE IN ACCORDANCE WITH AS1288 AND AS2047
WIND SPEED 41M/S N3

Development Application: DA-2020-474
Plan Reference no.: P2
Date Received: 21 October 2020
Date placed on Public Exhibition: 31 October 2020

FLOOR AREAS	
FLOOR AREA	247.5M ²
DECK/LANDINGS	TBAM ²
TOTAL	247.5M ²



1 FLOOR PLAN
A1.3 1:100

ENERGY EFFICIENCY PROVISIONS
IN ACCORDANCE WITH PART 3.12 OF CURRENT N.C.C.

BUILDING FABRIC	
CEILING INSULATION	R 0.4
FLAT CEILING/PITCHED METAL ROOF W/SARKING	R 4.0
FIBREGLASS CEILING BATTS	R 4.4
TOTAL	R 4.4
WALL INSULATION	
W/SINGLE SIDED SISALATION	R 0.54
FIBREGLASS WALL BATTS	R 2.0
TOTAL	R 2.54
FLOOR INSULATION	
(ENCLOSED PERIMETER)	R 0.9
TIMBER FLOOR	R 4.0
MIN. ADDITIONAL FLOOR INSULATION	R 4.9
TOTAL	R 4.9

BUILDING SEALING

CHIMNEYS AND FLUES N/A
ROOF LIGHTS N/A

EXTERNAL WINDOWS AND DOORS

COMPRESSIBLE STRIP, FOAM, RUBBER OR FIBROUS SEAL TO ALL EXTERNAL WINDOW SASHES AND EXTERNAL DOORS.

EXTERNAL FANS

SELF CLOSING DAMPER OR FILTER TO BE FITTED.

CONSTRUCTION OF ROOFS, WALLS AND FLOORS

ALL JUNCTIONS INSIDE OF EXTERNAL SKIN TO BE FULLY SEALED WITH CAULKING, SKIRTING, ARCHITRAVES, CORNICES OR SQUARE STOP.

AIR MOVEMENT

REFER WINDOW & DOOR LOCATIONS FOR AIR MOVEMENT & VENTILATION PROVISIONS.

SERVICES

IF HOT WATER CYLINDER IS TO BE INSTALLED IN CONDITIONED SPACE INSULATION OF PIPE WORK IS NOT REQUIRED. IF HOT WATER CYLINDER IS TO BE INSTALLED EXTERNALLY, INSULATION OF PIPE WORK MIN 1 METRE FROM HOTWATER OUTLET.

GLAZING

REFER TO ATTACHED ENERGY EFFICIENCY REPORT.

REV	ISSUE DETN. JN	BY	DATE
B3			
B2			
B1			

PROJECT STAGE
PLANNING STAGE

CLIENT:
SAAT

SPRING FARM ESTATE - KINGSTON

PROJECT NO: 5117 MODEL NO: CUSTOM

systembuilt
designed for living

1063 CAMBRIDGE ROAD
CAMBRIDGE, TASMANIA 7170
PH: 03 6214 8888 EMAIL: admin@systembuilt.com.au
Accredited Designer: Daniel Bastin CC6836

PLEASE READ CAREFULLY

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FINAL PLAN: ANY REQUESTED VARIATIONS TO YOUR HOUSE PLAN WILL INCUR AN AMENDMENT / ADMINISTRATION MINIMUM FEE OF \$500.00

SIGNATURES:

CLIENT: DATE:

CLIENT: DATE:

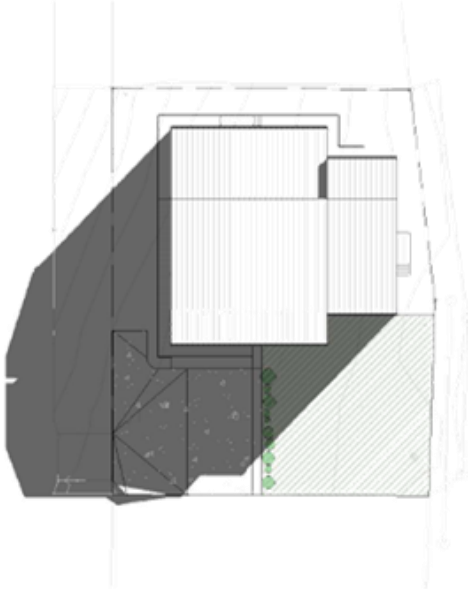
BUILDER: DATE:

FLOOR PLAN

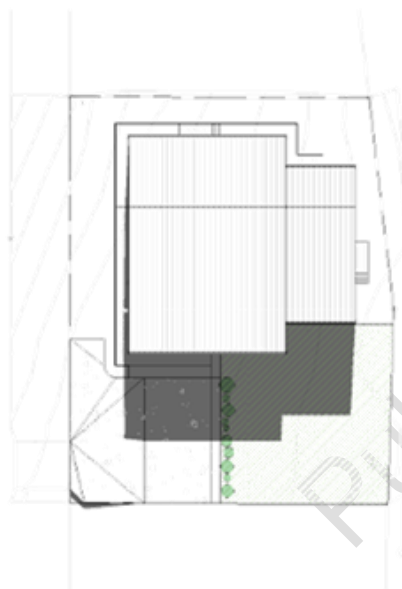
PROJECT NO: 5117	SHEET: A1.3
SCALE: As indicated	DATE: 12/10/20
DRAWN: ER	CHECK: ER
REV: 1	

CONSTRUCTION AND MATERIALS IN ACCORDANCE WITH AS 1684.2 AND AS 3959 FOR BUSHFIRE ATTACK LEVEL - BAL 12.5
GLAZING TO BE IN ACCORDANCE WITH AS1288 AND AS2047
WIND SPEED 41M/S N3

Development Application: DA-2020-474
Plan Reference no.: P2
Date Received: 21 October 2020
Date placed on Public Exhibition: 31 October 2020



1 SHADOW DIAGRAM - 9AM
A1.4 1 : 500



2 SHADOW DIAGRAM 12PM
A1.4 1 : 500



3 SHADOW DIAGRAM 3PM
A1.4 1 : 500

10.4.3 SITE COVERAGE AND PRIVATE OPEN SPACE FOR ALL DWELLINGS

(D) IS NOT LOCATED TO THE SOUTH, SOUTH-EAST OR SOUTH-WEST OF THE DWELLING, UNLESS THE AREA RECEIVES AT LEAST 3 HOURS OF SUNLIGHT TO 50% OF THE AREA BETWEEN 9.00AM AND 3.00PM ON THE 21ST JUNE;

DEVELOPMENT RESPONSE:
THE PROPOSED DWELLING RECEIVES AT LEAST 3 HOURS OF SUNLIGHT TO 50% OF THE AREA BETWEEN 9.00 AM AND 3.00PM ON THE 21ST OF JUNE, THEREFORE MEETS THE ACCEPTABLE SOLUTION

1m 2m 3m 4m 5m	
FLOOR AREAS	
FLOOR AREA	247.5M²
DECK/LANDINGS	TBAM²
TOTAL	247.5M²

03

02

01

REV

ISSUE DETAIL

BY

DATE

PROJECT STAGE

PLANNING STAGE

CLIENT:

SAAT

SPRING FARM ESTATE - KINGSTON

PROJECT NO: 5117

MODEL NO: CUSTOM

systembuilt

designed for living

1063 CAMBRIDGE ROAD

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SIGNATURES:

CLIENT: DATE:

CLIENT: DATE:

BUILDER: DATE:

SHADOW DIAGRAMS

PROJECT NO: 5117

SHEET: A1.4

SCALE: As indicated

DATE: 12/10/20

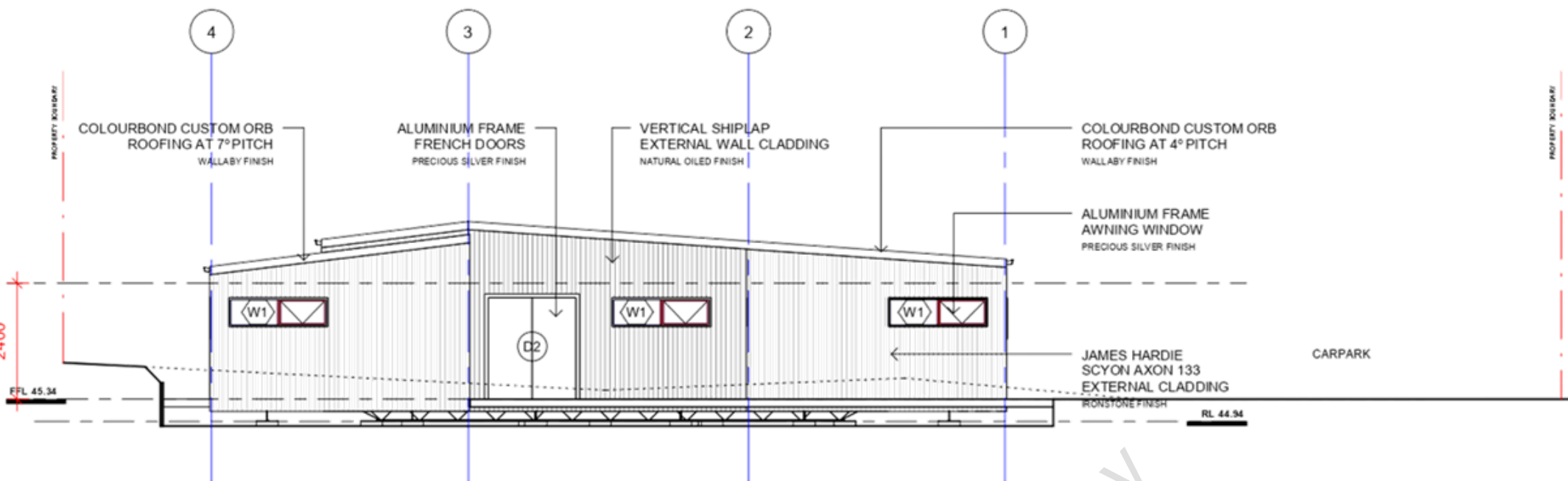
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CHECK: ER

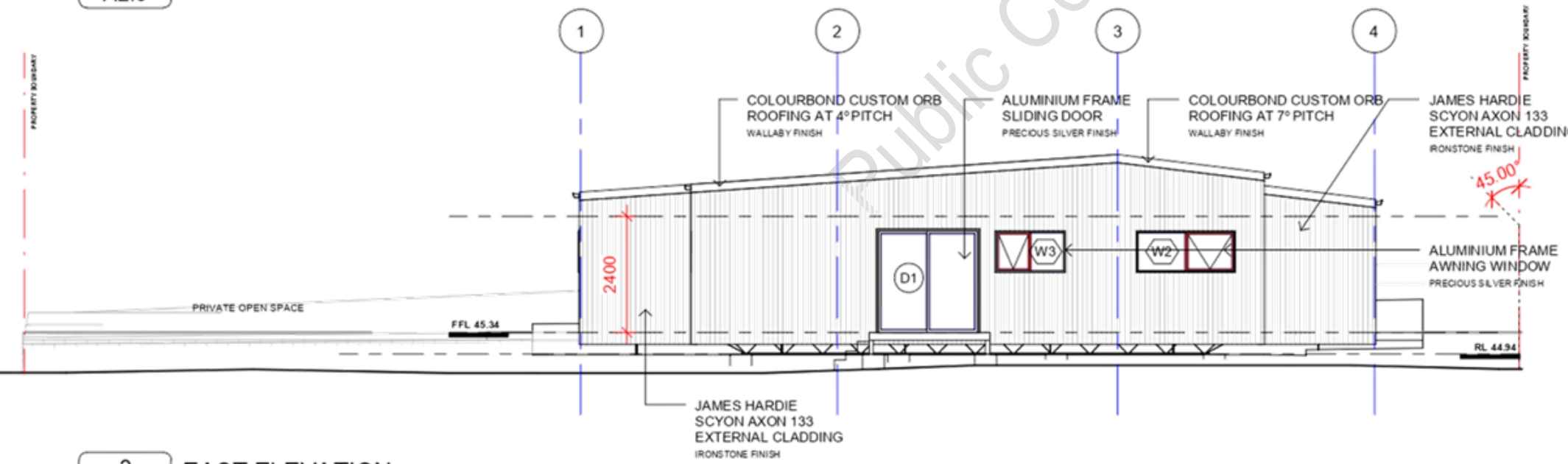
REV: 1

CONSTRUCTION AND MATERIALS IN ACCORDANCE WITH AS 1684.2 AND AS 3959 FOR BUSHFIRE ATTACK LEVEL - BAL 12.5 GLAZING TO BE IN ACCORDANCE WITH AS1288 AND AS2047 WIND SPEED 41M/S N3

Development Application: DA-2020-474
Plan Reference no.: P2
Date Received: 21 October 2020
Date placed on Public Exhibition: 31 October 2020



1 WEST ELEVATION
A2.0 1 : 100



2 EAST ELEVATION
A2.0 1 : 100

FLOOR AREAS	
FLOOR AREA	247.5M²
DECK/LANDINGS	TBAM²
TOTAL	247.5M²

WALL CLADDING

IN ACCORDANCE WITH PART 3.5.3 OF CURRENT N.C.C. AND MANUFACTURER'S SPECIFICATIONS.

ROOF CLADDING, GUTTERING AND DOWNPIPES

IN ACCORDANCE WITH 3.5.1 AND PARTS 3.5.3 OF CURRENT N.C.C. AND AS/NZS 3500.5. INSTALLATION TO BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.

WINDOWS & GLAZING

ALL WINDOWS AND GLAZING TO AS 2047 AND AS 1288 AND PART 3.6 OF CURRENT N.C.C. MANUFACTURER TO PROVIDE CERTIFICATION OF COMPLIANCE. ALL WINDOW MEASUREMENT SHOWN ARE NOMINAL ONLY AND ARE TO BE VERIFIED ON SITE, PRIOR TO ORDERING.

REV	ISSUE DETAIL	DATE
B3		
B2		
B1		

PROJECT STAGE	
PLANNING STAGE	
CLIENT:	
SAAT	
SPRING FARM ESTATE - KINGSTON	
PROJECT NO: 5117	MODEL NO: CUSTOM

systembuilt
designed for living

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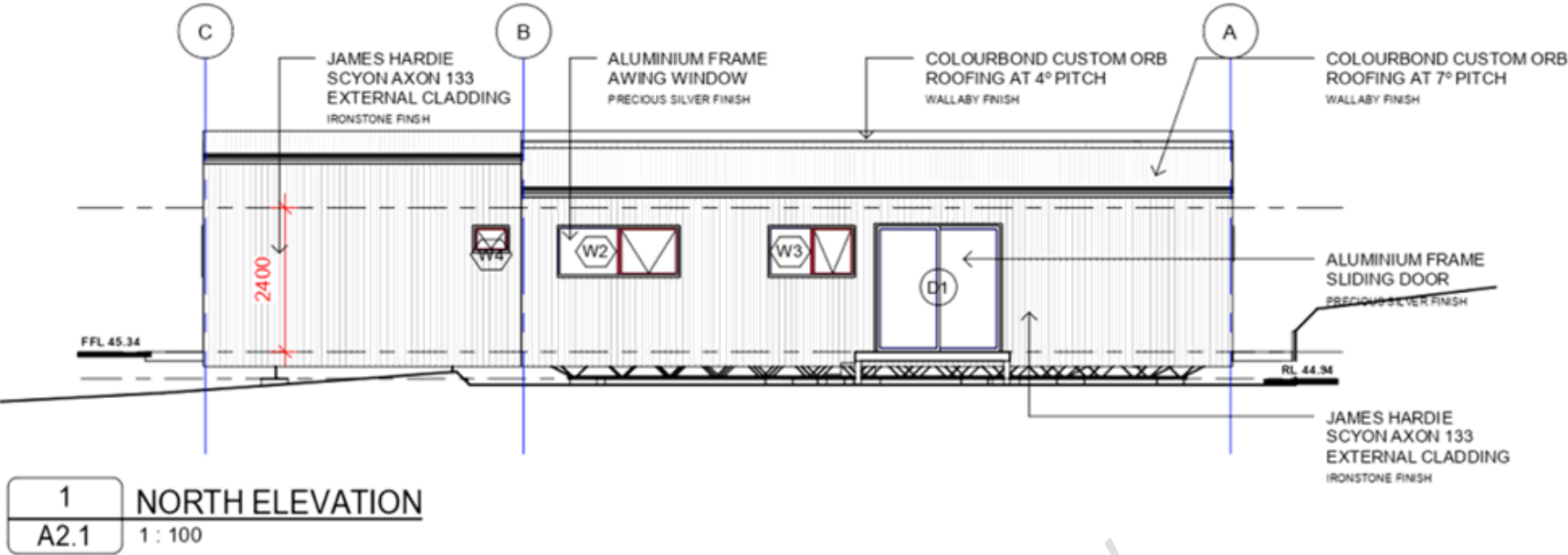
FINAL PLAN: ANY REQUESTED VARIATIONS TO YOUR HOUSE PLAN WILL INCUR AN AMENDMENT / ADMINISTRATION MINIMUM FEE OF \$500.00

SIGNATURES:	
CLIENT:	DATE:
CLIENT:	DATE:
BUILDER:	DATE:

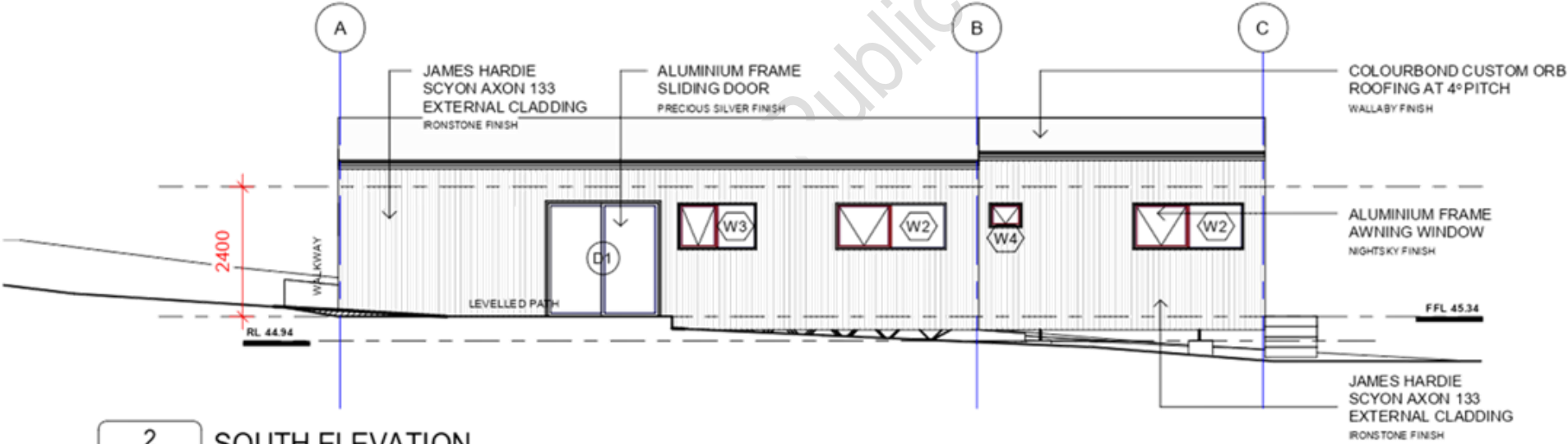
ELEVATIONS	
PROJECT NO: 5117	SHEET: A2.0
SCALE: As indicated	DATE: 12/10/20
DRAWN: ER	CHECK: DB
REV: 1	

CONSTRUCTION AND MATERIALS IN ACCORDANCE WITH AS 1684.2 AND AS 3959 FOR BUSHFIRE ATTACK LEVEL - BAL 12.5 GLAZING TO BE IN ACCORDANCE WITH AS1288 AND AS2047 WIND SPEED 41M/S N3

Development Application: DA-2020-474
Plan Reference no.: P2
Date Received: 21 October 2020
Date placed on Public Exhibition: 31 October 2020



1 NORTH ELEVATION
A2.1 1: 100



2 SOUTH ELEVATION
A2.1 1: 100

1m 2m 3m 4m 5m	
FLOOR AREAS	
FLOOR AREA	247.5M ²
DECK/LANDINGS	TBAM ²
TOTAL	247.5M ²

WALL CLADDING

IN ACCORDANCE WITH PART 3.5.3 OF CURRENT N.C.C. AND MANUFACTURER'S SPECIFICATIONS.

ROOF CLADDING, GUTTERING AND DOWNPIPES

IN ACCORDANCE WITH 3.5.1 AND PARTS 3.5.3 OF CURRENT N.C.C. AND AS/NZS 3500.5. INSTALLATION TO BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.

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B3			
B2			
B1			
REV	ISSUE DETAIL	BY	DATE

PROJECT STAGE
PLANNING STAGE

CLIENT:
SAAT

SPRING FARM ESTATE - KINGSTON

PROJECT NO: 5117 MODEL NO: CUSTOM

systembuilt
designed for living

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SIGNATURES:

CLIENT:	DATE:
CLIENT:	DATE:
BUILDER:	DATE:

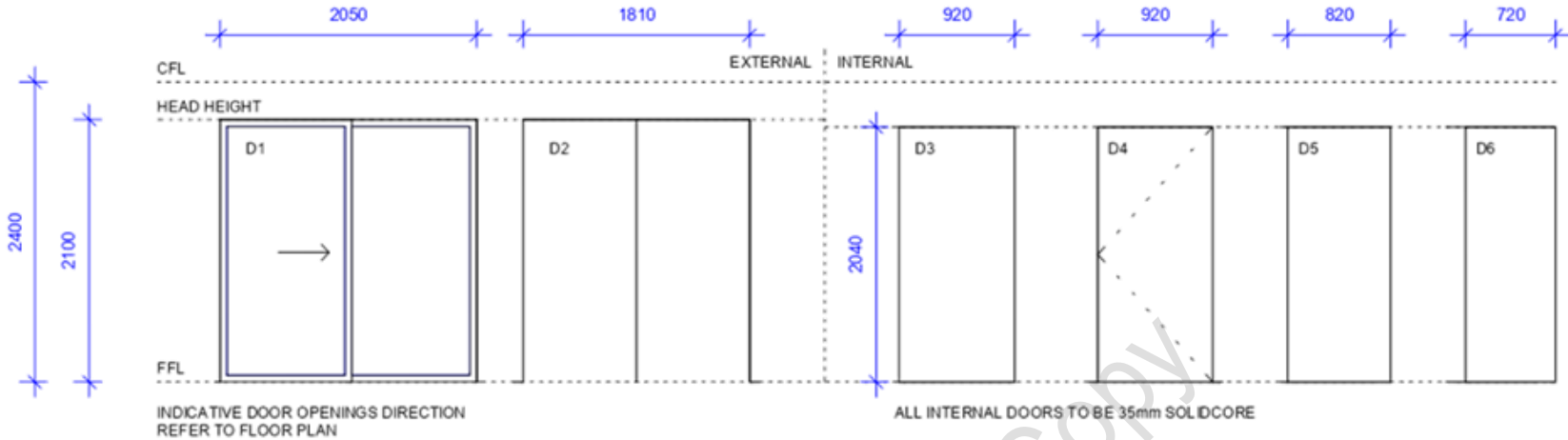
ELEVATIONS

PROJECT NO: 5117	SHEET: A2.1
SCALE: As indicated	DATE: 12/10/20
DRAWN: ER	CHECK: DB
REV: 1	

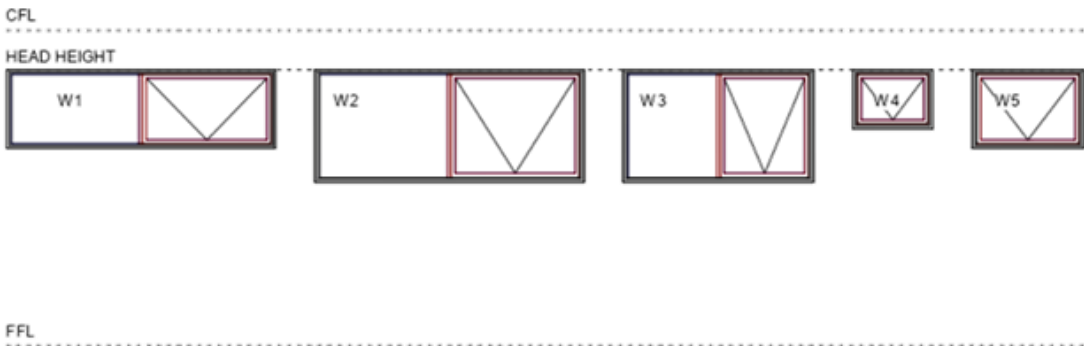
CONSTRUCTION AND MATERIALS IN ACCORDANCE WITH AS 1684.2 AND AS 3959 FOR BUSHFIRE ATTACK LEVEL - BAL 12.5 GLAZING TO BE IN ACCORDANCE WITH AS1288 AND AS2047 WIND SPEED 41M/S N3

DOOR SCHEDULE - BAL N/A- DOUBLE GLAZED - PRECIOUS SILVER					
CODE	DESCRIPTION	HEIGHT	WIDTH	FINISH	QTY
D1	ALUMINIUM GLASS SLIDING DOOR/ 120mm REVEAL	2100	2050	POWDERCOATED FINISH - PRECIOUS SILVER	3
D2	ALUMINIUM GLASS FRENCH DOORS/ 135mm REVEAL	2100	1810	POWDERCOATED FINISH - PRECIOUS SILVER	1
D3	CAVITY SLIDING DOOR	2040	920	NATURAL WHITE - SEMI GLOSS	12
D4	INTERNAL HINGED DOOR	2040	920	NATURAL WHITE - SEMI GLOSS	3
D5	CAVITY SLIDING DOOR	2040	820	NATURAL WHITE - SEMI GLOSS	2
D6	CAVITY SLIDING DOOR	2040	720	NATURAL WHITE - SEMI GLOSS	2
RB1	35mm SOLIDCORE ROBE DOOR- 3/820	2040	2480	TO MAN. SPECS	1
RB2	35mm SOLIDCORE ROBE DOOR- 3/720	2040	2180	TO MAN. SPECS	3
RB3	35mm SOLIDCORE ROBE DOOR- 2/620	2040	1280	TO MAN. SPECS	6
GRAND TOTAL: 33					

Development Application: DA-2020-474
Plan Reference no.: P2
Date Received: 21 October 2020
Date placed on Public Exhibition: 31 October 2020



WINDOW SCHEDULE - BAL N/A- DOUBLE GLAZED - PRECIOUS SILVER					
CODE	DESCRIPTION	HEIGHT	WIDTH	GLAZING	QTY
W1	ALUMINIUM FRAME AWNING WINDOW / 120mm REVEAL	600	2050	CLEAR GLAZING	3
W2	ALUMINIUM FRAME AWNING WINDOW / 120mm REVEAL	857	2050	CLEAR GLAZING	4
W3	ALUMINIUM FRAME AWNING WINDOW / 120mm REVEAL	857	1450	CLEAR GLAZING	3
W4	ALUMINIUM FRAME AWNING WINDOW / 120mm REVEAL	450	610	OBSCURE GLAZING	2
W5	ALUMINIUM FRAME AWNING WINDOW / 123mm REVEAL	600	850	OBSCURE GLAZING	2
GRAND TOTAL: 14					



FLOOR AREAS	
FLOOR AREA	247.5M²
DECK/LANDINGS	TBAM²
TOTAL	247.5M²

03

02

01

REV

ISSUE DEFINED

BY

DATE

PROJECT STAGE

PLANNING STAGE

CLIENT:

SAAT

SPRING FARM ESTATE - KINGSTON

PROJECT NO: 5117

MODEL NO: CUSTOM

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SIGNATURES:

CLIENT:

DATE:

CLIENT:

DATE:

BUILDER:

DATE:

SCHEDULES

PROJECT NO: 5117

SHEET: A3.0

SCALE: 1 : 50

DATE: 12/10/20

DRAWN: ER

CHECK: DB

REV: 1



Submission to Planning Authority Notice

Council Planning Permit No.	DA-2020-474	Council notice date	7/09/2020
TasWater details			
TasWater Reference No.	TWDA 2020/01392-KIN	Date of response	18/09/2020
TasWater Contact	Phil Papps	Phone No.	0474 931 272
Response issued to			
Council name	KINGBOROUGH COUNCIL		
Contact details	kc@kingborough.tas.gov.au		
Development details			
Address	16 O'CONOR DR, KINGSTON	Property ID (PID)	9995357
Description of development	Communal residence		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Systembuilt	Site/Services Plan / A1.2	1	24/08/2020
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be utilised to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Water and/or sewer property connections located within trafficable areas must be housed in suitable trafficable boxes. 3. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 4. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>DEVELOPMENT ASSESSMENT FEES</p> <ol style="list-style-type: none"> 5. The applicant or landowner as the case may be, must pay a development assessment fee of \$211.63 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater. <p>The payment is required within 30 days of the issue of an invoice by TasWater.</p>			



Advice

General

For information on TasWater development standards, please visit
<http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure. The location of TasWater infrastructure as shown on the GIS is indicative only.

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure.

Further information can be obtained from TasWater

- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies

- (c) TasWater will locate residential water stop taps free of charge

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor

Development Assessment Manager

TasWater Contact Details

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

14.5 DEVELOPMENT APPLICATION FOR SUBDIVISION CREATING ADDITIONAL NEW 20 LOTS - STAGE 4B AND 4C AT 41 ALFRED'S GARDEN, KINGSTON

File Number: DAS-2020-6

Author: Sarah Silva, Senior Planning Officer

Authoriser: Tasha Tyler-Moore, Manager Development Services

Applicant:	JMG Engineers
Owner:	Kamtone Pty Ltd
Subject Site:	41 Alfreds Garden, Kingston (CT 176916/502)
Proposal:	Subdivision creating additional new 20 lots - Stage 4B and 4C
Planning Scheme:	Kingborough Interim Planning Scheme 2015
Zoning:	Inner Residential Urban Mixed Use
Codes:	E1.0 Bushfire Prone Areas E5.0 Road and Railway Assets E6.0 Parking and Access E7.0 Stormwater Management E1.0- Bushfire Prone Areas E10.0 Biodiversity E11.0 Waterway and Coastal Protection
Use Class/Category:	N/A subdivision only
Specific Area Plan	Kingston Green Specific Area Plan
Discretions:	Clause F1.5.1.6 – Subdivision (A1) Clause 11.5.1 – Lot Design (A2 and A4) Clause 11.5.2 – Roads (A1) Clause 11.5.3 - Ways and Public Open (A1) Clause 11.5.4 – Services (A4) Clause E5.5.1 – Existing Road Accesses and Junctions (A3) Clause E10.8.1 – Subdivision (A1)
Public Notification:	Public advertising was undertaken between 24 March 2021 and 9 April 2021 in accordance with section 57 of the <i>Land Use Planning and Approvals Act 1993</i>
Representations:	A total of four (4) representations were received. Issues raised include: <ul style="list-style-type: none"> - Clearing of bushland and impacts upon local wildlife. - Community need for pedestrian linkages and public access to bushland public open space. - Stormwater management.
Recommendation:	Approval subject to conditions.

1. PROPOSAL

1.1 Description of Proposal

The proposal is for the subdivision of the land into 20 lots and balance, comprising Stages 4B and 4C of the Kingston Green Specific Area Plan. It is noted that while the balance parcel CT 176916/502 for the overall Kingston Green subdivision includes two separate areas (highlighted in yellow in Figure 3 in this report), the proposed subdivision relates to the southern section of the property and not the land adjacent to the Channel Highway. The works are all within the Inner Residential Zone, with no works proposed within the Urban Mixed Use Zone.

The proposal involves the construction of an extension to existing Eleni Avenue within a new road lot. All new lots will have frontage to the new road extension. The residential lots range in size from 333m² to 877m² in area, with the majority being just over 400m². The frontage of the lots varies however all lots meet the minimum 12-15m frontage requirement of the Kingston Green Master Plan (Figure F1.2 Kingston Green Master Plan and Lot Layout, Kingborough Interim Planning Scheme 2015), with the exception of Lot 5, which has a frontage of only 6m (internal lot).

The submitted drawings include details of proposed stormwater reticulation mains to service the road extension and connections to all proposed lots. The proposal incorporates a stormwater detention and treatment basin within the balance lot, including preliminary modelling to indicate that the stormwater treatment can meet the requirements of the Stormwater Code.

The subject land is partially covered by native vegetation, including individual trees of very high conservation value. There are four (4) high-very high conservation value trees within the footprint of the proposed subdivision works (Stage 4B and 4C) and eight (8) within the proposed lots, all of which are proposed for removal. These trees are *Eucalyptus ovata* (black gum) trees and provide potential habitat for the swift parrot (*Lathamus discolor*). Of the remaining high conservation value trees, four (4) are located within the footprint of future stages and the remainder are within the proposed conservation zone.

Those high conservation value trees located within future stages are not considered or assessed as part of this application and any approval and offsets for their removal will be considered as part of a future application. An advice clause is recommended for inclusion in any permit issued to this effect. There are also a number of high conservation value trees located within the conservation zone immediately adjacent to the stormwater detention basin. To ensure these trees are not impacted by the basin, a condition is recommended for inclusion in any permit issued requiring the detailed engineering design for this basin be developed in consultation with an arborist.

A Natural Values Assessment (North Barker, 11 May 2020) was submitted with the application and confirms that the subject land also contains the following priority biodiversity values:

- 0.68 hectares of *Eucalyptus ovata* forest and woodland (DOV), which is a high priority biodiversity value as it is a threatened native vegetation community listed under State and Commonwealth legislation;
- 3.72 hectares of *Eucalyptus amygdalina* forest and woodland on sandstone (DAS), which is a high priority biodiversity value as it is a threatened native vegetation community listed under State legislation;
- foraging and potential nesting habitat for the endangered swift parrot, which is a high priority biodiversity values;
- potential habitat for the habitat for the endangered Chaostola skipper, which is a moderate priority biodiversity values;

- potential habitat for the endangered eastern barred bandicoot, which is a moderate priority biodiversity values; and
- individual trees of high-very high conservation values, which are a moderate priority biodiversity value.

Of these priority biodiversity values, 2.12 hectares of DAS and Chaostola skipper habitat are located within an existing 2.12 hectare conservation zone established under a Part 5 Agreement to offset the impacts of the previous stage of Kingston Green (Dealing No. E167944). The remaining 2.29 hectares of priority biodiversity values, including 0.68 hectares of DOV and 1.6 hectares of DAS, are outside the conservation zone.

The proposed subdivision will impact upon 0.71 hectares of priority biodiversity values, including 0.13 hectares of DOV and 0.58 hectares of DAS, both of which contain Swift parrot, Chaostola skipper and Eastern barred bandicoot habitat. This vegetation is located within a Biodiversity Protection Area and is subject to Code E10.0 of the Kingborough Interim Planning Scheme. A small area of this vegetation is also within the existing protected area and as a consequence, the proposal involves excising an area from the conservation zone and offsetting this impact elsewhere on site. This is discussed further under 'Other matters' in section 2.6 of this report.

The proposal also includes an offset package to offset the impacts on priority biodiversity values. This package is discussed further below in section 2.4 of this report. Once the offset package is implemented and the proposed clearing is undertaken, all remaining areas of priority biodiversity values will be retained and protected within the conservation zone, excluding four (4) high conservation value trees located within the footprint of future stages.

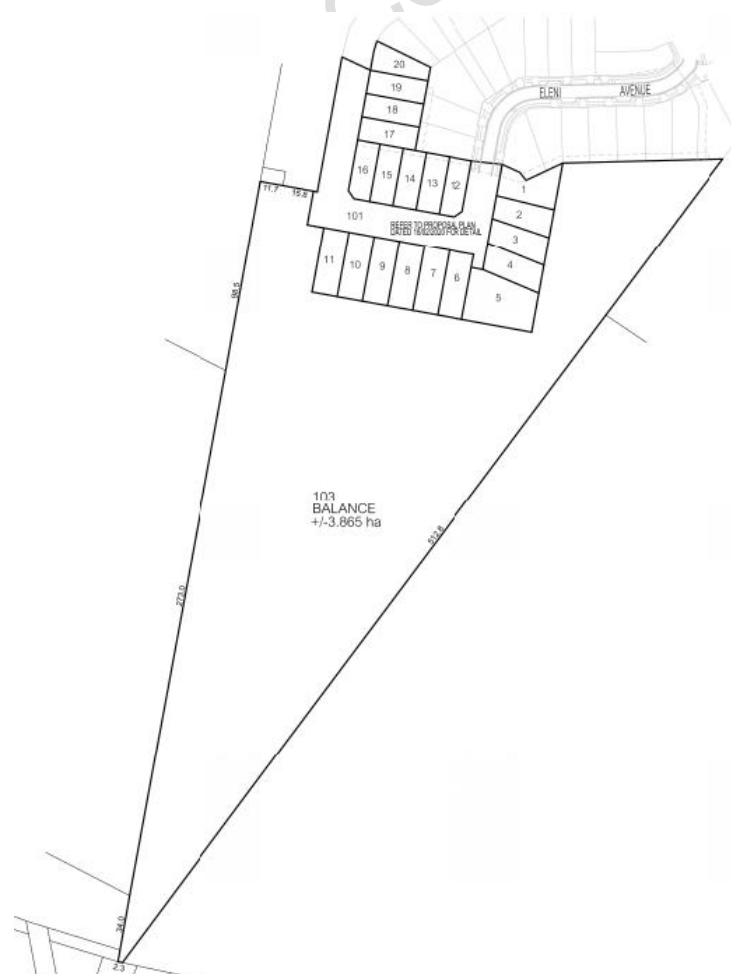


Figure 1: Proposed subdivision layout showing the 20 lots and balance



Figure 2: Aerial image of proposed subdivision layout showing the 20 additional lots.

It is noted that there is a partially formed, informal bushland track that runs through the site, that is currently used by the surrounding residents and local school groups for educational purposes. After extensive discussions, including two (2) on-site meetings with Council staff, the applicant is unwilling to provide any public open space to formalise this linkage and is proposing to provide a cash-in-lieu contribution instead. The application was referred to Council's Recreational Officer and Urban Designer for review in direct relation to this. This is discussed further in section 2.4 of this report.

The application was also referred to TasWater for assessment.

1.2 Description of the site

The subject land is contained within Certificate of Title Volume 176916 Folio 502 which is 8.17ha in area. The land is currently vacant however the site contains numerous tracks and paths, including access to the TasWater sewer pump station and two large dams. Refer to Figure 3 below.

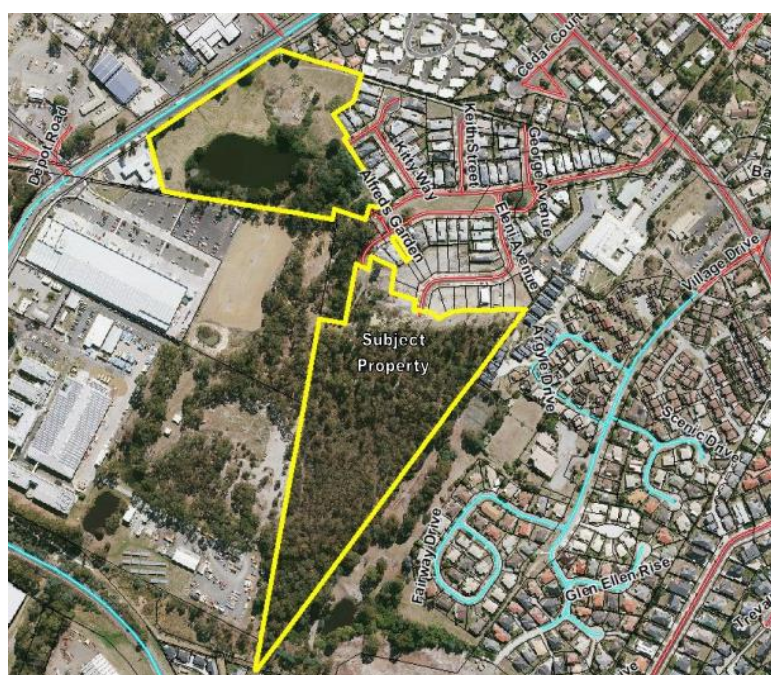


Figure 3: Site and locality plan

The site is zoned both Mixed Use and Inner Residential with the Kingston Green Specific Area Plan overlay.

1.3 Background

The proposed subdivision is for Stage 4B and 4C of the Kingston Green Residential Development Master Plan Report prepared by Annand Alcock Urban Design, which was approved in November 2001. The Master Plan includes conventional lot sizes of between 450-600m²; and larger conventional lots with a lot size of greater than 600m². The Master Plan also includes lot layout and dwelling design standards in order to ensure that the development of the site meets the overall intent of the Master Plan. Stages 1, 2, 3 and 4A are well progressed, with all lots now created and most developed.

With reference to the overall Master Plan, the current proposal is located within parts of Parcels 13, 20 and 21. The original approval for the Master Plan stated that Parcels 2-9 and 12-21 could not be sealed until a flora and fauna survey, an open space strategy and schedule of costs were submitted to Council's satisfaction. These documents were provided in late 2003 and were approved to allow further progression of Kingston Green.

Stage 1 of the development (21 super lots) was approved along with the Master Plan as part of DAS-2001-76 and was sealed by Council in August 2003. Stage 2 (DAS-2003-78) for 11 lots was sealed in March 2005. Stage 3 (DAS-2006-91) was completed in three parts with 12 lots sealed in March 2009, 17 lots sealed in September 2009 and a further 8 lots sealed in September 2010. Stage 4A (DAS-2014-48) for 17 lots was sealed on 12 April 2018.

The current application was submitted in February 2020. Council previously requested further information relating to natural values, bushfire, public open space, and infrastructure plans in response to the current application. The information was provided to the satisfaction of Council on 23 March 2021 and the application was then advertised.

2. ASSESSMENT

2.1 State Policies and Act Objectives

There are no State Policies relevant to this current application.

The proposal is consistent with the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*.

2.2 Strategic Planning

The relevant strategies associated with the Scheme are as follows:

Purpose Statements of the Kingston Green Specific Area Plan

- (a) *Provide a diverse housing mix ranging from free standing cottages on various lot sizes, duplexes and courtyard houses;*
- (b) *Create a clear public/private street system accessible to the general public and provide permeability with through site pedestrian connections;*
- (c) *Create public/community places and spaces of various types and character which create local levels of public amenity;*
- (d) *Provide a high level of public domain through quality landscaping and building design;*
- (e) *Emphasise both pedestrian and vehicular site entries;*

- (f) *Provide strong environmentally sustainable development based on solar access, optimisation of stormwater permeability and on-site detention.*

The proposed subdivision constitutes infill development in an area already adequately serviced with water, sewer, stormwater, pedestrian pathways, roads and public transport. The site is identified within the Scheme as suitable for a high density residential development as part of the Kingston Green Master Plan. The proposal is logical from a sequencing point of view and encourages urban consolidation by providing an opportunity to construct additional residential development in a central location. It is therefore considered that the proposal meets the general overall objectives of the Kingston Green Specific Area Plan.

It is noted that the proposed subdivision layout includes the loss of a small park area that was included within the Kingston Green Residential Development Master Plan for the site. It is also noted that there are very little Public Open Space areas provided within the residential subdivision itself, both within the areas already developed and that proposed by virtue of this subdivision. It is acknowledged that this was a result of the initial subdivision approved for the super lots (DAS-2001-76) as, due to the high Biodiversity values of the site, the large southern triangular balance lot was required to largely be retained in its natural state as an environmental offset for the overall subdivision. This vegetation is protected by virtue of a Part V Agreement with Council and Conservation Management Plan.

2.3 Statutory Planning

The application is for the subdivision of land only, which requires discretionary assessment under the Kingborough Interim Planning Scheme 2015.

Council's assessment of this proposal should also consider the issues raised in the representations, the outcomes of any relevant State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*.

2.4 Use and Development Standards

The proposal satisfies the relevant Acceptable Solutions of the Scheme (see checklist in Attachment 1), with the exception of the following:

Kingston Green Specific Area Plan

Clause F1.5.1.6 – Subdivision

Acceptable Solution

A1 - Subdivision may only be approved where it is consistent with the layout and lot sizes shown in Figure F1.2.



Figure 4: extract of Figure F1.2 from the SAP (proposed site for new lots highlighted by red circle)

Performance Criteria

P1 - Subdivision may be approved where:

- (a) the proposal demonstrates that lots are consistent with Figure F1.3; and
- (b) the proposal demonstrates that residential densities maximise the efficient and orderly use of the site.

Proposal

The proposed lot layout is generally in accordance with that depicted in Figure 1.2 – Kingston Green Master Plan Lot Layout. It is noted that the small park area (highlighted in green) is proposed to be replaced with residential lots, although this is considered minor (it is noted that the area to the east of the proposed new lots, as shown in Figure F1.2, is to remain bushland, which is not reflected in Figure 1.2, but was a condition of the initial subdivision of the site). The lots are sited in the area identified for either 'conventional residential lots' in Figure F1.2, with a lot size range of 450-600m² or 'larger conventional residential lots' with areas greater than 600m² (these lots are all highlighted in yellow).

With the exception of Lots 1 and 5, none of the other lots comply with the lot size specifications; all other proposed lots are under the minimum size.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- As provided by the applicant, the location of the proposed smaller lots (i.e. those with areas between 300m² and 400m²) and proposed larger lots (those with areas greater than 400m²) generally follows the arrangement of Figure 1.2. The arrangement and location of smaller and larger lots shown in Figure 1.2 is reflected in the house size and type depicted in Figure 1.3. The overall layout is therefore considered consistent with the Kingston Green Master Plan as it allows for a pattern of development that is consistent with that envisaged for the site, which is to provide for a range of lot sizes that will allow for different types of housing.
- The subdivision is considered to maximise the efficient use of the site by achieving a higher residential density, within an inner residential area, with established services and public infrastructure. The lots will all have frontage to Eleni Avenue, which will be extended within a new road lot to finalise the road network in the subject section of the site, which is consistent with the road layout in Figure F1.3.

Inner Residential Zone Clause 11.5.1 – Lot Design**Acceptable Solution**

A2 - No Acceptable Solution.

Performance Criteria

P2 - The design of each lot must contain a building area able to satisfy all of the following:

- (a) be reasonably capable of accommodating residential use and development at a density of no lower than one dwelling unit per 250m² of site area;
- (b) meets any applicable standards in codes in this planning scheme;
- (c) enables future development to achieve reasonable solar access, given the slope and aspect of the land and the intention for density of development higher than that for the General Residential Zone.
- (d) avoids, minimises, mitigates and offsets impacts on trees of high conservation value.

Proposal

The Kingston Green Specific Area Plan does not contain a standard for building areas and this clause subsequently applies to the subdivision. There is no acceptable solution therefore the Performance criteria is required to be addressed.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The supporting planning report submitted with the application states that the proposed lots will allow for the required density of no lower than 250m² where this is reasonably possible. Lots 12 to 20 may allow for further densification, subject to meeting the relevant development provisions of the Kingborough Interim Planning Scheme 2015, that relate to multiple dwelling residential uses. As the applicable development standards include providing a range of house the development contributes to a range of dwelling types and sizes appropriate to the surrounding area; or providing for a specific accommodation need with significant social or community benefit, it is reasonable to expect that any densification application for Lots 12 to 20 may satisfy these requirements, subject to further assessment. The ability for Lots 1-11 to be further densified is not considered reasonable in this instance, given the siting of these lots adjacent to bushland and the associated Bushfire Hazard Management Areas that these lots will need to provide for.
- Given that the layout of most of the proposed lots have the longer axis facing either north, east or west, it is considered that any future dwelling can be designed to achieve reasonable solar access. Although the density of the development will be higher than that of the General Residential Zone, given the separation required to incorporate the associated Bushfire Hazard Management Areas, it is considered that the separation of any future dwellings would be adequate to maximise solar exposure of future residential uses.
- The subdivision will require further clearing of high conservation trees, although these are intended to be offset, which is included as a recommended condition of any approval.
- Given the zoning of the land as Inner Residential and the associated relatively small lot size, there is no ability to retain the trees within the lots. The subdivision has also been designed to retain the higher density more intact areas containing high conservation value trees.
- The loss of the trees is able to be offset via a combination of retention of remaining trees within the conservation zone and replacement plantings of a minimum of 20 E. ovata within the offset area. A condition is recommended for inclusion in any planning permit issued requiring the proposed offset be secured.

Inner Residential Zone Clause 11.5.1 – Lot Design**Acceptable Solution**

A4 - No lot is an internal lot.

Performance Criteria

P4 - An internal lot must satisfy the following:

- (a) the lot gains access from a road existing prior to the planning scheme coming into effect, unless site constraints make an internal lot configuration the only reasonable option to efficiently utilise land;
- (b) it is not reasonably possible to provide a new road to create a standard frontage lot;

- | |
|---|
| <ul style="list-style-type: none"> (c) the lot constitutes the only reasonable way to subdivide the rear of an existing lot; (d) the lot will contribute to the more efficient utilisation of residential land and infrastructure; (e) the amenity of neighbouring land is unlikely to be unreasonably affected by subsequent development and use; (f) the lot has access to a road via an access strip, which is part of the lot, or a right-of-way, with a width of no less than 3.6m; (g) passing bays are provided at appropriate distances to service the likely future use of the lot; (h) the access strip is adjacent to or combined with no more than three other internal lot access strips and it is not appropriate to provide access via a public road; (i) a sealed driveway is provided on the access strip prior to the sealing of the final plan. (j) the lot addresses and provides for passive surveillance of public open space and public rights of way if it fronts such public spaces. |
|---|

Proposal

An internal lot is proposed (Lot 5). Lot 5 lies predominantly behind other lots and will be accessed via an extension to a private road. Performance criteria required to be addressed.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- Proposed Lot 5 will not have access to a road that existed prior to the current Planning Scheme coming into effect although will be located on the corner of the new road lot to be created. For this reason, it is considered to be the only reasonable option to efficiently use the land and aligns with the intent of both the Inner Residential Zone and Kingston Green Specific Area Plan, which include efficient and orderly infill development in an area already adequately serviced with water, sewer, stormwater, pedestrian pathways, roads and nearby public transport.
- The layout of the road and the proposed lots, while largely prescribed by the Kingston Green Specific Area Plan, are also constrained by the natural values present on the site and the future bushfire hazard requirements. Given that only one internal lot is proposed, it is not reasonably possible to provide a new road to create a standard frontage for all lots on site and that a variation to allow one internal lot is acceptable, given site considerations.
- The inclusion of an additional lot to the rear of proposed Lots 4 and 6, will enable the efficient utilisation of residential land and existing infrastructure.
- Given that the extension of the road reservation, to provide access to Lot 5, will be sealed, is less than 7m in length and is located towards the front of adjacent Lots 4 and 6, undue impacts upon the amenity of neighbouring land is unlikely.
- Lot 5 will have a 6m frontage to the proposed road reservation. Given the road reservation will only be approximately 6.8m in length, no passing bays are required.
- Access to Lot 5 would not be adjacent to any other access strip.
- Any road / access / driveway to the site will need to be sealed as a condition of any approval.

- Whilst not technically public open space, proposed Lot 5 will overlook the bushland areas surrounding the south and east of the new lots and provide for additional passive surveillance of these areas.

Inner Residential Zone Clause 11.5.2 – Roads

Acceptable Solution
A1- The subdivision includes a new road.
Performance Criteria
<p>P1 - The arrangement and construction of roads within a subdivision must satisfy all of the following:</p> <p>(a) the route and standard of roads accords with any relevant road network plan adopted by the Planning Authority;</p> <p>(b) the appropriate and reasonable future subdivision of the entirety of any balance lot is not compromised;</p> <p>(c) the future subdivision of any neighbouring or nearby land with subdivision potential is facilitated through the provision of connector roads and pedestrian paths, where appropriate, to common boundaries;</p> <p>(d) an acceptable level of access, safety, convenience and legibility is provided through a consistent road function hierarchy;</p> <p>(e) cul-de-sac and other terminated roads are not created, or their use in road layout design is kept to an absolute minimum;</p> <p>(f) connectivity with the neighbourhood road network is maximised;</p> <p>(g) the travel distance between key destinations such as shops and services is minimised;</p> <p>(h) walking, cycling and the efficient movement of public transport is facilitated;</p> <p>(i) provision is made for bicycle infrastructure on new arterial and collector roads in accordance with Austroads Guide to Road Design Part 6A;</p> <p>(j) any adjacent existing grid pattern of streets is extended, where there are no significant topographical constraints.</p>
Proposal
A new road is proposed. Performance criteria required to be addressed.

The proposed variation can generally be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The proposed new road is consistent with the road layout within the Kingston Green Residential Development Master Plan for the site, previously adopted by the Planning Authority and incorporated into the current Planning Scheme.
- Due to the natural values of the balance lot (southern), there is unlikely to be any future subdivision within this section of the site. Any additional subdivisions are more likely to be within the section of CT 176916/502 fronting the Channel Highway to the west.
- Given the location of the site, adjacent to recreation facilities that service an established private residential estate to the east, no connections (road nor pedestrian) are provided nor considered necessary in this instance. In relation to the commercial land to the west, while there potentially may be future subdivision of these sites (Australian Antarctic Division land and a commercial site behind Bunnings), road connections would make more practical sense from the Channel Highway rather than from the proposed residential lots and road networks.

- It would be very beneficial to have pedestrian connections provided for in this current subdivision to provide potential access to these sites in the future and also to provide access to Council owned land at the south of the site to facilitate connections to Algonia Road, new proposed Huntingfield Park and Ride facility as well as connections to Whitewater Creek Track and into Kingston Park and CBD for the surrounding area without having to walk along the busy Channel Highway. This is discussed further within this report (Clause 11.5.3 - Ways and Public Open Space) and the provision of appropriate pedestrian public connections, to Council's satisfaction, is a recommended condition of this report.
- The proposed subdivision is considered to provide an acceptable level of access, safety, convenience and legibility is provided through a consistent road function hierarchy.
- The subdivision includes a new road lot that will connect two sections of road that are currently terminated, maximising connectivity with the neighbourhood road network.
- The proposed new lots are internal to the site, although if a new public connection is finalised through the subdivision, as per the recommendation of this report, the travel distance between key destinations such as shops and services will be minimised and walking, cycling and the efficient movement of public transport will be facilitated.

Inner Residential Zone Clause 11.5.4 – Ways and Public Open Space

Acceptable Solution
A1 - No Acceptable Solution.
Performance Criteria
<p>P1 - The arrangement of ways and public open space within a subdivision must satisfy all of the following:</p> <p>(a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;</p> <p>(b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;</p> <p>(c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;</p> <p>(d) convenient access to local shops, community facilities, public open space and public transport routes is provided;</p> <p>(e) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;</p> <p>(f) provides for a legible movement network;</p> <p>(g) the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority;</p> <p>(h) Public Open Space must be provided as land or cash in lieu, in accordance with the Kingborough Public Open Space Contribution Policy, Policy 6.3, May 2019.</p> <p>(i) new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following:</p> <ul style="list-style-type: none"> (i) the width of the way; (ii) the length of the way; (iii) landscaping within the way; (iv) lighting; (v) provision of opportunities for 'loitering';

(vi) the shape of the way (avoiding bends, corners or other opportunities for concealment).
Proposal
No Acceptable Solution. Performance criteria required to be addressed.

The proposal **cannot** be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The subdivision provides an opportunity for the creation of footway linkages that would provide convenient access to the existing local shops, other pedestrian connections, and public spaces and facilities. This includes the new proposed Huntingfield Park and Ride facility as well as connections to Whitewater Creek Track and into Kingston Park and CBD without having to go around via the Channel Highway.
- In accordance with Council's Public Open Space Contribution Policy, Council's commitment statement is to provide suitable areas to increase public access, encourage healthy lifestyle practices, create linkages between different activity nodes and conserve important cultural and natural environments. The objectives include ensuring that adequate provision is made for public open space that enables high quality outcomes and which benefits all residents and users.
- Improved connectivity outcomes are considered highly desirable as they support active lifestyles and improved population health outcomes. Contemporary community expectations in relation to the provision of these kinds of assets continue to increase in line with changing development patterns and population density. This is evidenced by the recent receipt of a community-led petition regarding connectivity and recreation outcomes in and around the Spring Farm and Whitewater Creek estates, which received the support of 546 signatures. Whilst not directly applicable to this application, the results of this petition are considered transferable as both sites share the same walkable catchment. A draft Connectivity Plan – Kingston to Huntingfield, was recently developed by Council in February 2021, which clearly shows the desired link passing through the balance lot of the subject site, identifying an opportunity to extend upon the existing informal track currently used by the community. An extract of this link is included in Figure 6 below for reference.
- In considering any land subdivision proposal, the question of public open space is assessed on the merits of each application. Generally, where the proposal generates an additional need for public open space, a contribution will be required by way of either:
 - (a) 5% of the area of the land being subdivided into new lots being allocated as public open space and transferred to Council's ownership; or
 - (b) a cash-in-lieu contribution that is calculated in accordance with s117(2) of the Act.
- In this case the Applicant is proposing a cash-in-lieu contribution, although there is an identified link that would be preferable, given that it will provide an important strategic link, as previously discussed. Therefore, the transfer of land is requested instead. This link is identified in Figure 5 below.

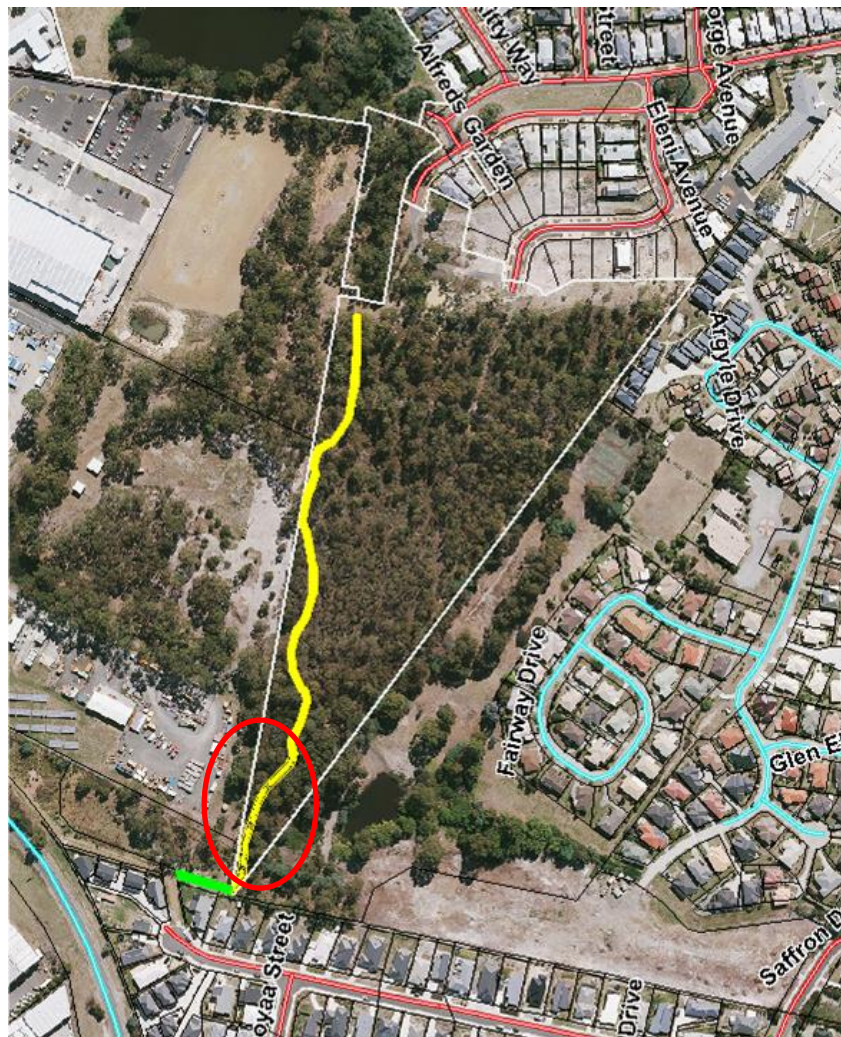


Figure 5 – existing informal track highlighted in yellow.

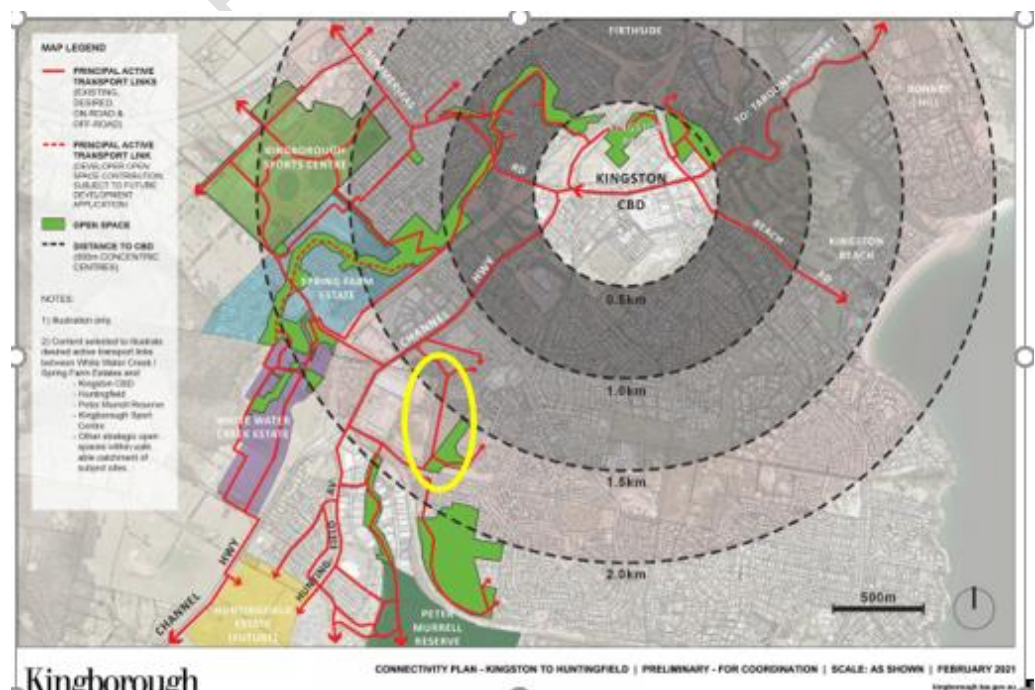


Figure 6 – Council's draft Connectivity Plan (the subject link is highlighted in the yellow circle on the plan).

- The track shown in Figure 5 above shows the existing track in solid yellow, the red circled hatched area shows where the track needs to be extended and the green is an existing 5m wide footway, which connects the proposed public open space to the Coffee Creek pedestrian network.
- While this link may not have been identified in the existing masterplan for the site, this was approved almost 20 years ago and the character of the area has changed considerably during this time, including exponential growth.
- Discussions with the applicant regarding the transfer of the subject track and associated land to Council included that, given the track is largely existing, Council would take on the responsibility of the works and associated cost of extending/upgrading this track. Council would be responsible for developing this area as a public open space (including track upgrade/construction, vegetation removal if required, signage and maintenance). Council would also be required to provide fencing on both sides of the track in order to delineate the public and private land and management responsibility (providing it is a simple post and wire fence approximately 1m in height).
- For the reasons discussed above, a condition is included in the recommendation, requiring an amended plan demonstrating a public open space link generally in accordance with Figure 5 above. This land equates to approximately 5% of the overall site and no additional financial contribution from the applicant to Council would be required.

Inner Residential Zone Clause 11.5.4 – Services

Acceptable Solution
A4 - The subdivision includes no new road.
Performance Criteria
P4 - The subdivision provides for the installation of fibre ready facilities (pit and pipe that can hold optical fibre line) and the underground provision of electricity supply.
Proposal
A new road is proposed. Performance criteria required to be addressed.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- Conditions of approval have been recommended for inclusion in any permit issued, requiring the provision for underground power and NBN facilities in the new road.

E5.0 Road and Railway Assets Code

Clause E5.5.1 Existing Road Accesses and Junctions

Acceptable Solution
A3 - The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.
Performance Criteria
P3 - Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to: <ul style="list-style-type: none"> (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction;

- (d) the nature and category of the road;
- (e) the speed limit and traffic flow of the road;
- (f) any alternative access to a road;
- (g) the need for the use;
- (h) any traffic impact assessment; and
- (i) any written advice received from the road authority.

Proposal

The proposed subdivision includes the extension of existing roads of Alfreds Garden and Eleni Avenue with a loop road joining these two roads. This road extension will service the 20 proposed lots. The proposed 20 lot subdivision is expected to generate 150 vehicles/day and around 15 vehicles/hour during peak traffic periods for the road network. Performance Criteria must be addressed.

Council's Development Engineering Officer has reviewed the application and is satisfied that the proposed variation can be supported pursuant to this Performance Criteria of the Code for the following reasons:

- The applicant has provided a Traffic Impact Assessment (TIA), prepared by Milan Prodanovic in February 2020. Alfreds Garden is a local residential access street with a varying pavement width between kerbs of around 7.2m from the intersection with Redwood Road. Alfreds Garden then splits into 2 carriageways of 5.2m width servicing the existing development. Eleni Avenue has a pavement width of 6.9m. There have been no reported crashes on Alfreds Garden.
- The proposed 20 lot subdivision is expected to generate 150 vehicles/day and around 15 vehicles/hour during peak traffic periods for the road network. This additional traffic will not create any operational issues at the Alfreds Garden/Redwood Road intersection or on Alfreds Garden.
- The submitted TIA provided an assessment of the performance criteria P3 (a-i) and the conclusion was that the increase in vehicle traffic was safe and did not unreasonably impact on the efficiency of Alfreds Garden and the Alfreds Garden/Redwood Road intersection. The conclusions of the TIA are supported.

E10.0 Biodiversity Code

Clause E10.8.1 – Subdivision

Acceptable Solution

A1 - Subdivision of a lot, all or part of which is within a Biodiversity Protection Area, must comply with one or more of the following:

- (a) be for the purposes of separating existing dwellings;
- (b) be for the creation of a lot for public open space, public reserve or utility;
- (c) no works, other than boundary fencing works, are within the Biodiversity Protection Area;
- (d) the building area, bushfire hazard management area, services and vehicular access driveway are outside the Biodiversity Protection Area.

Performance Criteria

P1 - Clearance and conversion or disturbance must satisfy the following:

- (a) if low priority biodiversity values:
 - (i) subdivision works are designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the subdivision;
 - (ii) impacts resulting from future bushfire hazard management measures are minimised as far as reasonably practicable through appropriate siting of any building area;
- (b) if moderate priority biodiversity values:

- (i) subdivision works are designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the subdivision;
 - (ii) impacts resulting from future bushfire hazard management measures are minimised as far as reasonably practicable through appropriate siting of any building area;
 - (iii) moderate priority biodiversity values outside the area impacted by subdivision works, the building area and the area likely impacted by future bushfire hazard management measures are retained and protected by appropriate mechanisms on the land title;
 - (iv) residual adverse impacts on moderate priority biodiversity values not able to be avoided or satisfactorily mitigated are offset in accordance with the Guidelines for the use of Biodiversity Offsets in the local planning approval process, Southern Tasmanian Councils Authority, April 2013 and Kingborough Biodiversity Offset Policy 6.10, November 2016.
- (c) if high priority biodiversity values:
- (i) subdivision works are designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the subdivision;
 - (ii) impacts resulting from future bushfire hazard management measures are minimised as far as reasonably practicable through appropriate siting of any building area;
 - (iii) high priority biodiversity values outside the area impacted by subdivision works, the building area and the area likely impacted by future bushfire hazard management measures are retained and protected by appropriate mechanisms on the land title;
 - (iv) special circumstances exist;
 - (v) residual adverse impacts on high priority biodiversity values not able to be avoided or satisfactorily mitigated are offset in accordance with the Guidelines for the use of Biodiversity Offsets in the local planning approval process, Southern Tasmanian Councils Authority, April 2013 and Kingborough Biodiversity Offset Policy 6.10, November 2016.
 - (vi) clearance and conversion or disturbance will not substantially detract from the conservation status of the biodiversity value(s) in the vicinity of the development.

Proposal

The proposal cannot comply with A1 as the subdivision is not for the purpose of separating existing dwellings or the creation of a lot for public open space, public reserve or utility. Therefore the proposal must be assessed against P1 (c).

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- the subdivision layout has been designed in order to minimise impacts on priority biodiversity values and retain the highest priority biodiversity values on the site.
- the impacts are unavoidable to enable the functional development of land zoned Inner Residential, taking into consideration site constraints, traffic, services, bushfire requirements and the Masterplan.
- impacts from future bushfire hazard management measures are contained within the lots to the extent practicable and bushfire hazard management on the balance lot is proposed to be undertaken in a manner which ensures maintenance of biodiversity values.

- remaining moderate and high priority biodiversity values are retained and protected on the balance lot under a Part 5 Agreement and the quality of these values will be improved through restoration and revegetation.
- the extent of impact is limited relative to what is being retained and clearance and conversion or disturbance will not substantially detract from the conservation status of the biodiversity values in the vicinity of the development provided the impacts are offset.
- residual impacts are able to be offset via a combination of in-situ protection, restoration, revegetation and a financial contribution in accordance with the Guidelines for the Use of Biodiversity Offsets in the Local Planning Approval Process, Southern Tasmanian Councils Authority 2013 and Council Policy 6.10. The offset proposal is discussed more fully below.

Conditions are recommended for inclusion in any permit issued limiting clearing, requiring implementation of vegetation protection measures during construction and requiring implementation of the offset package prior to the commencement of any on-site works.

Offset Proposal

The offset proposal submitted as part of the application documentation includes:

- an in-situ offset protected under a Part 5 Agreement, including two areas totalling 1.98 hectares and supporting 1.66 hectares of high priority vegetation (DAS and DOV).
- a financial contribution of \$12,000 per hectare for the shortfall in the in-situ offset.
- restoration of two patches of DOV (1600 m²) through weed management.
- revegetation of 2750 m² with trees following weed control. This planting would ensure the loss of four (4) high conservation value trees located outside the DOV were offset at a rate of 5 trees planted for every tree removed, totalling 20 trees.

According to the Natural Values Assessment (NVA), this offset package achieves an effective offset ratio of 5:1 (i.e. 5 hectares protected for each hectare impacted), once the condition of the values being retained relative to the values impacted and the outcomes of management are taken into consideration.

Overall, this offset package and approach is supported, subject to the following qualifications:

- there are some inconsistencies in the NVA in relation to the extent of priority vegetation impacted by the subdivision and the extent available for offsetting. Council's assessment is based on the detailed analysis provided in Appendix D of the NVA, with the total extent of impact accepted as being 0.71 hectares (comprising 0.58 hectares of DAS and 0.13 hectares of DOV) and the maximum amount of existing native vegetation available for offsetting being 1.66 hectares (comprising 1.11 hectares of DAS and 0.55 hectares of DOV).
- the offset for the loss of eight (8) individual high conservation trees located within the DOV is accepted as being satisfied through the protection of sufficient remaining high conservation value trees within the conservation zone. Only those high conservation values requiring removal and located outside the DOV require separate offsetting at a rate of 5:1.

- as noted in the discussion around Clause 11.5.1, the loss of high conservation value trees assessed as part of this application is limited to those impacted by this application. Those high conservation value trees located within future stages are not considered or assessed as part of this application and any approval and offsets for their removal will be considered as part of a future application. An advice clause is recommended for inclusion in any permit issued to this effect.
- the detailed analysis in Appendix D includes the hazard management areas (HMAs) on the balance land within the proposed offset areas and counts these towards the overall offset outcomes. However, the NVA also acknowledges that there will be implications for native vegetation within these HMAs because of establishing and maintaining the HMAs in a low fuel state, including the potential loss of high conservation value trees and alterations to the structure and composition of this vegetation. Therefore, the NVA both counts this area as a gain but also assesses the loss of high conservation value trees within it. It is acknowledged that establishment and maintenance of a HMA can be undertaken in a manner that maintains species composition and key characteristics and natural values of the relevant native vegetation community. However, to achieve this requires careful long-term management by qualified contractors with regular monitoring by a qualified ecologist to ensure adequate seeding and recruitment of species and retention of individual trees within the HMA. To ensure this management is undertaken in a manner which enables the vegetation to contribute towards the conservation offset, conditions of approval are recommended for inclusion in any permit issued requiring including the development specific management and monitoring prescriptions for the HMAs for inclusion in the Conservation Management Plan for the offset area, a requirement to manage the HMAs in accordance with these prescriptions, and payment of a bond to ensure these measures are implemented.
- the proposal impacts upon 0.0686 hectares of DAS which is already protected within a conservation zone under an existing Part 5 Agreement (Dealing No. E167943). In factoring in the condition of vegetation being impacted relative to that being protected, the calculations provided in Appendix D reduce the 'effective' extent of this vegetation from 0.0686 hectares to 0.0130 hectares. This habitat hectares approach is not accepted in this context as this area was previously accepted as contributing 0.0686 hectares towards the offset for Stage 4A (DAS-2014-48). Therefore, the removal of this area from the conservation zone must be offset based on its actual extent. Taking this into account, the adjusted impact is 0.3782 hectares rather than the calculated 0.3229 hectares shown in Appendix D, the effective offset after management is 0.9275 hectares and the resulting overall ratio achieved in-situ is 2.5:1 rather than the calculated 2.9:1.
- the proposed financial contribution is estimated as being \$3,600 in the NVA based on the per hectare rate of \$12,000. However, this estimation is based on the 2.9:1 ratio being achieved in-situ and does not apply the 5:1 replacement ratio to the financial contributions as required in Tables 1 and 3 of the Biodiversity Offset Policy. At a rate of \$12,000/hectare, with 0.71 hectares of impact and an offset ratio of 5:1, the total financial offset would be \$42,600 (excluding the in-situ offset). Taking into consideration the in situ offset of 2.5:1/5 (50%), a financial contribution totalling \$21,300 is required to meet the shortfall. The applicant was advised of this issue as part of the further information request.

It is recommended that the above matters are resolved via the inclusion of the recommended conditions of approval requiring detailed management prescriptions for the HMAs within the Conservation Management Plan and specifying the required financial contribution.

To ensure the costs of developing and implementing the Conservation Management Plan for the offset area are met by the developer as required under Council's Offset Policy, a condition should be included in the permit requiring the costs of developing and implementing the Conservation Management Plan be met by the developer for the first five years.

A condition requiring a bond in accordance with s73 of the Land Use Planning and Approvals Act 1993 is also recommended for inclusion in any permit issued to ensure the plan is appropriately implemented, the monitoring undertaken and the results submitted to Council. This approach is routinely used by Council where conditions of approval include a Part 5 Agreement and require the ongoing implementation of specific management prescriptions.

2.5 Public Consultation and Representations

The application was advertised in accordance with the requirements of s.57 of the *Land Use Planning and Approvals Act 1993* (from 24 March 2021 to 9 April 2021). A total of four (4) representations were received during the public exhibition period. The following issues were raised by the representors:

2.5.1 Clearing of bushland and impacts upon local wildlife.

Response:

This issue is relevant and is discussed in more detail throughout this report (Section 2.4 – Biodiversity Code). In summary, a recommended condition of approval includes the requirement for a new Part V Agreement that includes the existing conservation zone (excluding 0.0686 hectares required for the stormwater infrastructure) and the proposed in-situ offset as part of Stage 4B and 4C. This will assist in ensuring the protection of the remaining vegetation to the south of the site in perpetuity.

2.5.2 Community need for pedestrian linkages and public access to bushland public open space.

Response:

It is acknowledged that there is a need to provide additional linkages for the surrounding community. For this reason, a condition of approval includes the requirement for amended plans that demonstrates a public open space link along the western boundary of the site, to enable an existing informal track to be managed by Council and be extended and formalised for use by the community. This issue is discussed further in section 2.4 of this report (Clause 11.5.4 – Ways and Public Open Space).

2.5.3 Stormwater management and Impacts upon Australian Antarctic Division land with regards to the stormwater discharge from the proposed development to the adjacent downstream property.

Response:

Council's Development Engineering Officer provides the following response in relation to this concern. This adjacent property contains the natural low point for stormwater discharge through an existing depression that is the start of Coffee Creek. The current stormwater discharge for the existing development flows to this existing depression.

The representation raised the requirements of the Stormwater Code in terms of restricting stormwater runoff so as not to exceed pre-development flows. The detention of stormwater runoff is catered for with the inclusion of the stormwater detention and treatment basin system described above. However, depending on the recommendations of the catchment flood study other options may be adopted as outlined in section 2.6 of this report (other matters).

2.6 Other Matters

Stormwater

For advice purposes, Council is currently undertaking a catchment flood study for this portion of Coffee Creek although at this stage the study is not complete. The following options were investigated in relation to the current application:

- The provision a cash-in-lieu contribution as an alternative to the construction of the smaller detention and treatment system proposed in this current subdivision application for Kingston Green Stages 4A, 4B and 4C.
- The construction of a larger stormwater detention and quality treatment basin to include the Kingston Green Stages 4A, 4B and 4C sites and accommodate the future connection from the upstream catchment (Bishop Davies Court and St Luke's site).

It was acknowledged that, as the timeframes to conduct the flood study are not known, it is not reasonable to hold up this current planning application and any upgrades in the future would require negotiation and agreement between Council and the Applicant at a later date. For now, the smaller detention system is considered adequate to facilitate this current subdivision.

Bushfire

The application is accompanied by a subdivision Bushfire Hazard Management Plan (BHMP) and a Certificate under s51(2)(d) of the *Land Use Planning and Approvals Act 1993* certified by an accredited bushfire practitioner which demonstrates that the proposed subdivision meets the requirements of the Bushfire Prone Areas Code (Dana Elphinstone, JMG Engineers and Planners, 23/03/2020). A detailed assessment is provided in the attached Assessment Checklist.

As the hazard management area (HMA) for Lots 5 to 12 will extend onto the proposed balance lot, a Part 5 Agreement is proposed to ensure the ongoing management of the HMA. As this land forms part of the subdivision and is in the same ownership, there is no foreseeable obstacle to the creation of this agreement.

As the area subject to hazard management on the balance lot is also within the proposed conservation zone, the HMA must also be maintained in accordance with the conservation management plan.

To ensure the bushfire hazard management requirements are satisfied, conditions are recommended for inclusion in any permit issued requiring:

- A Part 5 Agreement on the new residential lots to ensure the measures contained within the certified BHMP are implemented in relation to any future development on the lots, unless superseded by an alternative BHMP certified by an accredited person or TFS, and only if this alternative BHMP demonstrates that the hazard management areas are contained within the designated development areas shown on the title; and
- A Part 5 Agreement on the balance lot requiring the owner of this lot to maintain the HMA in accordance with the certified BHMP and Conservation Management Plan for the conservation zone.

Part V Agreements

There are four (4) Part 5 Agreements registered on the title, including:

- B863760 – Kingston Green Master Plan
- E167943 – Conservation Part 5

- E167944 – Stormwater
- E167945 – Fire trail over Lot 409

Kingston Green Master Plan (B863760)

This Masterplan is discussed previously in this report and has now been adopted in the Kingborough Interim Planning Scheme 2015 under the Kingston Green Specific Area Plan.

The Conservation Part 5 Agreement (E167943)

As discussed above, 1.06 hectares of DAS and Chaostola skipper habitat are protected under an existing Part 5 Agreement. The purpose of this agreement is to protect these values in perpetuity as an offset for impacts from Stage 4A. Essentially this means that these values are protected from future development and associated impacts. However, as highlighted above, 0.0686 hectares of this offset area is impacted by the proposed subdivision to enable stormwater infrastructure to be constructed. Ordinarily such impacts would be prohibited by the Part 5 Agreement and an alternative design solution would need to be found. However, in this instance there is no alternative design solution available. More importantly, in this instance there is also the ability to achieve an equivalent conservation outcome in an alternative location within the same site. Therefore, in this instance it is accepted that 0.0686 hectares of the existing Part 5 conservation zone can be excised subject to an equivalent area of equal or greater conservation significance and located on the same site being secured in perpetuity. This is most appropriately achieved by ending the existing Part 5 Agreement and replacing it with a new Agreement that includes the existing conservation zone (excluding the 0.0686 hectares required for the stormwater infrastructure) and the proposed in-situ offset as part of Stages 4B and 4C.

Stormwater (E167944)

This Agreement was required to provide temporary stormwater bio-detention pond at the location of the existing dam on the site, with associated temporary stormwater drains. This temporary detention system is to remain in place until such a time as the subdivision is progressed further or Council's reticulated system is in place.

The fire trail Part 5 Agreement (E167945)

This Agreement was required as Part of Stage 4A to ensure compliance with the subdivision Bushfire Hazard Management Plan. Upon Sealing of the Final Plan of Survey for Stages 4B and 4C, this agreement becomes redundant and can be ended.

Swift parrot collision

As the new lots are located within an area supporting swift parrot foraging habitat there is the potential for collision risk. To minimise this risk, consistent with the NVA, it is recommended that future development on the lots is designed and constructed to minimise this risk. To achieve this, it is recommended that a condition of approval is included in any permit issued requiring a covenant on the title to this effect.

3. CONCLUSION

The proposal is for a subdivision for 20 lots that is generally in accordance with the overall intention for the area, as prescribed in the Kingston Green Specific Area Plan, and the Kingston Green Master Plan previously adopted by Council. Provided that the conditions of any approval are adhered to, it is considered that the proposal can adequately meet the Performance Criteria of the Kingborough Interim Planning Scheme 2015, where the Acceptable Solutions have not been met. The proposal will provide additional residential lots in a fully serviced area. Conditions of approval including a Conservation Management Plan,

revised Part V Agreement and Biodiversity Offset will assist in balancing the residential growth with the high conservation values of the remaining vegetation values of the land. The subdivision also provides an opportunity to provide an important public open space linkage for the community to the proposed Huntingfield Park and Ride facility as well as connections to Whitewater Creek Track and into Kingston Park and CBD. For these reasons the subdivision application is supported and is recommended for approval.

4. RECOMMENDATION

That the Planning Authority resolves that the development application for subdivision creating additional new 20 lots - Stages 4B and 4C at 41 Alfreds Garden, Kingston for JMG Engineers be approved subject to the following conditions:

1. Before the approved subdivision commences, amended plans to the satisfaction and approval of the Manager Development Services must be submitted and approved. When approved, the plans will be endorsed and will then form part of this permit. The plans must be generally in accordance with the advertised plans but modified to show:
 - Provision of a public open space linkage that generally aligns with the existing, informal track located adjacent to the south-western boundary of the subject site, extending down to the existing footway to the south, which connects the proposed public open space to the Coffee Creek pedestrian network. The final design and alignment of the track must be to the satisfaction of the Manager Development Services.

This Permit relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with all conditions in this Permit. Any amendment, variation or extension of this Permit requires further planning consent of Council.

2. Prior to the permit coming into the effect, the owner must enter into a Part 5 Agreement with and to the satisfaction of Council to the effect that:
 - (a) the measures contained within the certified subdivision Bushfire Hazard Report (Adam Smee, JMG Engineers and Planners, March 2020) and the associated Bushfire Hazard Management Plan (Dana Elphinstone, JMG Engineers and Planners, 23/03/2020) must be implemented in relation to any future development of the lots, unless superseded by an alternative BHMP certified by an accredited person or TFS, and only if this alternative BHMP demonstrates that the hazard management areas:
 - (i) are no greater than that shown in the subdivision BHMP;
 - (ii) are consistent with the vegetation classifications in the subdivision BHMP; and
 - (iii) ensure ongoing management of the hazard management areas on the balance land as native vegetation communities in accordance with the Part 5 Agreement and accompanying endorsed Conservation Management Plan.
 - (b) the extent of the hazard management area extending on to the balance land must be managed by the owner in accordance with:
 - (i) the certified subdivision Bushfire Hazard Report (Adam Smee, JMG Engineers and Planners, March 2020) and the associated Bushfire Hazard Management Plan (Dana Elphinstone, JMG Engineers and Planners, 23/03/2020); and

- (ii) the Part 5 Agreement and accompanying endorsed Conservation Management Plan.

All costs associated with drafting and registering the Part 5 Agreement on the title must be borne by the developer. All terms of this Agreement must be complied with once executed.

Please note, planning permits containing a requirement for a Part 5 Agreement are not valid until such time as the Agreement is executed, as specified in s53(6) of the Land Use Planning and Approvals Act 1993. Therefore, the above Agreement must be signed and sealed, and proof of lodgement of the Agreement with the Land Titles Office for registration on the property title provided to Council, prior to the commencement of any onsite works. The template, and a checklist for the process of drafting and lodging such an Agreement, may be obtained from Council's planning team.

3. Prior to the permit coming into effect and the removal of any vegetation on site, the landowner must end the existing Part 5 Agreement (Dealing No. E167943) and concurrently replace this with a new agreement under the Land Use Planning and Approvals Act 1993 with and to the satisfaction of Kingborough Council to secure the in-situ conservation offset required under Condition 4 (a) of this permit and maintain the existing offset under Condition 5 of DAS-2014-48. This Part 5 Agreement must:
 - (a) verify the extent of the conservation zone, which must include:
 - (i) all the native vegetation and habitat values currently protected under Dealing No. E167943, excluding 0.0686m² of DAS within the footprint of the stormwater infrastructure, totalling 2.05 hectares; and
 - (ii) the offset area as shown in Figure 7 (p23) of the Natural Values Assessment (North Barker, 11 May 2020).
 - (b) provide for:
 - (i) the protection in perpetuity of all native vegetation and habitat values within the conservation zone;
 - (ii) restoration of two patches of DOV (1600m²) shown as DOV 3 and DOV 4 in Figure 7 (p20) of the Natural Values Assessment (North Barker, 11 May 2020) in accordance with the endorsed Conservation Management Plan required under (c) below;
 - (iii) revegetation of 2750m² shown as the Stage 5 Offset in Figure 7 (p23) of the Natural Values Assessment (North Barker, 11 May 2020) in accordance with the endorsed Conservation Management Plan required under (c) below; and
 - (iv) long-term management of the hazard management areas shown as native vegetation communities in accordance with the endorsed Conservation Management Plan required under (c) below; and
 - (c) include a Conservation Management Plan prepared by a suitably qualified ecological consultant which:
 - (i) includes the management measures and prescriptions detailed in the existing Conservation Management Plan contained within Dealing No. E167943 and extends these to apply to the full extent of the new conservation zone;
 - (ii) details management prescriptions for the restoration and replanting of the Stage 5 Offset Area as shown in Figure 7 (p23) of the Natural Values

Assessment (11 May 2020), including weed management and planting a minimum of twenty (20) *E. ovata* trees; and

- (iii) details management prescriptions for the long-term management of the hazard management areas. These prescriptions must meet the following management objectives:
 - (a) to maintain the species diversity and structure of the hazard management areas as native vegetation communities;
 - (b) to maximise regeneration of native species under the proposed management regime;
 - (c) to maintain the habitat of threatened and/or priority species;
 - (d) to eradicate weeds and prevent any further introduction(s) of exotic species; and
 - (e) to maintain the hazard management areas in a low fuel state in accordance with the certified subdivision Bushfire Hazard Report (Adam Smee, JMG Engineers and Planners, March 2020) and the associated Bushfire Hazard Management Plan (Dana Elphinstone, JMG Engineers and Planners, 23/03/2020) by a method which best maintains the natural values and minimises the risk of introducing exotic species.
- (iv) details any additional management prescriptions for the new conservation zone where relevant; and
- (v) includes timeframes, performance indicators, ongoing monitoring and costings for ongoing implementation of the Conservation Management Plan.
- (d) be drafted using Council's template Part 5 Agreement for offsets; and
- (e) be to the satisfaction of the Manager Development Services.

All costs associated with drafting and registering the Part 5 Agreement on the title are to be borne by the developer. All terms of this Agreement must be complied with once executed.

Please note, planning permits containing a requirement for a Part 5 Agreement are not valid until such time as the Agreement is executed, as specified in s53(6) of the Land Use Planning and Approvals Act 1993. Therefore the above ending of Agreement and new Agreement must be concurrently signed and sealed, and proof of lodgement of the Agreement with the Land Titles Office for registration on the property title provided to Council, prior to the commencement of any onsite works. The template, and a checklist for the process of drafting and lodging such an Agreement, may be obtained from Council's planning team.

4. To offset the loss of 0.71 hectares of native vegetation, comprising 0.13 hectares of *Eucalyptus ovata* forest and woodland (DOV) and 0.58 hectares of *Eucalyptus amygdalina* forest and woodland on sandstone (DAS) and providing habitat for the swift parrot, *Chaostola skipper* and eastern barred bandicoot, and offset the loss of twelve (12) trees of high-very high conservation value, the following offset package must be secured and implemented:
 - (a) prior to the permit coming into effect, the establishment and maintenance of an in situ offset on the balance land as 'secure conservation land' under Part 5 of the

Land Use Planning and Approvals Act 1993 in accordance with Condition 3, including:

- (i) the protection of 1.66 hectares of high priority vegetation, comprising approximately 0.55 hectares of DOV, and 1.11 hectares of DAS in accordance with an endorsed Conservation Management Plan;
 - (ii) restoration of two patches of DOV (1600m²) shown as DOV 3 and DOV 4 in Figure 7 (p20) of the Natural Values Assessment (North Barker, 11 May 2020) through weed management;
 - (iii) revegetation of 2750m² with a minimum of twenty (20) *Eucalyptus ovata* trees following weed control, shown as the Stage 5 Offset in Figure 7 (p23) of the Natural Values Assessment (North Barker, 11 May 2020);
 - (iv) long-term management of the hazard management areas within the balance land, as shown in Figure 7 (p20) of the Natural Values Assessment (North Barker, 11 May 2020), as native vegetation communities; and
- (b) prior to the commencement of any on-site works, including the removal of native vegetation, the payment of a financial contribution totalling \$21,300 for the shortfall in the in situ offset to Council's Environmental Fund. This contribution must be used solely for the protection and management of DOV, DAS, swift parrot habitat and *Chaostola skipper* habitat in the vicinity of Kingston/Blackmans Bay.
5. No more than twelve (12) trees of conservation value (all *Eucalyptus ovata* trees located within the footprint of Stage 4B and 4C) and 0.71 hectares of native vegetation, comprising 0.13 hectares of DOV and 0.58 hectares of DAS, are approved for removal consistent with the Natural Values Assessment (North Barker, 11 May 2020).

This vegetation must not be removed prior to the issue of start of works.

No further felling, lopping, ringbarking or otherwise injuring or destroying of native vegetation or individual trees is to take place without the prior written permission of Council.

6. Prior to the commencement of any on-site works (including any tree removal, demolition, excavations, placement of fill, delivery of materials and/or temporary buildings), all remaining native vegetation, including individual trees, must be retained and appropriately protected during construction through the installation of temporary fencing between any on-site works and adjacent native vegetation in accordance with AS 4970-2009 and the endorsed Vegetation Protection Plan to exclude:
- (a) machine excavation including trenching;
 - (b) excavation for silt fencing;
 - (c) cultivation;
 - (d) storage;
 - (e) preparation of chemicals, including preparation of cement products;
 - (f) parking of vehicles and plant;
 - (g) refuelling;
 - (h) dumping of waste;
 - (i) wash down and cleaning of equipment;
 - (j) placement of fill;

- (k) lighting of fires;
- (l) soil level changes;
- (m) temporary or permanent installation of utilities and signs; and
- (n) physical damage to the tree(s).

Evidence of satisfactory installation of this fencing from a suitably qualified person must be provided to the Manager Development Services prior to the commencement of any on-site works.

In addition, the following tree protection measures must be adhered to following construction for all areas within the Tree Protection Zone but outside the footprint of the approved works:

- (i) the existing soil level must not be altered around the Tree Protection Zone of the trees (including the disposal of fill, placement of materials or the scalping of the soil);
- (ii) the Tree Protection Zone must be free from the storage of fill, contaminants or other materials;
- (iii) machinery and vehicles are not permitted to access the Tree Protection Zone; and
- (iv) development and associated works are not permitted unless otherwise approved by Council in writing.

7. Prior to commencement of on-site works, engineering design drawings must be submitted to Council for approval. The engineering plans and specifications must be prepared and certified by a professional Civil Engineer, in consultation with a suitably qualified arborist. Plans must be to satisfaction of the Executive Manager Engineering Services and comply with:

- Tasmanian Standard Drawings
- Austroads Standards and Australian Standards
- Australian Rainfall and Runoff Guidelines

The Plans must include, but are not limited to:

- (a) Design of the internal road network including junctions, footpaths, footways, flood ways, emergency access ways and associated stormwater drainage system.
- (b) Design (including supporting documentation and hydraulic calculations) of the proposed stormwater infrastructure including:
 - i. Longitudinal section details
 - ii. A water sensitive urban design system that achieves the acceptable stormwater quality and quantity targets, required in Table E7.1 of the Kingborough Interim Planning Scheme 2015 including MUSIC modelling
 - iii. The reticulated stormwater system sized to accommodate at least the estimated 5% AEP flow based on a future fully-developed catchment
 - iv. Overland flowpaths sized to accommodate the estimated 1% AEP (Annual Exceedance Probability) flow based on a future fully-developed catchment

- v. Drainage easements being provided within the subject property boundaries with the stormwater main located centrally within the easement
- vi. A Vegetation Protection Plan in accordance with Condition 9.

Once endorsed the plans will form part of the permit.

8. A Council fee of 2% of the estimated value of the civil engineering construction works (including GST, provisional items and contingencies) for the development or the current minimum fee, whichever is the greater, must be paid at the time of submission of the engineering design plans for approval. The actual amounts payable shall be based on the rates adopted by Council and prevailing at the time of payment.
9. Detailed engineering design drawings submitted in response to Condition 7 must include a Vegetation Protection Plan which has been developed in consultation with a suitably qualified arborist and:
 - (a) identifies all native vegetation and individual native trees with a diameter >25cm at 1.4m from natural ground level and their associated tree protection zones within 15m of subdivision works, including within the conservation zone and on adjacent land;
 - (b) demonstrates the subdivision works are designed, located and constructed to enable the retention and protection of all native vegetation, including individual trees, within the conservation zone and on adjacent land;
 - (c) where works encroach into the tree protection zone of any trees located within the conservation zone or adjacent land, be accompanied by an assessment by a suitably qualified arborist which demonstrates that the extent of any encroachment will not have a detrimental impact on the health of any trees and the trees are capable of retention within the context of the subdivision works; and
 - (d) details the mitigation and vegetation protection measures to be implemented before, during and after construction in accordance with Australian Standard 4970-2009 for the protection of trees on development sites, including incorporation of any recommendations by a suitably qualified arborist.

Once endorsed, this Plan forms part of the Permit.

10. Prior to the commencement of any on-site works, including vegetation removal or modification, demolition, construction, excavations, placement of fill, delivery of building/construction materials and/or temporary buildings, a "start works" notice must be lodged with Council.

This notice must be lodged a minimum of 14 days prior to commencement of on-site works and works must not commence until this notice has been approved by the Manager Development Services.

11. All existing and proposed water, sewer and stormwater pipelines must be provided with all necessary drainage easements and shown on the Final Plan of Survey lodged for sealing.

Specific easements as required by other authorities must also be provided and shown on the Final Plan of Survey lodged for sealing.

12. Underground power and telecommunication services must be provided to all lots on the endorsed plan of subdivision in accordance with the requirements of TasNetworks and the telecommunications authority requirements. Services conduits must be provided to the lots proper at the developer's cost. Services conduits must be provided to the service authority requirements. The underground cabling and street lighting design

including annual operating costs must be submitted to Council for approval prior to engineering plan approval.

13. Site filling that exceeds a depth of 300mm must be placed in accordance with AS3798 guidelines for commercial and residential developments 1996. Upon completion of the works, the supervising engineer must confirm in writing that the works have been carried out in accordance with AS 3798. The location of fill areas must be shown on the “as constructed drawings” and Final Plan of Survey submitted for sealing.
14. At practical completion and the satisfactory completion of all mandatory audit inspections for each approved stage of the subdivision works the supervising engineer must:
 - Request a joint on site practical completion inspection with the Council’s authorised representative;
 - Provide written confirmation that the works have been substantially completed in accordance with the Council approved plans and specifications and that the appropriate levels of quality and workmanship have been achieved;
 - Provide a copy of relevant documentation that all requirements have been carried out as applicable by the following:
 - (i) Telecommunication authorities
 - (ii) TasNetworks
 - (iii) TasWater;
 - Provide supervising engineer’s certification that site filling exceeding 300mm has been placed in accordance with AS3798 (guidelines on earthworks for commercial and residential developments). Fill areas must be shown on the ‘As Constructed’ drawings;
 - Provide a signed checklist for ‘As Constructed’ drawings;
 - Submit A1 size ‘As Constructed’ drawings in accordance with Council’s Survey Brief, at a scale of 1:200 or 1:500 as appropriate, unless approved otherwise, certified as correct by a registered land surveyor in accordance with Council’s Survey requirements for subdivisions, developments and capital works projects;
 - Provide CCTV inspection and report (by Council approved contractor) of any new public stormwater infrastructure to be taken over by Council; and
 - Provide an arborist assessment that the vegetation protection measures as required in the Vegetation Protection Plan have been satisfactorily implemented.

Council will issue a Certificate of Practical Completion including a minor defects list, upon the successful completion of:

- (a) All mandatory audit inspections;
 - (b) Provision of acceptable documentation;
 - (c) Practical completion inspection;
 - (d) Provision of Bond and Bank guarantees.
15. The supervising engineer must lodge a maintenance bond and bank guarantee of 10% of the total contract sum including GST to cover the satisfactory rectification of all defects and defective works during the statutory 52 weeks maintenance period prior to

the issue of Certificate of Practical Completion for each approved stage of the subdivision.

16. The satisfactory completion of all public infrastructure for each stage of the subdivision works will be considered achieved when:
 - (a) A Certificate of Practical Completion has been issued;
 - (b) All defects and any defective works have been satisfactorily rectified at the completion of the 52 week maintenance period;
 - (c) Council will be entitled to call upon the bond and bank guarantee funds to complete or rectify any outstanding defective works after the expiry of the maintenance period;
 - (d) At the end of the statutory 52 week maintenance period, the supervising Engineer must request a joint onsite inspection with the Council's authorised representative to confirm that all outstanding defects and defective works have been satisfactorily completed;
 - (e) Upon satisfactory completion of all outstanding defects and defective works Council will issue a notice of satisfactory 'Final Inspection' and the public assets will be taken over by Council;
 - (f) After takeover of the works, it will be the responsibility of the supervising engineer or applicant to request Council to release all Bond and Bank Guarantee monies.
17. All works associated with each approved stage of the subdivision must be completed to the satisfaction of the Executive Manager – Engineering Services prior to the sealing of the Final Plan of Survey by Council for the respective stage. Quality assured contractors may lodge a notice of intent to Council requesting assessment and approval that security be accepted to cover the completion of any outstanding works to enable the sealing of the Final Plan of Survey. The assessment must be in accordance with Council's policy at the time, is subject to an onsite inspection and report by Council's officers. The follow must be confirmed in writing:
 - (a) That all sewer, stormwater, water mains and associated house connections are constructed and capable of satisfactory operation; and
 - (b) That all requirements of the Electricity and Telecommunication agencies and other relevant service authorities have been satisfactorily completed.

Acceptable "As Constructed" drawings must be provided.

18. All existing sewer, water, stormwater, Tas Networks and telecommunication authorities supply infrastructure traversing newly created lots, must be removed and/or replaced as necessary so that they are contained wholly within the boundaries of the specific lot which they service with all associated costs borne by the applicant. The requirements of the relevant service authorities must be strictly complied with by the applicant.
19. Ongoing management of the land must be in accordance with the Part 5 Agreement in perpetuity.

Prior to sealing of the Final Plan of Survey, a bond must be paid to Council for the cost of five years of monitoring and implementation of the Part 5 Agreement and associated endorsed Conservation Management Plan, excluding any initial actions already undertaken. Reporting to Council on compliance with and implementation of the Agreement must be undertaken by a suitably qualified consultant and not less than once annually for a minimum period of 5 years.

The bond will be repaid to the payer in stages on an annual basis once each annual report is received and satisfactory implementation of the Agreement demonstrated, in accordance with the cost schedule identified in the Agreement.

20. The Final Plan of Survey and Schedule of Easements must include a Covenant on the title of Lots 1-20 to the effect that buildings and structures must not pose an unacceptable risk of bird collision by incorporating design elements and strategies in accordance with the document “Minimising the swift parrot collision threat – Guidelines and recommendations for parrot-safe building design”.

Buildings and structures will be deemed to pose such a risk unless they comply with any one of the following:

- (a) the glazed surface of the window does not have a total surface area of greater than 2m² and does not result in a sight line through the building from one window to another, such as corner windows;
 - (b) the glazed surface of a window is treated to include visual markers or muted reflections, the purpose of which is to give them the appearance of an impenetrable surface. Such surfaces may include any one of the following types of treatments: the use of low-reflectivity glass (0-10%); films; coatings; fritted glass; or screens; or
 - (c) the glazed surface of a window is installed at a minimum of 20 degrees from vertical, angled in at its base to reflect the ground.
21. The conditions as determined by TasWater, and set out in the attached Appendix A, form part of this permit.

ADVICE

- A. A Final Plan of Survey must be submitted to Council for sealing, together with a Schedule of Easements, a copy of the survey notes, and a copy of the balance plan (where applicable). Payment of Council’s fee for sealing the Final Plan of Survey and Schedule of Easements must be made upon submission of plans.
- B. In accordance with section 53(5) of the Land Use Planning and Approvals Act 1993 this permit lapses after a period of two years from the date on which it is granted if the use or development in respect of which it is granted is not substantially commenced within that period.
- C. The Developer should not allocate any property address numbers for the proposed lots.

New property addresses have been allocated as follows:

Lot No.	Allocated Property Address
1	25 Eleni Avenue, Kingston
2	27 Eleni Avenue, Kingston
3	29 Eleni Avenue, Kingston
4	31 Eleni Avenue, Kingston
5	35 Eleni Avenue, Kingston
6	37 Eleni Avenue, Kingston
7	39 Eleni Avenue, Kingston
8	41 Eleni Avenue, Kingston
9	43 Eleni Avenue, Kingston

10	45 Eleni Avenue, Kingston
11	47 Eleni Avenue, Kingston
12	24 Eleni Avenue, Kingston
13	26 Eleni Avenue, Kingston
14	28 Eleni Avenue, Kingston
15	30 Eleni Avenue, Kingston
16	49 Alfreds Garden, Kingston / 32 Eleni Avenue, Kingston
17	47 Alfreds Garden, Kingston
18	45 Alfreds Garden, Kingston
19	43 Alfreds Garden, Kingston
20	41 Alfreds Garden, Kingston

- D Council is investigating the option of construction of a larger stormwater detention and quality treatment basin that would include the Kingston Green 4A, 4B and 4C sites and accommodate the future connection from the upstream catchment (Bishop Davies Court and St Lukes site). Council will be in contact in the future to discuss options that may affect the smaller detention and treatment system for Kingston Green 4A, 4B and 4C.

ATTACHMENTS

1. **Assessment Checklist**
2. **Locality Plan**
3. **Proposal Plans**
4. **TasWater Conditions**

ASSESSMENT CHECKLIST

Kingston Green Specific Area Plan

The proposed subdivision is in the Residential Precinct identified in Figure 2: extract of Figure F1.2 from the SAP (yellow section in the figure below).

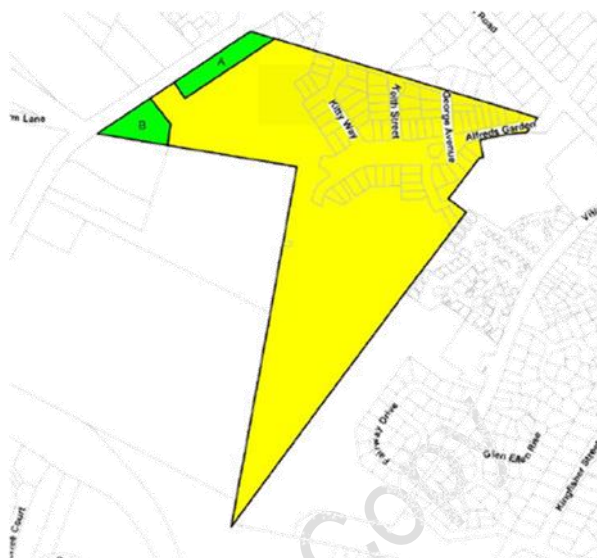


Figure 1: extract of Figure 2: extract of Figure F1.2 from the SAP.



Figure 2: extract of Figure F1.2 from the SAP (proposed site for new lots highlighted by red circle)

Special Area Plan Provisions

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Subdivision (Cl. F1.5.1.6)	<ul style="list-style-type: none"> A1 – Subdivision may only be approved where it is consistent with the layout and lot sizes shown in Figure F1.2. 		✓		<p>A1 – does not comply – the proposed lot layout is generally in accordance with that depicted in Figure 1.2. The lots are sited in the area identified for either 'conventional residential lots' (highlighted in yellow) in Figure F1.2, with a lot size range of 450-600m² or 'larger conventional residential lots' with areas greater than 600m².</p> <p>With the exception of Lots 1 and 5, none of the other lots comply; all other proposed lots are under the minimum size.</p> <p>Size of proposed lots (m²):</p> <p>Lot 1 = 493 (complies)</p> <p>Lot 2 = 401 (49 under)</p> <p>Lot 3 = 413 (37 under)</p> <p>Lot 4 = 431 (19m under)</p> <p>Lot 5 = 877 (complies)</p> <p>Lot 6 = 439 (11 under)</p> <p>Lot 7 = 439 (11 under)</p> <p>Lot 8 = 439 (11 under)</p> <p>Lot 9 = 439 (11 under)</p> <p>Lot 10 = 439 (11 under)</p> <p>Lot 11 = 439 (11 under)</p> <p>Lot 12 = 345 (1 under)</p> <p>Lot 13 = 358 (92 under)</p> <p>Lot 14 = 358 (92 under)</p> <p>Lot 15 = 358 (92 under)</p> <p>Lot 16 = 339 (111 under)</p> <p>Lot 17 = 357 (93 under)</p> <p>Lot 18 = 357 (93 under)</p> <p>Lot 19 = 358 (92 under)</p> <p>Lot 20 = 333 (117 under)</p> <p>The frontages specified by the SAP is 12 – 15m per lot. All lots comply with the requirement, with the exception of Lot 5, which has a</p>

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
					frontage of only 6m which does not comply.

Zone Provisions

CLAUSE		COMPLIES?			COMMENTS
		YES	NO	N/A	
Lot Design (Cl. 11.5.1) • A1 – minimum and maximum lot size • A2 – Building areas • A3 - Frontage • A4 – Internal Lots • A5 – Arrangement of lots	• A1 – size of each lot			✓	A1 – n/a lot size specified by SAP
	• A2 – No acceptable solution		✓		A2 - No acceptable solution. Performance criteria required to be addressed.
	• A3 – No acceptable solution			✓	A3 - n/a frontage dictated by SAP
	• A4 – Internal Lots		✓		Does not comply – an internal lot is proposed (Lot 5). Lot 5 lies predominantly behind other lots and will be accessed via an extension to a private road. Performance criteria required to be addressed.
	• A5 - No acceptable solution			✓	A5 - n/a dictated by SAP
Roads (Cl. 11.5.2)	• A1 – no new road		✓		A1 – does not comply – a new road is proposed. Performance criteria required to be addressed.
Ways and Public Open Space (Cl. 11.5.3)	• A1 – No acceptable solution		✓		A1 – No acceptable solution. Performance criteria required to be addressed.
Services (Cl. 11.5.4)	• A1 – connected to water	✓			A1 – complies – each lot would be connected to reticulated water
	• A2 – connected to sewerage	✓			A2 - complies – each lot would be connected to reticulated sewerage
	• A3 – connected to stormwater	✓			A3 - complies – each lot would be connected to Council stormwater
		✓			

CLAUSE	COMPLIES?			COMMENTS
	YES	NO	N/A	
				A4 – does not comply – a new road is proposed. Performance criteria required to be addressed.

Code Provisions

CLAUSE	COMPLIES			COMMENTS
	YES	NO	N/A	
E1.0 Bushfire-Prone Areas Code				
Subdivision: Provision of hazard management areas (Cl.E1.6.1.1)	<ul style="list-style-type: none">A1 – Subdivision capable of containing fire hazard management areas	✓		<p>A1 – The application is accompanied by a Certificate under s51(2)(d) of the <i>Land Use Planning and Approvals Act 1993</i> certified by an accredited bushfire practitioner which demonstrates that the proposed subdivision meets Clause E1.6.1 A1 (b) in that it provides hazard management areas equal to or greater than that the separation distances required for BAL-19 for all lots (Dana Elphinstone, JMG Engineers and Planners, 23/03/2020).</p> <p>A subdivision Bushfire Hazard Management Plan (BHMP) (Dana Elphinstone, JMG Engineers and Planners, 23/03/2020) was also submitted with the application demonstrating that the proposal complies with A1(b) as follows:</p> <ul style="list-style-type: none">The plan shows all lots that are located within a bushfire prone area;The plan identifies a compliant building area for each lot;the bushfire hazard management area for each lot is equal to or greater than the separation distances required for BAL-19;the application is accompanied by a bushfire hazard management plan certified by an accredited person and showing hazard management areas equal

CLAUSE		COMPLIES			COMMENTS
		YES	NO	N/A	
					<p>to or greater than the separation distances required for BAL-19;</p> <p>As the hazard management area (HMA) for Lots 5 to 12 will extend onto the proposed balance lot, a Part 5 Agreement is proposed to ensure the ongoing management of the HMA. As this land forms part of the subdivision and is in the same ownership, there is no foreseeable obstacle to the creation of this agreement. Therefore, the proposal complies with A1(c). As the area subject to hazard management on the balance lot is also within the proposed conservation zone, the HMA must also be maintained in accordance with the conservation management plan.</p> <p>To ensure the bushfire hazard management requirements are satisfied, conditions are recommended for inclusion in any permit issued requiring:</p> <ul style="list-style-type: none"> • A Part 5 Agreement on the new residential lots to ensure the measures contained within the certified BHMP are implemented in relation to any future development on the lots, unless superseded by an alternative BHMP certified by an accredited person or TFS, and only if this alternative BHMP demonstrates that the hazard management areas are contained within the designated development areas shown on the title; and • A Part 5 Agreement on the balance lot requiring the owner of this lot to maintain the HMA in accordance with the certified BHMP and Conservation Management Plan for the conservation zone.
Subdivision: Public Access (Cl.E1.6.1.2)	<ul style="list-style-type: none"> • A1 – Certified signoff provided or subdivision plan demonstrating required layout 	✓			A1 - The subdivision complies with A1 (b) as the proposed plan of subdivision shows the layout of property access to the building areas and demonstrates they comply with Table E2 and the plan

CLAUSE		COMPLIES			COMMENTS
		YES	NO	N/A	
					has been certified by an accredited person.
Subdivision: Provision of water supply for fire fighting purposes (Cl.E1.6.3)	<ul style="list-style-type: none"> A1 – Certified signoff provided or supply demonstrated A2 – Unserved areas – certified signoff provided, BHMP certified or supply demonstrated 	✓			<p>A1 – The subdivision complies with A1 (b) as proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan and this plan has been approved by an accredited person as being compliant with Table E4.</p> <p>✓ A2 – n/a – area is serviced.</p>
E5.0 Road and Railway Assets Code					
Existing Road Accesses and Junctions (E5.5.1)	<ul style="list-style-type: none"> A1 - The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater. A2 - The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater. A3 - The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the 			<p>✓</p> <p>✓</p> <p>✓</p>	<p>A1 – n/a</p> <p>A2 – n/a</p> <p>A3 – does not comply – The proposed 20 lot subdivision is expected to generate 150 vehicles/day and around 15 vehicles/hour during peak traffic periods for the road network. Performance Criteria must be addressed.</p>

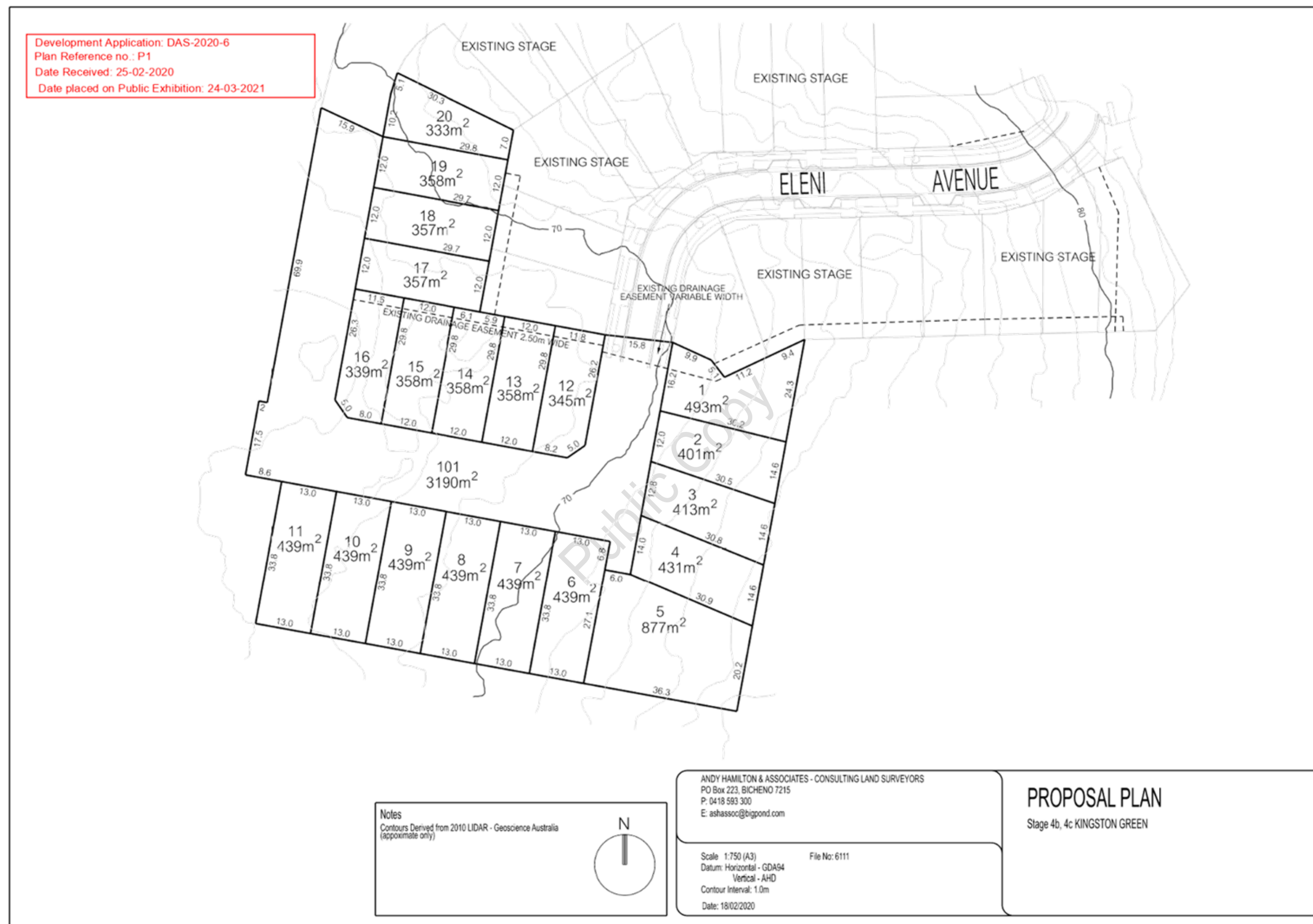
CLAUSE		COMPLIES			COMMENTS
		YES	NO	N/A	
	greater.				
E6.0 Parking and Access Code					
Number of vehicular accesses (Cl.E6.7.1)	<ul style="list-style-type: none"> A1 – Number of vehicle access points complies 			✓	A1 – n/a - The application is for subdivision only and as such this clause is not relevant at this stage. The parking requirements for each lot will be assessed with the applications for development of the lots upon completion of the subdivision works and issue of titles.
Design of vehicular accesses (Cl.E6.7.2)	<ul style="list-style-type: none"> A1 – Design of vehicle access points complies 	✓			A1 – complies - The sight distance requirements for vehicle access points are assessed under this clause in the case of a residential lot subdivision. The proposed access locations are not indicated on the submitted drawings however, the subdivision road layout consists of straight sections of road with two right angle bends. The driveway access crossovers to the lots will be assessed at the submission of detailed engineering drawings. The driveways can be located to achieve the required sight distance in accordance with AS 2890.1 due to the low speed residential nature of the development. Compliance to be ensured through a condition of any approval.
E7.0 Stormwater Management Code					
Stormwater drainage and disposal (Cl.E7.7.1)	<ul style="list-style-type: none"> A1 – Disposal of stormwater to public infrastructure 	✓			A1 – complies - The submitted drawings include details of proposed stormwater reticulation mains to service the road extension and connections to all proposed lots. The provision of stormwater services is included as a condition of approval.
	<ul style="list-style-type: none"> A2 – Sensitive design of stormwater system incorporates water sensitive urban design principles 	✓			A2 – complies - The proposal includes a stormwater detention and treatment basin system to satisfy the acceptable stormwater quality and quantity targets in Table E7.1. The applicant has

CLAUSE		COMPLIES			COMMENTS
		YES	NO	N/A	
	<ul style="list-style-type: none"> A3 – Design of minor stormwater drainage system A4 – Design of major stormwater drainage system 	✓			<p>submitted preliminary modelling to indicate the treatment effectiveness and the proposal satisfies the acceptable solution A2.</p> <p>A3 – complies - The proposal also includes a system flow route within the road reserve to accommodate a minor and major storm event.</p> <p>complies – as above.</p>
E10.0 Biodiversity Code					
Buildings and works (Cl.E10.7.1)	<ul style="list-style-type: none"> A1 – Clearance and conversion or disturbance within a Building Area 		✓		<p>A1 – A Natural Values Assessment (North Barker, 11 May 2020) confirms that the subject land contains the following priority biodiversity values:</p> <ul style="list-style-type: none"> 0.68 hectares of <i>Eucalyptus ovata</i> forest and woodland (DOV), which is a high priority biodiversity value as it is a threatened native vegetation community listed under State and Commonwealth legislation; 3.72 hectares of <i>Eucalyptus amygdalina</i> forest and woodland on sandstone (DAS), which is a high priority biodiversity value as it is a threatened native vegetation community listed under State legislation; foraging and potential nesting habitat for the endangered swift parrot, which is a high priority biodiversity value; potential habitat for the endangered <i>Chaostola</i> skipper, which is a moderate priority biodiversity value; potential habitat for the endangered eastern barred bandicoot, which is a moderate priority biodiversity value; and individual trees of high-conservation values, which are a moderate priority biodiversity value.

					<p>Of these priority biodiversity values, 2.12 hectares of DAS and Chaostola skipper habitat are located within an existing 2.12 hectare conservation zone established under a Part 5 Agreement to offset the impacts of the previous stage of Kingston Green (Dealing No. E167944). The remaining 2.29 hectares of priority biodiversity values, including 0.68 hectares of DOV and 1.6 hectares of DAS, are outside the conservation zone.</p> <p>The proposed subdivision will impact upon 0.71 hectares of priority biodiversity values, including 0.13 hectares of DOV and 0.58 hectares of DAS, both of which contain Swift parrot, Chaostola skipper and Eastern barred bandicoot habitat. This vegetation is located within a Biodiversity Protection Area and is subject to Code E10.0. A small area of this vegetation is also within the existing protected area and as a consequence, the proposal involves excising an area from the conservation zone and offsetting this impact elsewhere on site. This is discussed further under 'Other matters'.</p> <p>A1 – The proposal cannot comply with A1 as the subdivision is not for the purpose of separating existing dwellings or the creation of a lot for public open space, public reserve or utility. Therefore, the proposal must be assessed against Performance Criteria P1(c).</p>
E11.0 Waterway and Coastal Protection Code					
While the Waterway and Coastal Protection Area occurs on part of the site, no buildings or works encroach into this area. Therefore, this Code is not applicable.					

LOCALITY PLAN







Development Application: DAS-2020-6
Plan Reference no.: P1
Date Received: 25-02-2020
Date placed on Public Exhibition: 24-03-2021

Notes
Contours Derived from 2010 LIDAR - Geoscience Australia
(approximate only)
Aerial Image Base - Courtesy NEARMAP dated 22/12/2019.

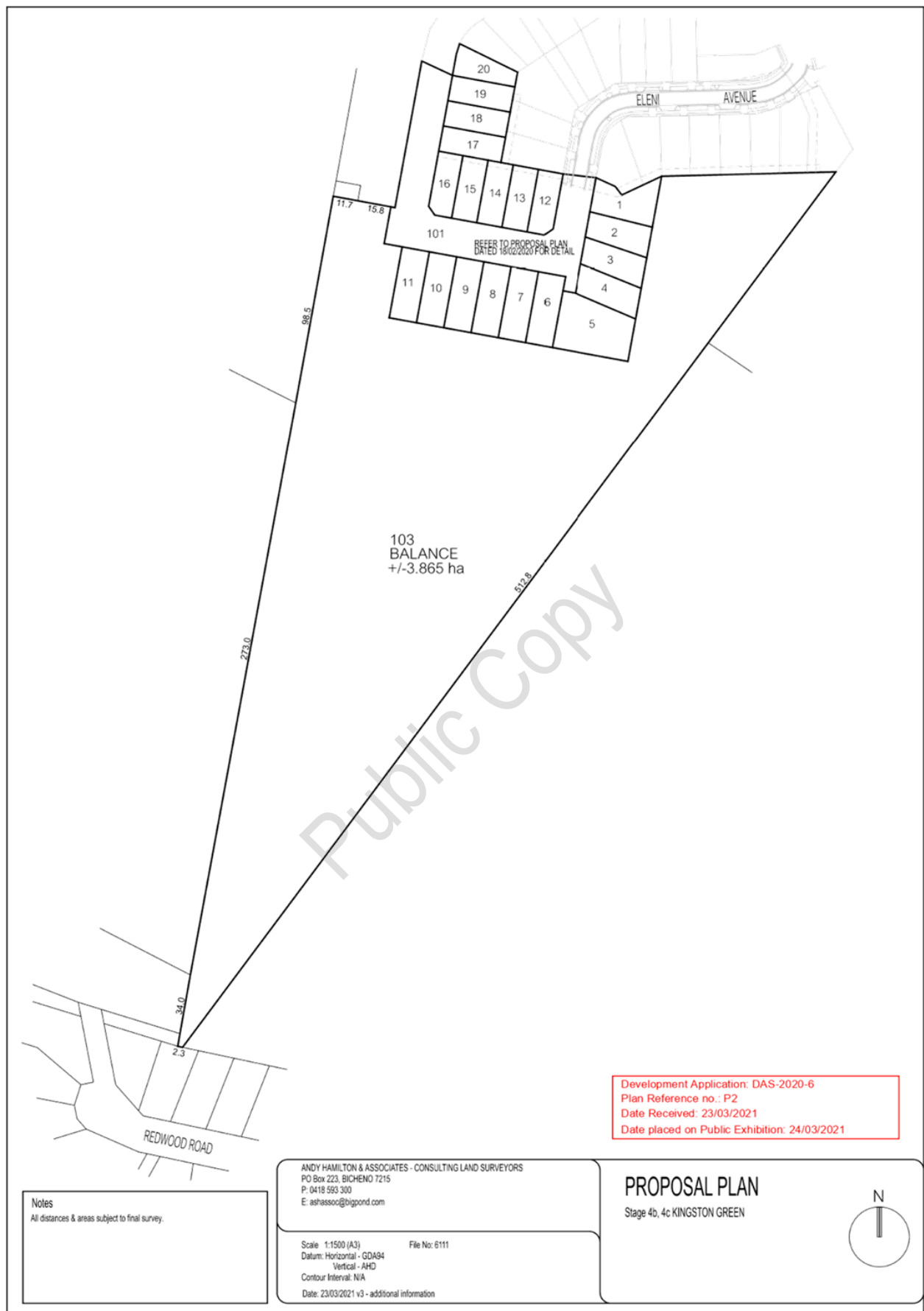


ANDY HAMILTON & ASSOCIATES - CONSULTING LAND SURVEYORS
PO Box 223, BICHENO 7215
P: 0418 593 300
E: ashassoc@bigpond.com

Scale: 1:750 (A3)
Datum: Horizontal - GDA94
Vertical - AHD
Contour Interval: 1.0m
Date: 18/02/2020

File No: 6111

PROPOSAL PLAN
Stage 4b, 4c KINGSTON GREEN





Submission to Planning Authority Notice

Council Planning Permit No.	DAS 2020-6		Council notice date	5/03/2020
TasWater details				
TasWater Reference No.	TWDA 2020/00291-KIN		Date of response	23/03/2020
TasWater Contact	Phil Papps	Phone No.	(03) 6237 8246	
Response issued to				
Council name	KINGBOROUGH COUNCIL			
Contact details	kc@kingborough.tas.gov.au			
Development details				
Address	ALFREDS GARDEN , KINGSTON		Property ID (PID)	9364894
Description of development	Subdivision of 20 lots (Stage 4B & 4C)			
Schedule of drawings/documents				
Prepared by	Drawing/document No.	Revision No.	Date of Issue	
A Hamilton & Associates	Plan of Subdivision / 6111	--	18/02/2020	
JMG	Servicing Plan / J14027PH / C102	P1	21/02/2020	
JMG	Sewer Vent Stack Relocation / J14027PH / SK01	P1	16/03/2020	
Conditions				
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:				
CONNECTIONS, METERING & BACKFLOW				
<ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections / sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 				
ASSET CREATION & INFRASTRUCTURE WORKS				
<ol style="list-style-type: none"> 3. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains. 4. Prior to applying for a Permit to Construct new water and/or sewerage infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction. 5. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction. 6. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements. 7. Prior to the issue of a Consent to Register a Legal Document / Certificate of Water and sewerage 				



Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development including the relocation of the existing sewerage vent stack located within 9 Eleni Ave (CT 176913/417) to a new location (nominally adjacent to sewer manhole Asset A186897), generally as shown on the plans listed in the Schedule of drawings/documents, are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.

8. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
9. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document, the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. As constructed drawings must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
10. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
11. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
12. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

13. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.
14. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.

DEVELOPMENT ASSESSMENT FEES



15. The applicant or landowner as the case may be, must pay a development assessment and Consent to Register a Legal Document fee to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date they are paid to TasWater, as follows:

- a. \$675.71 for development assessment; and
- b. \$149.20 for Consent to Register a Legal Document

The payment is required by the due date as noted on the statement when issued by TasWater.

Advice

General

For information on TasWater development standards, please visit

<https://www.taswater.com.au/Development/Technical-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

The location of TasWater infrastructure as shown on the GIS is indicative only.

- A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- TasWater will locate residential water stop taps free of charge
- Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor

Development Assessment Manager

TasWater Contact Details

Email	development@taswater.com.au	Web	www.taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001		

OPEN SESSION

15 NOTICES OF MOTION

15.1 Wingara Road Beach Steps, Howden

The following Notice of Motion was submitted by **Cr Fox**:

RECOMMENDATION

That Council obtain a licence from the Crown to take responsibility for maintenance of the steps at Wingara Beach, located at the beginning of Wingara Road across from 15 Wingara Road in Howden.

Background

A licence will enable Council to provide safe public access to the foreshore for the local residents and greater Kingborough community.

Wingara Beach has been an important community asset for generations. Coastal erosion has created a vertical drop to the beach which made it necessary to provide steps to access the beach safely.

13 years ago, steps were built by a local family to provide safe access to the foreshore. The steps are well built and in good repair but need to meet current building standards.

Howden residents and visitors from across Kingborough have been using the steps to gain access for fishing, walking, seagrass collection, sunset photography, swimming and small watercraft launching.

These steps provide the only safe access for the Howden community and many visitors to Wingara Beach. Without these steps there would be no convenient access to this sheltered, family friendly swimming beach, which catches the afternoon sun. It is also one of the only beaches in Howden that is oyster free.

Late last year, an officer from Crown Land Services requested that the unlicensed structure be removed unless the local community or Council would agree to take responsibility for them.

Officers from Council met local residents and the President of Howden Progress Association on site and agreed that they were a valuable community asset, and although well-built, would need to meet current building standards. It was agreed that Council would seek to obtain a licence over the infrastructure - not the entire Crown foreshore - and ensure that they would be upgraded to provide safe public access for the community.



Image of steps on Wingara Beach

Officer's Response

Of relevance in assessing this matter are the issues of precedence, risk and cost. In this regard, it is considered that the proposal for Council to take out a licence over the steps is justifiable in that it won't create an unwanted precedence and does not expose Council to unreasonable risk or cost liabilities. The evidence presented in the Notice of Motion indicates that there is broad community usage of the steps as the only means of accessing a popular local beach. The steps are well constructed and in good condition. At some stage in the future they will require upgrading in line with current standards, in the same way that the steps over the Crown Foreshore to Snug Beach were upgraded in 2020. However, the steps to Wingara Beach do not require an immediate upgrade and are considered safe to use by the community. Crown Land Services has indicated that they are prepared to grant a licence over just the steps (as opposed to the whole foreshore title in which they are located), which significantly minimises the liability to Council.

In view of the above, the request for Council to take out a licence over the steps is supported.

Daniel Smee, Director Governance, Recreation & Property Services

16 PETITIONS STILL BEING ACTIONED

There are no petitions still being actioned.

17 PETITIONS RECEIVED IN LAST PERIOD

At the time the Agenda was compiled no Petitions had been received.

18 OFFICERS REPORTS TO COUNCIL

18.1 COUNCILLOR WORKSHOP POLICY

File Number: 12.258

Author: Fred Moul, Chief Information Officer

Authoriser: Gary Arnold, General Manager

Strategic Plan Reference

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.1 A Council that engages with and enables its community.

1. PURPOSE

- 1.1 The purpose of this report is to seek Council's endorsement of a Councillor Workshop Policy

2. BACKGROUND

- 2.1 At the Council meeting of November 23, 2020 Council resolved to ".... develop a Councillors Workshops Policy that covers issues including the scope and purpose of workshops, confidentiality, recording of presentations, conflict of interest and councillor conduct.". Minute C701/22-2020 refers.
- 2.2 This decision to develop a broader Councillor Workshops Policy is in response to a Notice of Motion by Councillor Wriedt for "Council to record all future workshops".
- 2.3 The requirement to record Councillor Workshops has been incorporated in the proposed policy.

3. STATUTORY REQUIREMENTS

- 3.1 No statutory requirements exist for Council to maintain a policy governing Councillor Workshops, nor is the conduct of Councillor Workshops governed by either the *Local Government Act 1993* or the *Local Government (Meeting Procedures) Regulations 2015*.
- 3.2 *Regulation 8* of the *Local Government (Meeting Procedures) Regulations 2015* requires that the date and purpose of any Council Workshop held since the last meeting is to be reporting in each ordinary meeting agenda.

4. DISCUSSION

- 4.1 Councillor Workshops are informal meetings of Councillors, staff, and sometimes external participants, held for the purpose of providing elected members with detailed background information on specific matters.
- 4.2 The forums provide an opportunity for Councillors to explore and ask questions about complex matters that will be considered at a formal meeting of Council or be briefed on matters that do not necessarily require a later decision.
- 4.3 No decisions are to be made or inferred at a Councillor Workshop, but rather the intent is to provide enough information for Councillors to form an opinion for later debate and decision at a formal meeting of Council.

- 4.4 Currently there are no governance arrangements in place for the conduct of Councillor Workshops, nor is there any legislative requirement to do so.
- 4.5 However, given that Councillor Workshops occur frequently and form an important part of the decision-making process, logic dictates that guidelines should exist to ensure the proper conduct of meetings and consistent administration by Council staff.
- 4.6 The proposed policy provides a framework for the orderly and proper conduct of Councillor Workshops and aims to increase transparency around Council's decision-making process in line with the principles of good governance.

5. FINANCE

- 5.1 There are no financial implications if this policy is adopted.

6. ENVIRONMENT

- 6.1 There are no environmental implications if this policy is adopted.

7. COMMUNICATION AND CONSULTATION

- 7.1 Where a report to Council has been developed, in part, by collaboration at a Councillor Workshop, this is to be noted in the 'Communication and Consultation' section of the report.
- 7.2 The adoption of this policy will provide further insight for the public into the decision-making process of Council.
- 7.3 No community consultation has taken place in the development of the policy.

8. RISK

- 8.1 Failure to adopt such a policy may increase the risk of harm to Council's reputation through a lack of transparency and trust in the decision-making process.
- 8.2 Adopting this policy introduces governance arrangements which provide guidance on the expected behaviours, roles, and responsibilities of participants at Councillor Workshops.

9. CONCLUSION

- 9.1 Council is committed to the application of good governance principles throughout the entirety of its decision-making processes.
- 9.2 There are currently no governance arrangements in place for the conduct of Councillor Workshops. This policy establishes clear guidelines for the conduct of Councillor Workshops which form an important part of Council's decision-making process.

10. RECOMMENDATION

That Council adopt the Councillor Workshop Policy 1.19.

ATTACHMENTS

1. Councillor Workshop Policy



Policy No: **1.19**
 Approved by Council **April 2021**
 New Review Date: **April 2024**
 Responsible Officer: **Chief Information Officer**

Minute No: **TBA**
 ECM File No: **12.258**
 Version: **1.0**

Councillor Workshop Policy

POLICY STATEMENT	<p>1.1 Council is committed to the application of good governance principles throughout the entirety of its decision-making processes. This policy establishes clear guidelines for the conduct of Councillor Workshops which form an important part of the decision-making process.</p> <p>1.2 Councillor workshops are intended to provide a valuable opportunity to enhance the decision-making process by providing a forum for Councillors to ask questions and seek clarification of information prior to formal meetings or be briefed on strategic and other complex matters that are not necessarily the subject of a Council decision.</p> <p>1.3 This policy is consistent with <i>Sections 20 and 28</i> of the <i>Local Government Act 1993</i>, Council's Code Of Conduct for Councillors and the Good Governance Guide for Local Government in Tasmania.</p>
DEFINITIONS	<p>2.1 In this policy:</p> <p>"Council" means Kingborough Council.</p> <p>"Councillor Workshop" is an informal meeting, held for the purpose of providing elected members with information on specific matters to assist in the decision-making process. Councillor Workshops are not governed by the <i>Local Government Act 1993</i> or the <i>Local Government (Meeting Procedures) Regulations 2015</i>.</p> <p>"Interest" - A Councillor has an interest in a matter if the Councillor or a close associate would, if the matter were decided in a particular manner, receive, have an expectation of receiving or be likely to receive a pecuniary benefit or pecuniary detriment.</p>
OBJECTIVE	<p>3.1 This policy provides a framework for the orderly and proper conduct of Councillor Workshops and aims to increase transparency around Council's decision-making process in line with the principles of good governance.</p>
SCOPE	<p>4.1 This policy applies to all Councillors and Council employees that attend and participate in workshops including staff that contribute towards the decision-making process.</p>
PROCEDURE (POLICY DETAIL)	<p>5.1 Workshops</p> <p>5.1.1 Councillor Workshops enhance the decision-making process by providing a forum for Council officers to brief Councillors and provide additional background on complex matters coming before Council for decision.</p> <p>5.1.2 In addition, these forums provide a mechanism for Councillors, staff and where required, external parties to collaborate and develop/review proposals such as master plans, strategic priorities, budgets and policies.</p> <p>5.1.3 Where a Council report has been developed, in part, by collaborating in a Councillor Workshop, this is to be noted in</p>



Policy No: **1.19**
 Approved by Council **April 2021**
 New Review Date: **April 2024**
 Responsible Officer: **Chief Information Officer**

Minute No: **TBA**
 ECM File No: **12.258**
 Version: **1.0**

	<p>the 'Communication and Consultation' section of the report template.</p> <p>5.1.4 No decision making or voting takes place at these meetings.</p> <p>5.2 Councillor Workshop Standards of Conduct</p> <p>5.2.1 To ensure that Councillor Workshops are conducted in a consistent and appropriate manner, the following standards will be applied at all times:</p> <p>5.2.1.1 No delegated authority from Council exists at Councillor Workshops.</p> <p>5.2.1.2 No decisions or implied decisions that bind the Council are to be made or inferred.</p> <p>5.2.1.3 Councillors and staff will conduct themselves in accordance with their respective Codes of Conduct.</p> <p>5.2.1.4 Prior to or during a Councillor Workshop, Councillors must declare an interest on any matters being discussed in accordance with the relevant provisions of the <i>Local Government Act 1993</i>. This will ensure that transparency in the overall decision-making process is maintained.</p> <p>5.2.1.5 Councillors may be in receipt of confidential information that may or may not be part of a formal Council meeting. Councillors and Council Officers have a responsibility to ensure that such information remains confidential and not disseminated to any other person unless authorised by the General Manager or by Council resolution.</p> <p>5.3 Workshop Schedule</p> <p>5.3.1 Councillor workshops shall be held in accordance with the workshop schedule included in the Council Agenda every two months.</p> <p>5.3.2 A separate notice/invite for each workshop will be provided to Councillors one week prior to the workshop.</p> <p>5.3.3 Councillors should confirm their attendance at least two business days prior to the scheduled workshop.</p> <p>5.3.4 The General Manager or Mayor may call an unscheduled workshop session as necessary for the discussion of emergent matters.</p> <p>5.4 Participants</p> <p>5.4.1 Councillor Workshops are not formal meetings of Council and are not open to the public unless otherwise invited.</p> <p>5.4.2 External participants may attend Councillor Workshops at the invitation of the Mayor or General Manager. Attendance by external participants such as consultants, contractors or guests are to be recorded and included in the workshop summary section of the Council Agenda (5.5.4 refers)</p> <p>5.4.3 Councillor Workshops are not live streamed.</p>
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	<p>5.4.4 Audio recordings of all Councillor Workshops will be made and accessed on the same basis as the audio recording of closed session meetings of Council (Council Meeting Recording Policy 1.10 refers).</p> <p>5.5 Administration</p> <p>5.5.1 The General Manager in consultation with the Mayor and Councillors will determine the matters to be presented at a Councillor Workshop.</p> <p>5.5.2 A copy of the supporting documentation (where applicable) is to be provided at least three business days prior to the Councillor Workshop.</p> <p>5.5.3 Supporting documentation or presentations for Councillor Workshops that are confidential in nature are to be clearly marked 'CONFIDENTIAL' by the officer preparing the material.</p> <p>5.5.4 Each Council Agenda will include a summary of the Councillor Workshops held since the previous Council meeting.</p> <p>5.5.5 Councillor attendance at Councillor Workshops will be recorded and summarised on a quarterly basis in the corresponding Council Agenda.</p> <p>5.6 Facilitation</p> <p>5.6.1 Councillor Workshops will be chaired by the Mayor or delegated Councillor and be responsible for the good governance and order of the meeting.</p> <p>5.6.2 Workshops may be facilitated by Council staff, Councillors or external parties.</p> <p>5.6.3 The relevant departmental manager will introduce the session and presenter/facilitator.</p>
COMMUNICATION	<p>6.1 All staff, Councillors and Customers, members of the public. Available free of charge at the Civic Centre and on Councils Web Site www.kingborough.tas.gov.au</p>
LEGISLATION	<p>7.1 <i>Local Government Act 1993</i></p>
RELATED DOCUMENTS	<p>8.1 Policy 9.14: Code of conduct – Employees</p> <p>8.2 Code of Conduct for Councillors</p> <p>8.3 Policy 1.10: Council Meeting Recording Policy</p> <p>8.4 Good Governance Guide June 2018.pdf (dpac.tas.gov.au)</p>
AUDIENCE	<p>9.1 Public document</p>

18.2 KINGBOROUGH BICYCLE ADVISORY COMMITTEE**File Number: 28.114****Author: Anthony Verdouw, Executive Officer Engineering Services****Authoriser: David Reeve, Director Engineering Services****Strategic Plan Reference**

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.1 A Council that engages with and enables its community.

1. PURPOSE

- 1.1 The purpose of this report is to present minutes from the meeting of the Kingborough Bicycle Advisory Committee (KBAC) held on 26 March 2021 and to present four motions adopted by the Committee.

2. BACKGROUND

- 2.1 KBAC met on 26 March 2021 and the Minutes of the meeting are attached to this report.

3. STATUTORY REQUIREMENTS

- 3.1 KBAC is a committee appointed by Council in accordance with section 24 of the *Local Government Act 1993*.

4. DISCUSSION

- 4.1 The Committee adopted four motions to be considered by Council:

- (a) *Council to write to the Department of State Growth to request a shared path be built on the Algona Road reservation to link the Algona Road underpass to the shared path on Channel Highway that leads to the new Huntingfield park and ride site.*
- i. The route proposed is within Crown Land and would require State Growth endorsement and funding.
 - ii. Potential Huntingfield cycle routes will also be identified and prioritised in the Kingborough Bicycle Plan. It would be premature to be seeking support for this project until the Kingborough Bicycle Plan is finalised.
- (b) *Council enter negotiations with the owners of 1179 Channel Highway, Huntingfield to obtain a strip of land for a shared path linking the Sirius Drive path to the new park and ride site.*
- i. Potential Huntingfield cycle routes will be identified and prioritised in the Kingborough Bicycle Plan.
 - ii. To-date no Development Application concerning a subdivision for the property in question has been submitted.
- (c) *Council to write to the Planning Minister Roger Jaensch to request the Government add planning standards for park and rides to the Statewide Planning Scheme.*

- i. Council will be making submissions on various aspects of the Statewide Planning Scheme and this aspect can form part of these submissions.
- (d) *Council to write to the Department of State Growth to request clarification around planned walking and cycling provision across the Channel Highway from west to east to connect residential areas to the Huntingfield Park and Ride and the proposed Huntingfield subdivision.*
- i. This matter is currently associated with a current Development Application for a roundabout at Huntingfield and will be considered through this process in the first instance.

5. FINANCE

- 5.1 There are no significant financial considerations regarding three of the motions proposed by the Committee.
- 5.2 Any future land acquisitions or public open space requests at 1179 Channel Highway would have ongoing financial considerations.

6. ENVIRONMENT

- 6.1 Encouraging safer cycling and more cycling infrastructure promotes more active lifestyles and potentially reduces reliance on vehicles providing an improved environmental outcome.

7. COMMUNICATION AND CONSULTATION

- 7.1 KBAC will be consulted on Council's resolutions regarding the motions they have raised.

8. RISK

- 8.1 There are no apparent risks associated with the motions raised by the Committee.

9. CONCLUSION

- 9.1 The Kingborough Bicycle Advisory Committee met on 26 March 2021.
- 9.2 The Committee adopted four motions.
- 9.3 Two of these motions are associated with work that is still yet to be finalised as part of the Kingborough Bicycle Plan and should wait until the plan is completed and endorsed by Council.
- 9.4 One motion is related to requested changes to the Statewide Planning Scheme and can form part of a combined response.
- 9.5 One motion is associated with a current Development Application and can be considered through this process.

10. RECOMMENDATION

That Council:

- (a) Notes the minutes of the Kingborough Bicycle Advisory Committee.
- (b) Notes the motion to write to the Department of State Growth to request a shared path be built on the Algona Road reservation to link the Algona Road underpass to the shared path on Channel Highway and resolve to consider if it is recommended as a high priority route within the Kingborough Bicycle Plan.

- (c) Notes that Huntingfield park and ride routes will be identified and prioritised in the *Kingborough Bicycle Plan* and this will assist informing any response to a future Development Application for 1179 Channel Highway.
- (d) Makes a submission to State Government requesting planning standards are developed for park and rides.
- (e) Notes that walking and cycling provision associated with subdivision of land in the Huntingfield area will be considered as part of the Development application.

ATTACHMENTS

1. KBAC Minutes 26 March 2021

Public Copy

MINUTES

Kingborough Bicycle Advisory Committee

Meeting No. 2021-1

Friday 26 March 2021

Public Copy



MINUTES of a Meeting of the Kingborough Bicycle Advisory Committee held at the Kingborough Civic Centre, Kingston, on Friday 26 March 2021 at 9:00a.m.

PRESENT

		PRESENT	APOLOGY
Chairperson	Cr Amanda Midgley	✓	
Members:	Ms Kate Allingham	✓	
	Ms Suzanne Betts	✓	
	Mr Isaac Forster	✓	
	Mr David McQuillen	✓	
	Mr Dylan Robbins	✓	
	Mr Rob Sheers		✓
	Mr Peter Tuft	✓	
	Ms Angela Wilson	✓	
	Ms Ros Woodburn	✓	
Cycling South	Ms Mary McParland	✓	
Bicycle Network	Ms Alison Hetherington	✓	
Council Officers In Attendance:			
Executive Officer	Mr Anthony Verdouw	✓	
Director Engineering Services	Mr David Reeve	✓	
Program Manager	Mr Daniel Kaimatsoglu	✓	
Observers:			
	Cr Flora Fox	✓	
	Mr Gordon Keith	✓	

ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

The Chairperson acknowledged and paid respect to the Tasmanian Aboriginal Community as the traditional and original owners and continuing custodians of the land on which we meet and acknowledged elders past and present.

LEAVE OF ABSENCE

No leave of absence requested.

DECLARATIONS OF INTEREST

There were no declarations of interest.

CONFIRMATION OF MINUTES

MOVED: Peter Tuft

SECONDED: Suzanne Betts

That the Minutes of the Committee meeting held on Friday 11 December 2020, as circulated be confirmed.

Carried

BUSINESS ARISING FROM PREVIOUS MINUTES

1. Introduction to KBAC

Cr Midgley welcomed new committee members.

2. Representation at Kingborough Community Safety Committee

David McQuillen offered to represent KBAC at the next KCSC meeting to be held on 12 April 2021 at 10:30am.

3. Kingborough Bike Plan

Anthony provided an update on the Kingborough Bike Plan and a proposed project schedule for completion of the plan.

Action Item (1): Anthony to send out draft Bicycle Plan to Committee, and members to nominate if interested in working on the Bike Plan Subcommittee going forward to assist seeing the plan to completion.

4. Cycling South Report

Mary McParland provided a brief report on Cycling South activities.

Alison provided an update on the bicycle treasure hunt held during bike week which was very popular once again.

CORRESPONDENCE

Cr Midgley noted correspondence received and that Burwood Drive be considered as a cycling route in the Bicycle Plan.

5. Inward

- a) Burwood Drive – Friends of Burwood Drive – 15 March 2021.

GENERAL BUSINESS

6. Transform Kingston Project Update

Daniel provided an update on the Transform Kingston project and provided concept plans for Kingston CBD works for comment.

Committee members provided numerous comments for consideration including: removal of on-street parking, options to shift traffic loads off Channel Highway to outlying roads, issues with dooring with bike lane suggested, access to wetlands and connectivity into Kingston Park, broader connectivity for cyclists and active transport, alignment with the Kingston Place Strategy.

Action Item (2): Anthony to send out link to the Kingston Place Strategy to Committee members.

Action Item (3): Daniel to review feedback provided by Committee members and distribute concept plans to Committee members once reviewed by Council.

Action Item (4): Bike Plan subcommittee to meet with Daniel and the successful Bike Plan consultant to discuss Kingston CBD works.

7. Update on Capex Program for 2021-22

David Reeve provided an update on the 2021-22 Capital program, and upcoming projects that are relevant to the Committee, including:

- Spring Farm to Twin Ovals path survey and design.
- Snug to Coningham shared path feasibility study.
- Margate to Kingston shared path feasibility study.
- Whitewater Creek path upgrades.
- Beach Road, Kingston footpath upgrades.
- Taroona bike lane investigations.

8. Kingston Beach Footpath Designs

The Committee reviewed the Kingston Beach footpath designs from Church St to Roslyn Ave.

OTHER BUSINESS

9. Kingborough Chronicle Article

The below were proposed for consideration for future articles:

- Article on new KBAC Committee.
- New cycle access link at the KFC roundabout Kingston.
- "Be seen be safe" article for winter months.
- Bike plan communications.
- Popularity of Taroona High School pump track and a similar track at Snug Primary.
- Promote different riding routes around Kingborough.

Action Item (5): Cr Midgely to follow up Chronicle article opportunities.

10. Mt Pleasant Land Sale and Associated Gravel Path

Mt Pleasant Council land sold along with associated public pathway.

Action Item (6): Su to keep Committee updated on progress to reinstate a new path link between Mt Pleasant Road and Leslie Road track. Anthony to invite Su to next KBAC meeting.

11. Huon Highway Underpass to Leslie Road

The Committee discussed a bicycle accident due to parallel stormwater grate at the Huon Hwy underpass to Leslie Rd.

Noted that State Growth consider the infrastructure a stock route and as such would be unlikely to upgrade the grates.

As temporary measure Council will install warning signage.

Action Item (7): Council staff to review options to replace parallel grates at underpass and ongoing opportunities for safety audits of tracks and trails network, including communications to public to flag any issues they identify.

12. Park and Ride Planning Applications

The Committee briefly discussed planning applications for the Huntingfield and Firthside park and rides and raised the below motions.

MOTION: Council to write to the Department of State Growth to request a shared path be built on the Algona Road reservation to link the Algona Road underpass to the shared path on Channel Highway that leads to the new Huntingfield park and ride site.

MOVED: Mary McParland

SECONDED: Suzanne Betts

Carried.

MOTION: Council enter negotiations with the owners of 1179 Channel Highway, Huntingfield to obtain a strip of land for a shared path linking the Sirius Drive path to the new park and ride site.

MOVED: Mary McParland

SECONDED: Dylan Robbins

Carried.

MOTION: Council to write to the Planning Minister Roger Jaensch to request the Government add planning standards for park and rides to the Statewide Planning Scheme.

MOVED: Mary McParland

SECONDED: Kate Allingham

Carried.

MOTION: Council to write to the Department of State Growth to request clarification around planned walking and cycling provision across the Channel Highway from west to east to connect residential areas to the Huntingfield Park and Ride and the proposed Huntingfield subdivision.

MOVED: Mary McParland

SECONDED: Suzanne Betts

Carried.

MATTERS OF GENERAL INTEREST

13. Local Schools Communication

Action Item (8): Cr Midgely to write to school associations regarding the role of KBAC.

14. Spring Farm to Twin Ovals connector path

Design work on linkage pathway is underway.

15. Taroona and Bonnet Hill State Growth Road Reseals

Alison advised that the proposed State Growth maintenance works will be complete reseals with new linemarking for bike lanes.

16. Kingborough Bicycle User Group

Action Item (9): Anthony to contact unsuccessful KBAC applicants regarding a KBUG and provide contact details if they are interested in contributing to such a user group.

NEXT MEETING

The next meeting of the Committee is scheduled to be held on Friday 11 June 2021 at 9:00am.

CLOSURE: There being no further business, the Chairperson declared the meeting closed at 11:01am.

Kingborough Bicycle Advisory Committee

Meeting Dates for 2021

*Note meetings are held bi-monthly on Fridays at 9:00am
in the Council Chambers, Kingston*

11 June
13 August
8 October
10 December

Public Copy

Kingborough Bicycle Advisory Committee

Action List

Item #	Meeting Date	Minute Item	Details	Responsible Officer	Progress	Due Date
1	26/03/21	Kingborough Bike Plan	Anthony to send out draft Bicycle Plan to committee and members to nominate if interested in working on the Bike Plan Subcommittee going forward to assist seeing the plan to completion.	Anthony Verdouw	Done 29/3/21	9/04/21
2	26/03/21	Transform Kingston Project Update	Anthony to send out link to the Kingston Place Strategy to Committee members.	Anthony Verdouw	Done 29/3/21	9/04/21
3	26/03/21	Transform Kingston Project Update	Daniel to review feedback provided by Committee members and distribute concept plans to Committee members once reviewed by Council.	Daniel Kaimatsoglu		30/04/21
4	26/03/21	Transform Kingston Project Update	Bike Plan subcommittee to meet with Daniel and the successful Bike Plan consultant to discuss Kingston CBD works.	Daniel Kaimatsoglu		11/06/21
5	26/03/21	Kingborough Chronicle Article	Cr Midgely to follow up Chronicle article opportunities.	Cr Midgely		11/06/21
6	26/03/21	Mt Pleasant Land Sale and Associated Gravel Path	Su to keep Committee updated on progress to reinstate a new path link between Mt Pleasant and Leslie Road track.	Su Sprott		11/06/21
7	26/03/21	Huon Highway Underpass to Leslie Rd	Council staff to review options to replace parallel grates at underpass and look at opportunities to do further safety audits of tracks and trails network, including communications to public to flag any issues they identify.	Council staff		30/04/21

Kingborough Bicycle Advisory Committee

Action List

Item #	Meeting Date	Minute Item	Details	Responsible Officer	Progress	Due Date
8	26/03/21	Local Schools Communication	Cr Midgely to write to school associations regarding the role of KBAC.	Cr Midgely		11/06/21
9	26/03/21	Kingborough Bicycle User Group	Anthony to contact unsuccessful KBAC applicants regarding a KBUG and provide contact details if they are interested in contributing to such a user group.	Anthony Verdouw		11/06/21

Public Copy

18.3 CAT PROHIBITED AREAS - COUNCIL RESERVES

File Number: 8.241

Author: Kaylene Allan, Cat Management Officer

Authoriser: Jon Doole, Manager Environmental Services

Strategic Plan Reference

Key Priority Area: 3 Sustaining the natural environment whilst facilitating development for our future.

Strategic Outcome: 3.3 Council is able to demonstrate strong environmental stewardship and leadership.

1. PURPOSE

- 1.1 The purpose of this report is to recommend that Council commences the process to declare Council's Algona, Coffee Creek and Huntingfield Reserves as Cat Prohibited Areas (CPA) under the provisions of the *Cat Management Act 2009*.

2. BACKGROUND

- 2.1 The Algona, Coffee Creek and Huntingfield Reserves are all owned by Council and lie immediately adjacent to the Peter Murrell Reserve (PMR) (see Attachment 1). PMR is a declared CPA under the *Cat Management Act 2009* and is a biodiversity hotspot. Nineteen native mammals and 90 bird species have been recorded within the diverse habitats of PMR. Among the conservation-significant species are the threatened Eastern Quoll, Eastern-barred Bandicoot, Tasmanian Devil, Forty-spotted Pardalote, Grey Goshawk and Swift Parrot.
- 2.2 Peter Murrell Reserve is also home to 10 of Tasmania's 12 endemic birds; a refuge for 11 bird species that migrate from the mainland each summer; and is an important refuge and food resource for nomadic and wide-ranging species, such as the Grey Goshawk and Wedge-tailed Eagle.
- 2.3 Many of the recorded species are especially vulnerable to cats (through predation and disease) such as the Eastern Quoll, Eastern-barred and Southern-brown Bandicoots and Forty-spotted Pardalote.
- 2.4 Algona Reserve (Lot 200 Algona Rd) is 15 hectares of mostly native bushland located approximately 2 km to the south-west of the Kingston town centre. The bushland is part of a large forest area (divided by Algona Road) that once extended from Peter Murrell Conservation Area through to Boronia Hill. The reserve is now surrounded by suburbia on three sides, with the Peter Murrell Conservation Area to the south. The Reserve includes optimal habitat for the Eastern-barred Bandicoot which have been recorded within the reserve historically.
- 2.5 The Coffee Creek Reserve (Lot 12 Patriarch Dr Huntingfield) is a 3.5 hectare linear reserve that includes a section of Coffee Creek and associated riparian areas and floodplain. The reserve extends approximately 630 metres from the southern side of Algona Road across Patriarch Drive to the end of Ascot Drive where it joins PMR. The reserve consists of 3 titles owned by the Kingborough: Council (Lot 9 Patriarch Drive – CT 29370/6, 127063/9 and Lot 13 Huntingfield Avenue – CT 131873/102).

It contains a combination of intact native vegetation, managed exotic grassland, some isolated parkland trees and a large dam. This offers habitat for a range of native fauna species including water birds utilising the dam and creek-line and woodland bird

species and browsing mammals. It provides a critical stepping stone for these species between vegetation remnants and PMR and contributes to the riparian connectivity with the upper catchment. Evidence of diggings consistent with eastern barred bandicoots have been consistently recorded within the Reserve.

The reserve also contains mature white gum trees which provide important habitat for the endangered forty-spotted pardalote (FSP). FSP have been recorded along the creekline south of the reserve and amongst white gums adjacent to Channel Highway. Whilst no FSP have been recorded in the reserve, the vegetation and mature white gums in the reserve provide vital habitat for potential expansion of the known colonies and also provide a critical link for movement between these colonies. There is also a single mature blue gum (*Eucalyptus globulus globulus*) nearby to the dam which provides some foraging habitat for the endangered swift parrot (*Lathamus discolor*). Other mature trees that contain hollows in the reserve also provide potential nesting sites for the swift parrot.

- 2.6 The 3.5 hectare Huntingfield Reserve (Lot 2 Nautilus Grove Huntingfield) lies immediately west of PMR. The reserve provides an important vegetation buffer between the Huntingfield residential area and PMR. It offers protection to the feeder creek that drains into Penrhyn and Heron Ponds and Coffee Creek within PMR and offers a wildlife corridor/green belt to allow the movement of marsupials and birds. The reserve contains ideal foraging habitat for bandicoots and was the site of a major community tree planting event during National Tree Day in 2019.
- 2.7 Since remote camera surveillance monitoring commenced in PMR in 2011, cats have consistently been detected day and night in almost every vegetation type and camera location. These cats are more likely to be detected closer to areas of dense housing development, indicating that they are domestic.
- 2.8 Under the provisions of the *Cat Management Act 2009* Council has the power to declare Algona, Coffee Creek and Huntingfield Reserves Cat Prohibited Areas.

3. STATUTORY REQUIREMENTS

- 3.1 The enactment of the *Cat Management Act 2009* (CMA) and more recently the *Cat Management Amendment Bill 2019* demonstrates a growing impetus for managing the impacts of cats in the environment and has raised the profile of responsible cat ownership.
- 3.2 Under section 19 of the *Cat Management Act 2009* Council may declare an area a Cat Prohibited Area.
- 3.3 Section 19 states: *Declaration of prohibited areas*
 - (1) *A council may declare an area of land within the authority of the council to be an area where cats are prohibited.*
 - (2) *The declaration takes effect on the day specified in it, being a day that is at least 10 days after the declaration is notified by public notice published in a daily newspaper.*
 - (3) *The public notice is to:*
 - (a) *Clearly specify the area that is to be a prohibited area for cats; and*
 - (b) *State the period for which the declaration is in force.*
 - (4) *The council may amend or revoke a declaration made under this section by public notice.*

- 3.4 Council has a number of “authorised persons” as defined under the provisions of the *Cat Management Act 2009* in that this applies to “an authorised person within the meaning of the Dog Control Act 2000”.
- 3.5 Under section 18 of the *Cat Management Act 2009* an authorised person may take cat management action in relation to a cat found in a prohibited area.

In this section “cat management action” means any one or more of the following actions:

- (a) *humanely destroying a cat;*
- (b) *trapping a cat;*
- (c) *seizing a cat;*
- (d) *detaining a cat;*
- (e) *returning a cat once the cat has been desexed.*

4. DISCUSSION

- 4.1 Council has been a leader in cat management in Tasmania and has extensive experience in working under state and local government regulations relating to cat management.
- 4.2 Council has strong experience in working with the community to manage CPAs. Kingborough was the first Council to declare a CPA at Boronia Beach Reserve in 2013. Boronia Beach Reserve has been an important case study into the practical implementation of a CPA. In addition, since late 2019 Council has been working with the Blackmans Bay community to manage both domestic and stray cats along Blackmans Bay Beach (BBB), its headlands and Suncoast Reserve. All these areas are also CPAs which Council manages on behalf of Crown Land Services.
- 4.3 An MOU is in place with The Ten Lives Cat Centre (TLCC) for the receiving of cats that are trapped in a Council CPA. This service includes the assessment, care, desexing & microchipping (if required), rehoming and returning of cats to their owners. In addition, TLCC assists with community education on responsible pet cat ownership.
- 4.4 The response regarding CPA management from both the local Boronia and BBB communities has been very positive. The willingness to report cat sightings has been central to the success in managing cats in these CPAs. There have been no community complaints for any of the works undertaken, including trapping along the BBB foreshore in 2020.
- 4.5 Since 2017 Council Environmental Services staff have been liaising with Communities Tasmania about the Huntingfield housing development and the need to protect the fauna values within adjacent reserves (including PMR) from the impacts of additional domestic cats in the area. Discussions to date have been very productive and staff are currently working towards regulatory options, that would complement the CMA. Such options will assist to manage domestic cats associated with the development.
- 4.6 In the longer term it is envisaged that Council could declare these three reserves, plus the residential areas immediately bordering these and PMR a Cat Management Area under the *Cat Management Act 2009*. Management measures could then include the containment of all domestic cats within the owners’ property.

5. FINANCE

- 5.1 Council has contributed \$45,000 for the 2020 / 2021 financial year for the Kingborough Cat Management Project.

- 5.2 The average cost of a cat received by TLCC is \$200. This fee is adequately covered by the annual budget allocation for the Kingborough Cat Management Project. The time taken to monitor, trap and transport cats is covered by the work of the Kingborough Cat Management Officer (CMO).

6. ENVIRONMENT

- 6.1 In its Strategic Plan, Council identifies strategic environmental outcomes that commit to undertaking strong environmental stewardship and leadership and best practice planning to manage the impacts of development.
- 6.2 The declaration of CPAs is an important tool in addressing the significant environmental impacts caused by cats.

7. COMMUNICATION AND CONSULTATION

- 7.1 Community education is a key component of achieving compliance with a CPA. This is a central part of the work of Council's CMO.
- 7.2 It is a requirement under the provisions of Section 21 of the *Cat Management Act 2009* that a proposal to declare a Cat Prohibited Area must be advertised in a public newspaper (eg, Kingborough Chronicle) and provide the opportunity for any member of the community to lodge a submission. In addition, information will be provided to the community via Council's website, Facebook, and twitter accounts.
- 7.3 It is proposed that if the declaration proceeds that Council will notify property owners in the vicinity (500m) of all three reserves of the reasons for and implications of the declaration.
- 7.4 Parks and Wildlife Service undertakes the ongoing management of PMR. They have indicated their support for the declaration of these reserves as Cat Prohibited Areas (see Attachment 2).

8. RISK

- 8.1 While there may be some community backlash against the trapping of cats, experience to dates indicates that this is unlikely to occur. Council follows strict guidelines for the trapping of cats. These guidelines are approved by DPIPWE and TLCC and comply with requirements in the *Cat Management Act 2009* and *Animal Welfare Act 1993*. In addition, the community will be notified prior to any initial trapping to give cat owners the opportunity to secure their cats.
- 8.2 The declaration of new CPAs may raise community expectations that vigorous enforcement will take place and that other areas within the municipality may also be declared a CPA. However, over the past seven years Council has effectively addressed many public enquiries about the need for cat management within the municipality. A positive community response to the strategic and long-term approach to cat management is common and there have been no adverse consequences or complaints relating to community expectations.
- 8.3 It is envisaged that any proactive monitoring and trapping within the new CPAs will be staggered with Councils' other cat management responsibilities to ensure timely and effective outcomes.

9. CONCLUSION

- 9.1 Since the declaration of Boronia Beach as a CPA in 2013, Council has developed tools and partnerships to effectively manage CPAs.

- 9.2 Within the Kingborough municipality Algona, Coffee Creek and Huntingfield Reserves are part of a network of important wildlife habitat and recreation areas that include PMR. These Reserves offer PMR important vegetation buffers, wildlife corridors and protection of creeks.
- 9.3 Under the provisions of the *Cat Management Act 2009* Council has the power to declare these reserves as CPAs.
- 9.4 The declaration of these CPAs will also send an important community message about the need for responsible pet cat ownership.
- 9.5 It is recommended that Council commence the community consultation/advertising required to enable any community member to lodge a submission in relation to the proposal.

10. RECOMMENDATION

That Council resolves to:

- (a) commence the advertising and community consultation process associated with intention to declare Algona, Coffee Creek and Huntingfield Reserves Cat Prohibited Areas in accordance with Section 21 of the *Cat Management Act 2009*.
- (b) receive a further report following community consultation.

ATTACHMENTS

- 1. Cat Prohibited Areas Map
- 2. Letter of Support





Department of Primary Industries, Parks,
Water and Environment

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Kingborough Council
Civic Centre,
15 Channel Highway
Kingston TAS 7050

Proposed declaration of Algonia, Coffee Creek and Huntingfield Reserves as Cat Prohibited Areas

To whom it may concern

The Parks and Wildlife Service supports the proposal by Kingborough Council to declare their three Reserves adjacent to the Peter Murrell Reserve (PMR) as Cat Prohibited Areas. The PMR is home to many mammal, bird and reptile species including threatened and rare species that are at very high risk from cats (through predation and disease).

The Parks and Wildlife Service is aware that monitoring by the Friends of Peter Murrell Reserve group since 2011 has consistently detected cats day and night in almost every vegetation type and camera location within the PMR. These cats are more likely to be detected closer to areas of dense housing development, indicating that they are domestic.

The declaration of Cat Prohibited Areas adjacent to the PMR would help protect the fauna values of the reserve by providing bushland buffers immediately adjacent to the PMR and empowering Kingborough Council to undertake local community education about responsible pet cat ownership and trapping of cats within the Council reserves.

Should you have any further queries about this matter, please contact Noel Carmichael – A/Parks and Reserves Manager Southwest on telephone 61654051 or noel.carmichael@parks.tas.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Krissy Ward".

Krissy Ward
**A/Regional Manager South
PARKS AND WILDLIFE SERVICE**

21 April 2021

18.4 SOUTHERN TASMANIAN REGIONAL CAT MANAGEMENT STRATEGY**File Number:** 8.263**Author:** Nikki Brookman, Regional Cat Management Coordinator**Authoriser:** Jon Doole, Manager Environmental Services**Strategic Plan Reference**

Key Priority Area: 3 Sustaining the natural environment whilst facilitating development for our future.

Strategic Outcome: 3.3 Council is able to demonstrate strong environmental stewardship and leadership.

1. PURPOSE

- 1.1 To present the draft Southern Tasmania Regional Cat Management Strategy 2021-2026 (the Strategy).
- 1.2 To obtain Council endorsement of the Southern Tasmania Regional Cat Management Strategy.

2. BACKGROUND

- 2.1 In 2018 the Tasmanian Government funded three Regional Cat Management Coordinators across Tasmania to help implement aspects of the Tasmanian Cat Management Plan 2017-2022.
- 2.2 In late 2018 the Southern Cat Management Working Group was formed to look at cat management at a regional level, identifying shared challenges and possible solutions in relation to cat management. The Working Group is made up of representatives from the majority of the southern councils, the state government, Ten Lives Cat Centre, RSPCA, and the Australian Veterinary Association. Kingborough Council actively participates in the Working Group.
- 2.3 The Working Group identified the potential benefits of developing a Southern Tasmania Cat Management Strategy, and this received in principle support from the twelve southern councils. Throughout 2020 the Working Group developed the draft Strategy with the assistance of a consultant.
- 2.4 The Strategy is intended as a guiding document for key partners and stakeholders, such as Cat Management Facilities, RSPCA, the Australian Veterinary Association, the State Government and councils.
- 2.5 In early 2021 the Regional Cat Management Coordinator presented to the southern General Managers on the draft Strategy, and Council organised for the Coordinator to present at a Councillor workshop on the draft Strategy, prior to seeking the Strategy's endorsement.
- 2.6 The Regional Cat Management Coordinator presented the draft Strategy to Councillors at a workshop on 29 March 2021.

3. STATUTORY REQUIREMENTS

- 3.1 The Strategy and any actions taken in relation to cat management are directed by the *Cat Management Act 2009*. The *Cat Management Act 2009* has recently been

amended; some changes commenced on 1 March 2021, and others will come into effect on 1 March 2022.

4. DISCUSSION

- 4.1 The Strategy identifies eight areas of focus for cat management across Southern Tasmania, and notes actions relevant to each area.
- 4.2 Table 1 (below) shows the eight issues and the desired outcomes as reflected in the draft Strategy.

Table 1: The eight cat management issues and corresponding desired outcomes as identified in the draft *Southern Tasmania Regional Cat Management Strategy*

	Areas of focus	Desired outcome
1	Increasing education and awareness of responsible cat ownership	For all cat owners to understand and practice responsible cat ownership.
2	Protecting significant conservation, commercial and community assets	To have significant conservation, commercial and community assets identified with appropriate strategies developed to mitigate cat related impacts at priority sites.
3	Reducing the stray cat population	To reduce the stray cat population and maintain it at a low level, using best practice cat management techniques.
4	Uncontrolled cat breeding and welfare concerns	For all cat breeding in the region to be only undertaken by registered or permitted breeders and animal welfare standards maintained, including by addressing cat hoarding cases with a coordinated response.
5	Increasing cat management capacity and accessibility to cat management services throughout the region	To increase cat management capacity and access to cat management services across the region, ensuring rural and remote communities have access to services.
6	Compliance in relation to the <i>Cat Management Act 2009</i>	For all cat owners and community members to comply with their legal obligations for responsible cat ownership and management.
7	Improved knowledge to better inform cat management	To have cat management in the region guided by best available science and regionally-relevant data to support evidence-based decision making.
8	Strategic governance and resourcing	For the Southern Cat Management Strategy to be successfully delivered across the region by Strategy participants.

- 4.3 The Strategy provides direction for future cat management activities and encourages collaboration for implementation, while retaining flexibility to enable participants to engage as they require and where resources permit. The Strategy adopts an opt-in approach and does not bind participants to particular actions or resourcing.
- 4.4 The Strategy provides a shared focus to coordinate priorities and actions using limited collective resources for greatest effect in the region. This includes:
- A common intent across the region for strategic priorities and joint action, with flexibility for participation;

- Productive use of the resources of Council and others and aligned with state initiatives and investment;
- The right for Council to determine its commitment of resources to actions for priorities it shares with the region;
- Greater capacity for collaboration to address difficult cat management issues and avoid conflicting directions;
- This Strategy complements the work of Kingborough Council's Cat Management Officer.

5. FINANCE

- 5.1 The adoption of this Strategy does not require specific financial commitments from Council.
- 5.2 If Council at any time chooses to undertake certain actions based upon the Strategy, those actions would need to be costed and budgeted at that time.

6. ENVIRONMENT

- 6.1 In its Strategic Plan, Council has identified the following two strategic outcomes:
 - A Council that acknowledges the existence of a climate change and biodiversity emergency and has in place strategies to respond.
 - Council is able to demonstrate strong environmental stewardship and leadership
- 6.2 The Strategy supports these outcomes by addressing the significant environmental impacts caused by cats.

7. COMMUNICATION AND CONSULTATION

- 7.1 The Strategy was produced with input from councils, key partners and industry stakeholders including:
 - Southern councils
 - Tasmanian Cat Management Project
 - RSPCA Tasmania
 - Ten Lives Cat Centre
 - Local Government Association of Tasmania
 - Tasmanian Government- Parks & Wildlife Services and Biosecurity Tasmania
 - Australian Veterinary Association
- 7.2 The Strategy also identifies actions to undertake community consultation and engagement in relation to cat management as a part of the Strategy.

8. RISK

- 8.1 The impacts of cats on native wildlife, agriculture and communities are widely accepted. Cats require management to reduce their impacts across these areas.
- 8.2 Changes to state legislation will bring more opportunity and expectations in the community for cat management. The Strategy brings some challenges, such as raising

expectations for Council to act, the cost of actions, and continuity with state and regional partners. However, it provides a means to cooperate regionally and use resources more efficiently and effectively. It also allows for participation according to individual capacity and priorities. Acting alone would be more costly and risky, with less benefit for people, agriculture and the environment of Kingborough. The Strategy reduces risks of being out of step with community expectations and with other councils, stakeholders and experts.

9. CONCLUSION

- 9.1 Kingborough Council has been leading cat management initiatives in Tasmania, and by endorsing this Strategy Kingborough will provide an ongoing demonstration of council's commitment to cat management, and provide increased opportunity for partnerships with other key stakeholders.

10. RECOMMENDATION

That Council endorses the Southern Tasmania Regional Cat Management Strategy

ATTACHMENTS

1. **Southern Tasmanian Regional Cat Management Strategy**

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SOUTHERN TASMANIA

REGIONAL CAT MANAGEMENT STRATEGY

(2021-2026)



Working draft January 2021 V1
Not for further distribution

SOUTHERN TASMANIA

REGIONAL CAT MANAGEMENT STRATEGY

(2021-2026)

Working draft January 2021 V1
Not for further distribution

**Prepared by the Southern Cat Management Coordinator
in collaboration with:**

- ▶ Brighton Council,
- ▶ Central Highlands Council,
- ▶ Clarence City Council,
- ▶ Derwent Valley Council,
- ▶ Glamorgan Spring Bay Council,
- ▶ Glenorchy City Council,
- ▶ Hobart City Council,
- ▶ Huon Valley Council,
- ▶ Kingborough Council,
- ▶ Southern Midlands Council,
- ▶ Sorell Council,
- ▶ Tasman Council,
- ▶ Australian Veterinary Association,
- ▶ RSPCA Tasmania,
- ▶ Ten Lives Cat Centre,
- ▶ Biosecurity Tasmania- Department of Primary Industries, Parks, Water and Environment, and
- ▶ Tasmania Parks and Wildlife Service - Department of Primary Industries, Parks, Water and Environment

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1. Introduction

The Southern Tasmanian Cat Management Strategy 2021-2026 (the Strategy) has been developed to provide an aspirational and long-term framework within which partner organisations can voluntarily contribute, collaborate and align cat management efforts within the southern region, towards agreed and shared outcomes.

The Strategy has sought collaboration from a range of partner organisations including the Tasmanian Government (Biosecurity Tasmania and Tasmania Parks and Wildlife Service), Brighton Council, Central Highlands Council, Clarence City Council, Derwent Valley Council, Glamorgan Spring Bay Council, Glenorchy City Council, Hobart City Council, Huon Valley Council, Kingborough Council, Southern Midlands Council, Sorell Council, Tasman Council, the Australian Veterinary Association, RSPCA Tasmania and Ten Lives Cat Centre.

Cats are an integral part of Tasmanian society as beloved pets; they are highly valued companions and studies have shown that owning a cat can be good for the health of the owner. However, cats also pose a threat to Tasmanian native wildlife, agriculture and communities through predation, spread of disease and creation of nuisance. Cats and their impacts will continue to be an issue which require management. Tasmanians are increasingly recognising the negative impacts that cats can have and there is growing community expectation that all levels of Government will participate in cat management.

How to use this Regional Cat Management Strategy

The Strategy recognises that the twelve councils and other key stakeholders of the southern region will have different priorities, capabilities, and resources for cat management. The Strategy adopts an opt-in approach which enables all councils and other stakeholders to participate in cat management to the extent that they require and are able to resource, while keeping them aligned with the actions of the other partners in the region.

The Strategy sets out eight areas of focus for Southern Tasmania, and highlights actions that can be undertaken by individual organisations, as well as collaborative region wide initiatives. Collaboration across the region will improve efficiency, consistency and reduce costs of cat management.

The actions identified in the Strategy largely consist of three approaches: information sharing, information gathering and active cat management. The majority of the actions relate to information sharing and information gathering. This includes key actions such as providing educational information to the public on responsible cat ownership and collecting data so that organisations involved in cat management have access to essential information which will help inform management decisions and approaches.

The three key focuses emerging from the Strategy which relate to active cat management include: identification and use of best practice cat management techniques when undertaking cat management programs, increasing accessibility to cat management facility services across the region and progress on a collaborative and proactive approach to addressing cat hoarding situations. The Strategy is a high-level document which identifies actions which need to be taken, however,

several of the actions are significant projects which will require further scoping and planning outside of this Strategy.

The Strategy is designed to help participants to identify their chosen priority actions, and consideration will need to be given to the resourcing required to deliver those actions.

Support for the Strategy's implementation exists from the Regional Cat Management Coordinator and many of the actions are already underway in some councils with resources and support available from the Regional Cat Management Coordinator through TassieCat.

Why do we need to manage cats better?

A paper released in 2020 estimates that in Australia 390 million animals are killed by domestic cats annually, of which, 241 million are native. A roaming pet cat kills an average of 186 animals a year, of which, 115 are native, and because of their unnaturally high densities in urban areas, they exert a predation pressure that is 30-50 times higher per square kilometre than that of feral cats (Legge *et al.* 2020). The result is that millions of native animals are killed in Tasmania each year by pet cats, in addition to the impacts of stray and feral cats.

These numbers do not include the death of native animals through the transmission of toxoplasmosis, a disease for which cats are the primary host. Toxoplasmosis also impacts livestock and can cause miscarriage and still-births, particularly in sheep. The cost of toxoplasmosis to the agricultural industry in Tasmania is estimated to be \$1.7 million annually (Department of Primary Industries, Parks, Water and Environment 2015). Toxoplasmosis can also cause miscarriage in pregnant women and severe illness for those with low immunity. It is estimated that around 40% of domestic cats carry toxoplasmosis (Sumner & Ackland 1999). A roaming domestic cat is much more likely to contract and spread the disease, than a contained cat.

Roaming pet cats can cause discord in the community. Many property owners feel frustrated at neighbours' cats being allowed to visit their property uninvited, harass their pets, defecate in sandpits and vegetable gardens, hunt wildlife, create noise disturbances at night and spray on their doorstep. Domestic cats in Australia have been found to roam significant distances, with an average home-range of 1 hectare, and in some cases up to 31 hectares (Roetman *et al.* 2017).

However, cats also bring a lot of joy and companionship to their owners, and this role they play in the community is highly valued. For all of these reasons, the topic of cats and cat management can be a difficult and emotive one.

Cat management is complicated further by the ecological characteristics of the cat. Cats are highly adaptable, widespread, can reproduce at an early age and are a cautious species making them difficult to trap and manage. To ensure cat management is successful and sustainable over the long-term many on-ground actions are required to be ongoing and this can become expensive. Despite these challenges, this Strategy provides participants with practical actions they can take to achieve the goals of responsible cat ownership and best practice cat management.

Background

In 2018 the State Government funded three Regional Cat Management Coordinators to help progress cat management in Tasmania; the Southern Regional Cat Management Coordinator works across the twelve southern Tasmanian council areas. The Regional Coordinators developed TassieCat

which is a state-wide community focused education initiative, designed to educate cat owners about responsible cat ownership.

The Southern Cat Management Working Group which includes representatives from the majority of southern councils and other key stakeholders such as the Australian Veterinary Association, cat management facilities and the State Government was formed to develop a collective view on better ways to manage cats. The Working Group works to identify shared cat management challenges, possible solutions and priorities across the region. Information and discussions from the Working Group meetings have informed the development of this Strategy. The Working Group has also acted as distribution point for key educational materials produced by TassieCat including the TassieCat website, booklets, social media, and videos which promote responsible cat ownership.

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2. Vision and guiding principles

Vision

To see Southern Tasmania collectively and responsibly managing cats for the benefit of native wildlife, cat welfare, cat owners' wellbeing, community relations, human health, and agriculture.

Guiding principles

- ▶ The best outcomes result from working in collaboration; everyone has a role to play in responsible cat ownership and management.
- ▶ Responsible cat ownership is highly valued.
- ▶ Cat management and education should be proactive.
- ▶ Animal welfare is a primary management consideration.
- ▶ Domestic pet cats can contribute to the mental health and wellbeing of their owners.
- ▶ The needs of cat owners must be balanced against the impacts of cats.
- ▶ Management actions should be based on best practice.
- ▶ Significant assets must be protected from the impacts of cats.
- ▶ Cat management will require continued resourcing and assessment at all levels.
- ▶ Ongoing research is needed to best inform management.

Managing cats is a shared responsibility across many parts of the community including individual cat owners, breeders and sellers, State and Local Government, businesses, the not-for-profit animal welfare sector and others. Everyone has a role to play and by working together in a planned way, cats can continue to contribute to our quality of life with minimal impact on the environment, commercial enterprises, and others in the community.

3. Scope

Categories of cats

All cats in Tasmania are the same species (*Felis catus*) and are often conveniently categorised as domestic, stray or feral. In this Strategy the definitions from the Tasmanian Cat Management Plan apply:

- ▶ Domestic cats (or pet cats) are those which are identifiable as owned; most of their needs are supplied by their owners. They may roam beyond their owner's property, including into bush and park land, but they spend most of their time with a specific person/family/property.
- ▶ Stray cats are those found in and around cities, towns and rural properties; they may depend on some resources provided by humans but have no identifiable owner.
- ▶ Feral cats are those that live and reproduce in the wild, largely or entirely removed from humans, and survive by hunting or scavenging; none of their needs are satisfied intentionally by humans.

This Strategy focuses on domestic and stray cats in and near settled areas which are managed under the *Cat Management Act 2009* (the Act). Feral cat management sits outside the scope of the Strategy which is focused primarily on domestic cat management working with councils.

The Strategy recognises the significant role feral cat management plays in broader cat management, including efforts by primary producers and conservation land managers. There is overlap and a strong connection between the different categories of cats (domestic, stray and feral); domestic cats can move in to the stray cat population when they become lost or are abandoned, stray cats can become domestic if they are taken in by people and their needs are provided for, stray cats can become feral cats when a litter of kittens is born away from humans and they are unsocialised. Undoubtedly there is scope for stakeholders to collaborate on projects which cross into feral cat management, however, domestic and stray cats are the primary focus of this Strategy.

There is no reliable data on the number of domestic or stray cats in Southern Tasmania but national data from research by Animal Medicines Australia found that around 27% of households have cats, with an average of 1.4 cats kept per household (Animal Medicines Australia 2019). With an estimated 106,000 households, this equates to approximately 40,000 pet cats living in the southern region.

Legislation

The *Cat Management Act 2009*, *Biosecurity Act 2019*, *Animal Welfare Act 1993* and the *Tasmanian Cat Management Plan 2017-2022* provide the legislative and policy framework to achieve the broad goal of responsible cat ownership and management in Tasmania.

The *Cat Management Act 2009* is the principal legislation for managing domestic and stray cats in Tasmania. The Act aims to improve levels of responsible cat ownership and welfare, provide for effective cat management and reduce the potential negative impacts of cats on the community, agriculture and environment in Tasmania.

Feral cats are managed under the *Biosecurity Act 2019* as a biosecurity risk or impact, and industry, landowners, community or government can develop an approved biosecurity program for their control.

The *Animal Welfare Act 1993* protects the welfare of all animals, and any person who has the care or charge of an animal is bound by this Act and has a duty of care in relation to the welfare of the animal.

Both Local and State Government employ staff who are authorised under the *Cat Management Act 2009*. Authorised officers under the *Dog Control Act 2000* are automatically deemed an authorised person under the *Cat Management Act 2009*, as are those authorised under the *Animal Welfare Act 1993*, such as RSPCA inspectors.

Tasmanian Cat Management Plan

The Department of Primary Industries, Parks, Water and Environment (DPIPWE), with the support of the Cat Management Reference Group developed the *Tasmanian Cat Management Plan 2017-2022*, which is a comprehensive and collaborative state-wide approach to managing cats. It is built around seven objectives including increasing responsible pet cat ownership practices and community awareness around cat management, use of best practice techniques in relation to cat management, research and minimising the impact of cats on important conservation and agricultural assets. This Strategy is working towards contributing to many of the objectives outlined in the Plan.

Region

The southern region, for the purposes of this Strategy, covers 12 municipalities: Brighton, Central Highlands, Clarence, Derwent Valley, Glamorgan Spring Bay, Glenorchy, Hobart, Huon Valley, Kingborough, Southern Midlands, Sorell and Tasman. More than 275,000 people live in the southern region in major urban areas in Hobart and surrounds and many smaller towns servicing a diversity of rural and coastal communities.



4. Governance

This Strategy has been developed in the recognition that each participating organisation has different skills, knowledge, resources, priorities and responsibilities and that implementation roles need to be voluntary and flexible at the local level, while still achieving the vision and desired outcomes of the Strategy.

Ideally the Southern Regional Cat Management Coordinator will work with the Southern Cat Management Working Group to deliver the Strategy. The Cat Management Working Group meets several times a year and can act as a key mechanism in the delivery of the Strategy, including allowing for further detailed planning and implementation. However, if the Coordinator or Working Group are not operating, the Strategy provides direction for each stakeholder to be able to focus their cat management actions.

The Strategy is divided up into region-wide initiatives, and initiatives which individual organisations can implement. The individual initiatives allow participants to prioritise and plan for their own organisations and municipalities, while the region wide initiatives will require collaboration and resource sharing to deliver.

Progress of the Strategy should be reviewed jointly by Strategy participants annually and the Strategy updated every five years or if the *Cat Management Act 2009* is amended.

5. Areas of focus

The primary cat management issues for Southern Tasmania to be addressed by this Strategy include:

- 1) Increasing education and awareness of responsible cat ownership
- 2) Protecting significant conservation, commercial and community assets
- 3) Reducing the stray cat population
- 4) Uncontrolled cat breeding and welfare concerns
- 5) Increasing cat management capacity and accessibility to cat management services throughout the region
- 6) Compliance in relation to the *Cat Management Act 2009*
- 7) Improved knowledge to better inform cat management
- 8) Strategic governance and resourcing

For each of the primary cat management areas of focus the Strategy identifies:

- ▶ essential background information (where are we now?)
- ▶ long-term desired outcome (where do we want to be?)
- ▶ an action plan to work towards achieving the desired outcome including:
 - proposed timeframe— short term [first year], medium term [2-3 years] and long term [4-5 years]
 - priority - including high, medium and low
 - and which of the key participant/s can deliver the action.

The Action Plan is divided into two sections, one for initiatives which individual organisations can implement, and one for region wide initiatives (how are we going to get there?), and

- ▶ performance indicators including targets and performance measures where possible (how will we know we are on track?)

There is little Tasmanian baseline data in relation to cat ownership practices, cat numbers and management, consequently, a focus of this Strategy is on gathering data before significant goals can be set. A report will need to be developed compiling the baseline data this Strategy will use to measure its performance indicators.

5.1 Increasing education and awareness of responsible cat ownership

Background

A vital part of successfully managing cats relies on responsible cat ownership. More education needs to be undertaken to promote the benefits of desexing and microchipping to the general public. Desexing is essential to reduce the number of unexpected and unwanted kittens which often overwhelm cat management facilities and shelters during summer. In 2019 over 6,250 cats passed through cat management facilities and shelters in Tasmania. Promoting microchipping is also key as it significantly increases the chances of a lost pet cat being reunited with their owner.

Containment of pet cats to the owner's property prevents cats from roaming and improves their wellbeing, whilst preventing them from killing Tasmania's native wildlife or becoming a nuisance to their neighbours. One of the most regular complaints that Local and State Government receive in relation to cats is about nuisance caused by roaming cats.

The types of nuisance reported:

- ▶ Trespassing on property
- ▶ Defecating and urinating on property
- ▶ Attacking other pets including cats, rabbits, birds, dogs, chickens, and ducks
- ▶ Killing native wildlife
- ▶ Fighting at night and the noise affecting sleep of household members
- ▶ A dog defending its property against a visiting cat, resulting in the cat being injured or killed
- ▶ Dog barking as a result of visiting cat's presence
- ▶ Risk of spreading toxoplasmosis through cat faeces in vegetable gardens and sandpits

Complaints about nuisance caused by pet cats can be complicated and very difficult to resolve. Containment to private property is expected for other domestic pets and is considered best practice when keeping cats, however it is not required under the *Cat Management Act 2009*. The Act does however provide for the protection of private property from stray and roaming cats. The Act permits landholders to trap a cat found on their private property providing the cat is either returned to its owner or taken to a cat management facility.

The most common reasons that cat owners cite for not practicing containment centre around ideas that cats need to wander to be happy and healthy; that there is a low risk of harm to cats when they roam; and that it is difficult to contain cats. However, vets and cat behaviourists agree that roaming increases the risk of injuries and disease transmission, and that cats can live happily at home if their needs are provided for. Education is needed to assist people in setting up containment solutions, transitioning roaming pet cats to staying safe at home, as well as how to best provide for their cat's needs, enrichment and how to address behavioural issues.

Key components of responsible cat ownership include:

- ▶ Desexing cats by four months of age. 'Early-age desexing', which is the desexing of kittens between two to three months of age, should be encouraged because cats can become pregnant as early as

four months of age. Early-age desexing is practiced by most large Australian animal shelters and an increasing number of veterinarians.

- ▶ Microchipping cats by four months of age and ensuring contact details are always kept current with the microchip registry, as well as visible identification through collar and tag.
- ▶ Keeping cats safe at home (containment).
- ▶ Ensuring the mental and physical wellbeing of each cat.
- ▶ Not keeping more than four cats without a permit (once legislation comes into effect early in 2022).
- ▶ Routine health checks and vaccinations by a veterinarian.
- ▶ Emergency planning for a pet cat in the event of an emergency, such as a natural disaster.
- ▶ Surrendering unwanted cats and kittens to a cat management facility (not dumping them).
- ▶ Not feeding stray cats or making food available for them.

Desired outcome

For all cat owners to understand and practice responsible cat ownership.

Action Plan

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.1.1 Provide educational information and promote responsible cat ownership to the public, using consistent messages, via: <ul style="list-style-type: none"> • Website • Social media • Booklets • Video • Print media (newsletters/articles) • Presentations 	Short term Ongoing	High	<ul style="list-style-type: none"> • Councils • State Government • Veterinary clinics • Cat management facilities 	TassieCat materials available online and hardcopy- factsheets, booklets, videos, social media, posters, magnets, stickers, postcards, website
5.1.2 Use available materials when responding to public enquiries and providing advice about cat related queries (e.g. legislation, nuisance, responsible ownership, stray cats etc.).	Short term Ongoing	High	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities 	TassieCat factsheets and <i>FAQ guide to handling cat-related queries from the public</i> available
5.1.3 Promote legislation and requirements of the <i>Cat Management Act 2009</i> on website and front counter.	Short term Ongoing	High	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities • Veterinary clinics 	TassieCat brochure available DPIPWE website
5.1.4 Keep cat related enquiry register.	Short term Ongoing	High	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities 	Register to include number and nature of enquiries/complaints, including nuisance, stray cats, legislation, hoarding etc. This information can then be used to conduct targeted education programs in the future. Action linked to 5.3.2, 5.4.2, 5.7.1

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.1.5 Educate people about the problems of feeding stray cats, having un-desexed cats and abandonment of unwanted cats and advocate the use of cat management facilities.	Short term Ongoing	High	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities • Veterinary clinics 	Information available from TassieCat and cat management facilities
5.1.6 Promote EduCat to schools.	Short term Ongoing	Medium	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities • Veterinary clinics 	Existing education program delivered in schools by Ten Lives Cat Centre
5.1.7 Promote the practice of 'early-age desexing' to veterinary clinics.	Short term Ongoing	Medium	<ul style="list-style-type: none"> • Australian Veterinary Association 	
5.1.8 Disseminate humane trapping advice to members of the public who are considering trapping.	Short term Ongoing	Medium	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities • Veterinary clinics 	<p>Cat trapping guidelines available from TassieCat and Ten Lives Cat Centre</p> <p>Action linked to 5.6.4</p>
5.1.9 Work with and encourage relevant stakeholders to participate in the promotion of responsible cat ownership.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities • Veterinary clinics 	<p>E.g. veterinarians, breeders, shelters, wildlife & landcare organisations, community groups, online pet sales platforms, pet shops and local media.</p> <p>Materials available from TassieCat online and hardcopy-factsheets, booklets, videos, social media, posters, magnets, stickers, postcards, website</p>
5.1.10 Identify barriers to responsible cat ownership in the community and explore strategies to overcome these (e.g. affordability, awareness, geographic isolation).	Medium term	Medium	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities 	TassieCat can provide some information, Ten Lives Cat Centre may provide additional information, and localised surveys could be conducted
5.1.11 Undertake localised community consultation on cat management to determine what issues the community perceive there to be in relation to cats (e.g. presence of stray cats, nuisance, feeding of stray cats etc.) and what steps the community would like to see undertaken.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> • Councils 	
5.1.12 Investigate the feasibility of subsidised desexing and/or microchipping program in targeted areas.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities • Veterinary clinics 	

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.1.13 Organise local community engagement event/s (e.g. cat expo promoting responsible cat ownership showcasing cat enclosure designs/ options) and participate in existing community events (e.g. school fairs, local festivals).	Medium term Ongoing	Low	<ul style="list-style-type: none"> • Councils • Cat management facilities • Veterinary clinics 	
5.1.14 Educate residents about steps to take in relation to their pet cat in the event of an emergency, such as natural disaster. Work with local agencies to refine a process for handling the care of pets in emergency situations.	Medium term Ongoing	Low	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities • Veterinary clinics 	

Region-wide initiatives

Action	Timeframe	Priority	Participants	Notes
5.1.15 Assess the potential success and viability of mandatory cat registration (region or state-wide).	Medium term	Low	<ul style="list-style-type: none"> • Councils • State Government 	Refer to Dogs and Cats Online (Government of South Australia) for information

Performance indicators

- ▶ Increase in responsible cat ownership behaviours (desexing, microchipping, containment) by cat owners.
- ▶ Responsible cat ownership information available on all Strategy participants' websites and in foyers.
- ▶ Visitation to the TassieCat and relevant stakeholder webpages (e.g. council).
- ▶ Data collection undertaken by Strategy participants.
- ▶ Appropriate information on trapping provided by Strategy participants to the general public.
- ▶ Number of events organised or attended by Strategy participants with information available on responsible cat ownership.
- ▶ Levels of community engagement and consultation by Strategy participants in relation to cat ownership and management.
- ▶ Number of programs supporting microchipping and/or desexing.
- ▶ Number of councils with processes in place for managing pet cats in case of emergency.

5.2 Protecting significant conservation, commercial and community assets

Background

Southern Tasmania contains many significant conservation, commercial and community assets that are impacted by domestic and stray roaming cats and may require specific cat management attention. These assets include:

- ▶ Areas of high environmental significance such as national parks, conservation reserves and other natural wildlife habitat areas that are home to native animals which are at risk from predation by cats and the spread of toxoplasmosis from cats.
- ▶ Valuable commercial assets such as agricultural areas with livestock, and aquaculture and abattoir operations. Livestock (particularly sheep) are susceptible to cat-borne disease, and operations such as aquaculture and abattoirs can be impacted by hygiene issues when cats congregate in an area.
- ▶ Community assets such as entertainment precincts (playgrounds, parks, BBQ areas), shops and built up areas, waste management facilities, and primary tourist attractions, which are at risk of nuisance and hygiene impacts from cats.

The *Cat Management Act 2009* permits a person to trap a cat on their private property provided any cat trapped is returned to its owner; or taken to a cat management facility.

A cat found on private land that is more than 1 km from a place of residence; or on land used for primary production or a production premises such as an abattoir or aquaculture business, may be returned to its owner; taken to a cat management facility; or humanely destroyed.

The Act allows for cat management action (includes trap; seize, detain) to be undertaken by an authorised officer in a prohibited area which includes:

- ▶ any area of land that is managed by a public authority, or Agency within the meaning of the *State Service Act 2000*, and is reserved land¹; and
- ▶ private land that is reserved land.

A cat trapped in a prohibited area by an authorised person may be returned to its owner; or taken to a cat management facility; or humanely destroyed.

The Act provides for Local Government, after consulting with its local community, to declare an area of council-controlled land as a prohibited area; or land within the municipal area of the council to be a cat management area. Cat management action and other measures may be undertaken by persons authorised to act in these areas.

Identifying which areas are a priority for protection from cats in municipalities is a key first step, which can then be followed by cat management activities in these priority areas. Activities could include

¹ Reserved land includes reserved land under the *Nature Conservation Act 2002*; land subject to a conservation covenant under part 5 of the *Nature Conservation Act 2002*; public reserves under the *Crown Lands Act 1976*; permanent timber production zone land under the *Forest Management Act 2013*; and private timber reserves under the *Forestry Practices Act 1985*.

data collection and monitoring to understand cat presence and impacts, community education, designation of prohibited areas or cat management areas, assisted desexing and microchipping events, and, depending on the area, trapping, seizing and humane destruction of cats.

Desired outcome

To have significant conservation, commercial and community assets identified with appropriate strategies developed to mitigate cat related impacts at priority sites.

Action Plan

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.2.1 Provide educational information on cat impacts to the community.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities Veterinary clinics 	Materials available from TassieCat
5.2.2 Use best practice cat management techniques.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities 	TassieCat trapping guidelines available Action linked to 5.3.4
5.2.3 Identify significant conservation, commercial and community assets susceptible to impacts from roaming cats.	Medium term	Medium	<ul style="list-style-type: none"> Councils State Government Cat management facilities 	Regional asset classification and prioritisation guidelines can be developed to assist this process
5.2.4 Participate in collaborative cat management programs (council, community, Ten Lives), where there are issues with cats around priority areas.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> Councils State Government Cat management facilities 	Support landowners and managers, community and conservation organisations to actively manage cats within identified priority areas
5.2.5 Establish cat management areas and cat prohibited areas where appropriate. Promote these areas and the reason for their designation (as appropriate) and use as demonstration case studies that promote best practice.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> Councils 	Factsheet and declaration template available from TassieCat
5.2.6 Promote, protect and create habitat for native wildlife as this helps reduce their susceptibility to predation by cats.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> Councils State Government 	Work with NRM groups, Tasmanian Land Conservancy, Landcare Tasmania etc.
5.2.7 Consider council planning options for developments such as new subdivisions adjacent to high value conservation areas	Medium term Ongoing	Medium	<ul style="list-style-type: none"> Councils 	E.g. covenants negotiated with developers to create cat management conditions on properties

Region-wide initiatives

Action	Timeframe	Priority	Participants	Notes
5.2.8 Develop regional guidelines for the classification of conservation, commercial and community assets that are susceptible to impacts from roaming cats.	Short term	High	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities 	Consider development of guidelines at a state-wide level to ensure consistency

Performance indicators

- ▶ Regional guidelines for the classification and prioritisation of priority assets created.
- ▶ Asset protection planning undertaken by Strategy participants and maps of priority assets created for municipalities.
- ▶ Number of partnerships between Strategy participants and other stakeholders working on cat management programs in priority areas.
- ▶ Number of programs underway by Strategy participants to manage cats in relation to priority assets.

5.3 Reducing the stray cat population

Background

Stray cats, found in and around cities, towns and rural properties may depend on some resources provided by humans but have no identifiable owner. Generally undesexed, the stray cat population can breed quickly and while potentially well-intended, members of the community feed these unowned cats which can increase their numbers rapidly and significantly, and compound impacts on wildlife and neighbours. Pet cats can also become stray cats when they are abandoned by their owners. Stray cats can interact with and ultimately, add to, the feral cat population.

Stray cat populations are difficult to manage. Sporadic and non-targeted trapping will not have a long-term beneficial effect because more stray cats are likely to repopulate the area (Lazenby *et al.* 2014) and continue breeding. For this reason, stray cat management should be ongoing, strategic and multi-faceted.

Desired outcome

To reduce the stray cat population and maintain it at a low level, using best practice cat management techniques.

Action Plan

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.3.1 Provide educational information to the community to reduce feeding of stray cats.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities Veterinary clinics 	Materials available from TassieCat
5.3.2 Keep cat-related enquiry register to identify stray cat hotspots.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils Cat management facilities 	Action linked to 5.1.4, 5.4.2, 5.7.1
5.3.3 Use council, cat management facility and cat shelter data to identify stray cat problem areas locally.	Medium term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities Veterinary clinics 	Focus on these areas for education and targeted programs
5.3.4 Use best practice cat management techniques.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities Veterinary clinics 	TassieCat trapping guidelines available Action linked to 5.2.2
5.3.5 Encourage people to use cat management facilities when they have an unwanted cat or a cat they can no longer care for, to reduce abandonment.	Short term Ongoing	Medium	<ul style="list-style-type: none"> Councils State Government Cat management facilities Veterinary clinics 	Materials available from TassieCat and cat management facilities

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.3.6 Provide advice on dealing with cat behavioural issues to reduce the need for surrender of cats.	Short term Ongoing	Medium	<ul style="list-style-type: none"> • Cat management facilities • Veterinary clinics 	Materials available from TassieCat
5.3.7 Inform the public about the requirements of the <i>Cat Management Act 2009</i> and <i>Animal Welfare Act 1993</i> ; it is illegal to abandon cats.	Short term Ongoing	Medium	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities 	Materials available from TassieCat
5.3.8 Participate in collaborative cat management programs (council, community, Ten Lives Cat Centre), where there are issues with stray cats.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities • Veterinary clinics 	

Region-wide initiatives

Action	Timeframe	Priority	Participants	Notes
5.3.9 Work collaboratively to identify potential partners, locations and arrangements for increased access to cat management services across the region to facilitate cat management programs.	Medium term Ongoing	High	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities • Veterinary clinics 	Linked to action 5.5.5
5.3.10 Develop best practice stray cat management guidelines.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities • Veterinary clinics 	In consultation with experts, investigate options to address the stray cat population and identify when trapping or other management techniques could be used effectively and sustainably

Performance indicators

- ▶ Data collection undertaken by Strategy participants in relation to stray cat complaints and feeding of stray cats.
- ▶ Identify stray cat hotspot areas in the southern region.
- ▶ Number of cat management programs undertaken by Strategy participants in stray cat hotspot areas.
- ▶ A reduction in stray cat issues in hot spot areas where cat management programs have been undertaken.

5.4 Uncontrolled cat breeding and welfare concerns

Background

The breeding of cats by unregistered breeders is an offence under the *Cat Management Act 2009*. From early 2022 the Act requires a person who wishes to breed a cat to be either a member of a cat organisation or hold a permit to breed a cat. From early 2022 there will also be a limit of four cats allowed to be kept on a property without a permit (exclusions will apply to registered cat breeders; holders of a cat breeding permit; vet practices; cat boarding facilities; cat management facilities and their foster carers).

Without suitable management, keeping a large number of cats on a single property can compromise cat welfare, impact on native wildlife and create nuisances, leading to community conflict. Cat hoarding is where individuals keep a large number of cats as pets without the ability to properly house or care for them, while at the same time denying this inability and inadvertently compromising the cats' welfare. Extreme situations of cat hoarding require careful management to ensure the welfare of both the cats and people involved. Animal hoarding is a mental health issue. In cases in Southern Tasmania more than 100 cats have been removed from properties, however without appropriate cross-agency support, cat hoarding behaviour is highly likely to reoccur. The cats from these cases are often in poor health and many require euthanasia.

Currently there is no coordinated response to hoarding cases in Southern Tasmania. A collaborative cross agency approach is essential in increasing the effectiveness of any approach, this includes participation by Ten Lives Cat Centre, RSPCA, Local Government, community support services and mental health support.

Desired outcome

For all cat breeding in the region to be only undertaken by registered or permitted breeders and animal welfare standards maintained, including by addressing cat hoarding cases with a coordinated response.

Action Plan

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.4.1 Promote the legislative requirement that only registered breeders are permitted to breed cats.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities Veterinary clinics 	Materials available from TassieCat
5.4.2 Keep cat-related enquiry register to identify unregistered cat breeding and hoarding.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government 	Action linked to 5.1.4, 5.3.2, 5.7.1

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.4.3 Liaise with RSPCA on suspected animal cruelty cases where necessary.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities RSPCA Veterinary clinics 	
5.4.4 Work collaboratively with other key stakeholders in identified cat hoarding situations (RSPCA, Ten Lives, council, community services and mental health services).	Medium term Ongoing	Medium	<ul style="list-style-type: none"> Councils State Government Cat management facilities RSPCA 	

Region-wide initiatives

Action	Timeframe	Priority	Participants	Notes
5.4.5 Establish a Hoarding and Squalor Working Group. Develop a process for managing cat hoarding and feeding situations involving key stakeholders that is proactive and integrated.	Medium term	Medium	<ul style="list-style-type: none"> Councils State Government Cat management facilities RSPCA 	

Performance indicators

- Data collection undertaken by Strategy participants in relation to unregistered cat breeding and hoarding complaints.
- Establish a Hoarding and Squalor Working Group with participation from key stakeholders.
- Regional process established by Strategy participants in relation to cat hoarding cases.
- Documented case studies of successful approaches to cat hoarding situations.
- An increase in a collaborative approach undertaken by Strategy participants and other stakeholders for cat hoarding cases.

5.5 Increasing cat management capacity and accessibility to cat management services throughout the region

Background

Responsibility for cat management in Southern Tasmania is shared across many organisations and is often undertaken as part of a broader range of responsibilities. Currently, resources for cat management in each individual organisation and State and Local Government area can be limited and a collaborative approach that makes best use of existing resources and expertise is considered essential. Staff working in animal management, such as council Animal Management Officers, will need additional training over time in relation to cat management.

Currently there is only one cat management facility in Southern Tasmania, Ten Lives Cat Centre, located in Hobart's northern suburbs. Several of the southern council areas are over one hour's drive to Ten Lives Cat Centre, which makes movement of unowned or unwanted cats and kittens challenging for the public, veterinary clinics, and councils.

Cat management facilities can be established to receive stray, lost and surrendered cats. Cat management facilities are approved by the State Government and must meet certain requirements. The *Cat Management Act 2009* provides for cat management facilities to nominate a person, business, or organisation to hold and care for cats on their behalf.

Currently there are also several cat shelters in Southern Tasmania who take in unwanted or unowned cats, however they often reach capacity during kitten season. Southern shelters need to be supported to ensure they are reaching acceptable standards of care for the cats they take in, which will make partnerships between councils and shelters low risk and more appealing.

There are several models which may be used to increase accessibility to cat management services through the region. These options need to be further explored but could utilise short-term cat holding facilities, voluntary carers and transporters, local veterinary clinics or a mobile cat facility which could enable rural and remote communities to access cat management facility services more easily. Potential collaborative cost-sharing arrangements across the region could make such an approach sustainable.

Many veterinary practices currently receive healthy lost or stray cats from the community which they temporarily house and attempt to find the owners. The preferred practice is for these animals to be presented directly to a cat management facility as soon as practicable, as veterinarian clinics are not set up to adopt out or foster cats.

Desired outcome

To increase cat management capacity and access to cat management services across the region, ensuring rural and remote communities have access to services.

Action Plan

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.5.1 Promote the use of cat management facilities (and their nominees) to the community.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities Veterinary clinics 	Materials available from TassieCat and cat management facilities
5.5.2 Relevant staff (animal management officers etc.) participate in training to support implementation of the <i>Cat Management Act 2009</i> .	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities 	Training provided by DPIPW Action linked to 5.6.2
5.5.3 Prior to any trapping activities occurring, establish an agreed and planned approach for trapping and dealing with cats, using best practice trapping & cat management techniques.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities 	TassieCat trapping guidelines available
5.5.4 Establish a Memorandum of Understanding that delivers an agreed and clear process for managing stray, lost or surrendered cats.	Medium	Medium	<ul style="list-style-type: none"> Councils Cat management facilities 	

Region-wide initiatives

Action	Timeframe	Priority	Participants	Notes
5.5.5 Identify potential partners, locations and arrangements for increased access to cat management services for municipalities that aren't located near a cat management facility.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities Veterinary clinics 	Options to explore include a temporary cat holding facility, cat drop off points, volunteer provided cat transportation services and a mobile cat facility
5.5.6 Where appropriate promote the Standards of Care required for cat management facilities.	Medium term	Medium	<ul style="list-style-type: none"> State Government Cat management facilities Councils 	Standards of Care developed by cat management facilities and DPIPW This document could be used by shelters as a cat welfare guide
5.5.7 Support progress towards an accreditation process for cat shelters to meet the Standards of Care.	Medium term	Medium	<ul style="list-style-type: none"> State Government Cat management facilities Councils 	
5.5.8 Consider employing a Cat Management Officer shared between several councils, sharing vehicles and equipment as appropriate.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> Councils State Government Cat management facilities 	Use a collaborative approach across the region to make best use of available resources and expertise

Performance indicators

- ▶ Feasibility assessed of proposed options to increase accessibility of cat management services in regional areas.
- ▶ Preferred option to increase access to cat management services for regional areas identified and commenced.
- ▶ Number of partnerships between Strategy participants and other stakeholders working on cat management in the region.
- ▶ Participation by Strategy participants at *Cat Management Act 2009* training sessions.

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5.6 Compliance in relation to the Cat Management Act 2009

Background

The purpose of the *Cat Management Act 2009* is to provide for the control and management of cats in Tasmania. Councils may establish additional requirements for their municipality in relation to cat management through by-laws or the creation of cat prohibited areas or cat management areas.

Key aspects of the Act include:

- ▶ Compulsory de-sexing of cats from four months of age from early 2022.
- ▶ Compulsory microchipping from four months of age from early 2022.
- ▶ Limiting to four, the maximum number of cats to be kept at a property without a permit from early 2022.
- ▶ Cats cannot be sold or given away unless they are at least eight weeks of age, desexed, microchipped, wormed and vaccinated.
- ▶ Only registered or permitted breeders may breed cats.
- ▶ It is an offence to abandon a cat.

Enforcement may be performed by persons authorised under the Act. This includes persons authorised under the *Dog Control Act 2000*; officers appointed under the *Animal Welfare Act 1993*; DPIPW officers authorised by the Secretary; non-State Service officers authorised by the Secretary of DPIPW; and police officers.

Each council determines how much compliance they will undertake within their municipality in relation to the *Cat Management Act 2009*; this will depend on what each municipality can resource and sustain.

Desired outcome

For all cat owners and community members to comply with their legal obligations for responsible cat ownership and management.

Action Plan

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.6.1 Inform the public about the requirements of the <i>Cat Management Act 2009</i> .	Short term Ongoing	High	<ul style="list-style-type: none"> • State Government • Councils • Cat management facilities • Veterinary clinics 	Use clear and consistent communications across multiple channels to promote cat ownership responsibilities. Materials available from TassieCat

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.6.2 Participate in relevant training to support implementation of the <i>Cat Management Act 2009</i> including for animal management officers and other relevant staff.	Short term Ongoing	High	<ul style="list-style-type: none"> • State Government • Councils • Cat management facilities 	DPIWE to provide training sessions. Broader compliance training is an important component of this action. Action linked to 5.5.2
5.6.3 Undertake standardised data collection in relation to compliance actions under the <i>Cat Management Act 2009</i> .	Short term Ongoing	High	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities 	
5.6.4 Disseminate humane trapping advice to members of the public who are considering trapping.	Short term Ongoing	High	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities • Veterinary clinics 	Cat trapping guidelines available from TassieCat and Ten Lives Cat Centre Action linked to 5.1.8
5.6.5 Consider the development of a Cat Management Policy, compliance program, and by-laws as appropriate.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> • Councils 	Materials available from TassieCat Action linked to 5.6.6 and 5.8.5

Region-wide initiatives

Action	Timeframe	Priority	Participants	Notes
5.6.6 Work on region wide consistency where possible in compliance approaches, policies and bylaws.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> • Councils • State Government 	Action linked to 5.6.5 and 5.8.5

Performance indicators

- Data collection undertaken by Strategy participants in relation to compliance undertaken under the *Cat Management Act 2009*.
- *Cat Management Act 2009* information available on all Strategy participants' websites and in foyers.
- Participation by Strategy participants at *Cat Management Act 2009* training sessions.
- Number of Strategy participants undertaking cat compliance activities.
- Number of councils that have introduced cat management policies or by-laws.

5.7 Improved knowledge to better inform cat management

Background

Improved knowledge about the number, distribution and behaviour of cats and the success of different management approaches is essential to designing effective programs to manage and minimise their impact on highly valued conservation, commercial and community assets in the region and generally achieve responsible cat ownership and management.

Existing research about cats and cat ownership in Tasmania is limited. Filling these gaps in knowledge will be a continuing challenge to ensure that available resources are directed towards the highest priorities using the most cost-effective management actions. Consistent approaches to collecting basic information across all parts of the region will be an important first step to better understand the scale of existing problems and to identify practical long-term solutions.

Desired outcome

To have cat management in the region guided by best available science and regionally-relevant data to support evidence-based decision making.

Action Plan

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.71 Keep cat-related enquiry register to track number and nature of enquiries and complaints.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities 	Register to include number and nature of enquiries/complaints, including nuisance, stray cats, legislation, hoarding, breeding etc. Action linked to 5.1.4, 5.3.2, 5.4.2
5.72 Where possible identify and implement monitoring strategies before, during and after interventions (e.g. subsidised desexing/microchipping & education) to measure impact and effectiveness.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> Councils State Government Cat management facilities 	
5.73 Participate in research projects (including citizen science projects such as cat tracker projects) concerning cat ecology, behaviour and management where possible.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> Councils State Government Cat management facilities 	
5.74 Better understand community views and expectations relating to cat management via local community survey and events.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> Councils State Government Cat management facilities 	

Region-wide initiatives

Action	Timeframe	Priority	Participants	Notes
5.7.5 Work towards standard data collection and reporting systems so that organisations involved in cat management have access to essential information. Create baseline data to inform and integrate into future Strategy revisions.	Short term Ongoing	High	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities • Veterinary clinics 	E.g. intake numbers in cat management facilities & shelters, stray cat hotspots areas, number and nature of cat complaints/queries
5.7.6 Keep abreast of state-wide and national developments and continually improve evidence-based decision making for cat management.	Short term Ongoing	Medium	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities 	
5.7.7 Identify priority knowledge gaps and pragmatic options to fill these gaps with research and monitoring (e.g. facilitating university projects).	Medium term Ongoing	Medium	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities 	E.g. presence and impact of stray and pet cats in region and cases of cat hoarding
5.7.8 Disseminate information and case studies about cat management activities that have been undertaken, to share effective approaches and learnings.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> • Councils • State Government • Cat management facilities 	

Performance indicators

- Strategy participants undertaking data collection and reporting in relation to number and nature of cat related enquiries, complaints and interactions to help create baseline cat management data.
- Participation in monitoring and research projects by Strategy participants in relation to cat management.
- Levels of community consultation/survey by Strategy participants in relation to community views on cat ownership and management.

5.8 Strategic governance and resourcing

Background

This Strategy recognises that the twelve councils of the southern region and other key stakeholders will have different priorities, capabilities, and resources for cat management. This Strategy adopts an opt-in approach which enables all councils and other stakeholders to participate in cat management to the extent that they require and are able to resource, while keeping them aligned with the actions of the others in the region.

The Strategy identifies initiatives which individual councils and other stakeholders can implement for their own area or organisation, as well as region-wide initiatives which will require collaboration. Cat management will be most successful in the southern region if there is regional collaboration on the issue.

Desired outcome

For the Southern Cat Management Strategy to be successfully delivered across the region by Strategy participants.

Action Plan

Individual council and organisation action plan

Action	Timeframe	Priority	Participants	Notes
5.8.1 Seek ongoing funding for the Regional Cat Management Coordinator.	Short term (currently funded until 30 June 2021)	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities 	
5.8.2 Consider and prioritise resourcing for cat management.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government 	Resourcing will be required to deliver this Strategy
5.8.3 Ongoing commitment to regional collaboration in relation to cat management.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities Veterinary clinics 	
5.8.4 Continue providing a representative for the Southern Cat Management Working Group.	Short term Ongoing	High	<ul style="list-style-type: none"> Councils State Government Cat management facilities Veterinary clinics 	
5.8.5 Consider development and adoption of a council Cat Management Policy.	Short term Ongoing	Medium	<ul style="list-style-type: none"> Councils 	Policy template available from TassieCat Action linked to 5.6.5 and 5.6.6

Region-wide initiatives

Action	Timeframe	Priority	Participants	Notes
5.8.6 Review and report on the implementation of this Cat Management Strategy to the southern councils' General Managers.	Medium term Ongoing	Medium	<ul style="list-style-type: none"> Councils State Government Cat management facilities 	General Manager review should occur in the third and fifth years of the Strategy

Performance indicators

- ▶ Southern Cat Management Working Group continued with active participation by Strategy participants.
- ▶ Number of councils that have introduced cat management policies.
- ▶ Increased commitment to resourcing by Strategy participants for cat management in the region.

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6. Resources and References

TassieCat resources available for Strategy participants

- ▶ TassieCat website www.tassiecat.com
- ▶ FAQ guide to handling cat-related queries from the public
- ▶ Cat Management Policy template
- ▶ Cat Prohibited Areas and Cat Management Areas factsheet and declaration template
- ▶ TassieCat social media content (Facebook and Instagram)
- ▶ Posters and postcards
- ▶ Stickers and magnets
- ▶ *That's Cats* adverts and videos
- ▶ Tassiecat booklets, factsheets and fliers
- ▶ Keeping your cat healthy and happy at home
- ▶ Desexing and microchipping your cat
- ▶ Nuisance Cats
- ▶ Roaming Cats: common questions and misbeliefs
- ▶ Legislation for Cat Owners in Tasmania
- ▶ Guidelines for cat trapping
- ▶ Home, Sweet Home: How to keep your cat happy at home
- ▶ For the love of cats: important information you need to know as a cat owner in Tasmania
- ▶ 5 Common Cat Behavioural Issues and how to solve them
- ▶ Keeping your cat healthy: vaccinating your cat and information on feline immunodeficiency virus and feline leukemia virus
- ▶ Cat-Borne Disease: the impacts of toxoplasmosis on wildlife and human health
- ▶ Cat-Borne Diseases and Agriculture
- ▶ Surrendering a pet cat
- ▶ Stray cats
- ▶ Introducing a new cat into the household: tips and tricks
- ▶ How to train your cat to walk on a leash and harness
- ▶ Enrichment: Make staying at home fun for your cat

Other resources

- ▶ [Department of Primary Industries, Parks, Water and Environment](#)
- ▶ [Ten Lives](#) - website and Educat school program
- ▶ [RSPCA Tasmania](#) and [RSCPA Australia](#)
- ▶ [Kingborough Council](#) - *Inside with Cats* and *At Home with Cats* educational videos
- ▶ [Safe and Happy Cats](#)
- ▶ [Safe Cat, Safe Wildlife](#)

References

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DRAFT
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18.5 COPPING REFUSE SITE JOINT DISPOSAL AUTHORITY - PROPOSED RULE CHANGE**File Number: 24.128****Author: Gary Arnold, General Manager****Strategic Plan Reference**

Key Priority Area: 2 Deliver quality infrastructure and services.

Strategic Outcome: 2.1 Service provision meets the current and future requirements of residents and visitors.

1. PURPOSE

- 1.1 The purpose of this report is to seek the endorsement of Council to advertise a proposed amendment to change the Copping Refuse Site Joint Disposal Authority's Rule 219.

2. BACKGROUND

- 2.1 The Copping Refuse Site Joint Disposal Authority trading as Southern Waste Solutions (the Authority) is a waste management authority established under Section 30 of the *Local Government Act 1993*.
- 2.2 The Authority is jointly owned by Clarence, Sorell, Tasman, and Kingborough councils.
- 2.3 The Authority at its meeting on 13 August 2020 approved a Dividend Policy.
- 2.4 This approval was subject to amending the Authority's Rule 219 to be consistent with the intent of the policy.
- 2.5 In order to progress the process of changing Rule 219 the endorsement of the four owner councils is required.

3. STATUTORY REQUIREMENTS

- 3.1 The Authority's legal advice has confirmed that the proposed amendment to Rule 219 is a material change and therefore is required to follow the process prescribed under Sections 31 and 32 of the *Local Government Act 1993*.

4. DISCUSSION

- 4.1 The Authority is seeking to change the wording of Rule 219 to include "The Authority may not declare a dividend in excess of the amount recommended by the Board" as follows:

219. The Representatives in General Meeting may, on the advice of the Board, declare a dividend in respect of the results of the financial transactions of the Authority during each financial that is to be distributed to the Members. The Authority may not declare a dividend in excess of the amount recommended by the Board. The dividend is to be paid by the end of the following financial year.

- 4.2 A summary of the process required under Sections 31 and 32 of the *Local Government Act 1993* is provided below:

Step 1	A special resolution of the Authority's participating councils is required to approve advertising the proposed Rule change
	One participating council is to act as the "Nominated Council" to perform the roles required under the Act to change the Rules
Step 2	If the special resolution to advertise is approved, the Nominating Council is to: Publish the complying notice in a local daily newspaper, Display the complying notice at its premises for at least 21 days, Provide a copy of the proposed Rule amendment to the Director of Local Government, Make it available for inspection or purchase at its public office
Step 3	After publication and any submissions are received a general meeting of the Authority is convened to consider and deal with any submissions
	Subject to any changes to the proposed amendment, participating councils approve the proposed Rule amendment by special resolution
Step 4	The proposed amended Rule is to be certified by a legal practitioner and the General Manager of the Nominating Council as prescribed in the Act
Step 5	The certified proposed amendment is provided to the participating councils for approval
Step 6	Once approved the amended Rule is to be certified (again) by both a legal practitioner and the General Manager of the Nominating Council as prescribed in the Act
Step 7	A copy of the new Rules is provided to the Director Local Government The final decision is to be advertised to anyone who provided a submission on the proposed amendment
Step 8	The amendment comes into effect

4.3 Clarence City Council has agreed to be the Nominating Council.

4.4 As outlined in the table above, this report is the first step in the process prescribed in the legislation to change the Rule. A further report is required to come back to Council at Step 5.

5. FINANCE

5.1 As one of the four owner councils of the Authority it is expected that ultimate approval of the proposed Rule amendment will lead to future dividend payments to council.

6. ENVIRONMENT

6.1 There are no environmental implications with this report.

7. COMMUNICATION AND CONSULTATION

7.1 The decision of the four participating councils will be publicly advertised in accordance with the legislative requirements outlined in this report.

8. RISK

- 8.1 There are no apparent risks to Council in endorsing the proposed Rule change to enable public advertising.

9. CONCLUSION

- 9.1 In order to progress the process of changing Rule 219 the endorsement of the four owner councils is required.
- 9.2 It is recommended that Council endorse the proposed Rule change.

10. RECOMMENDATION

That Council:

- (a) Endorses the proposed amendment to Copping Refuse Disposal Site Joint Authority's Rule 219 as agreed by the Authority at its meeting on 13 August 2020, and
- (b) Approves advertising the proposed amendment to Rule 219 in accordance with the requirements of the *Local Government Act 1993 (Tas)*.

ATTACHMENTS

Nil

Public Copy

19 CONFIRMATION OF ITEMS TO BE DEALT WITH IN CLOSED SESSION

RECOMMENDATION

That in accordance with the *Local Government (Meeting Procedures) Regulations 2015* Council, by absolute majority, move into closed session to consider the following items:

Confirmation of Minutes

Regulation 34(6) *In confirming the minutes of a meeting, debate is allowed only in respect of the accuracy of the minutes.*

Applications for Leave of Absence

Regulation 15(2)(h) *applications by councillors for a leave of absence*

Delegated Authority

Regulation 15 (2)(j) *the personal hardship of any person who is resident in, or is a ratepayer in, the relevant municipal area.*

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In accordance with the Kingborough Council *Meetings Audio Recording Guidelines Policy*, recording of the open session of the meeting will now cease.

Open Session of Council adjourned at

OPEN SESSION ADJOURNS

OPEN SESSION RESUMES**RECOMMENDATION**

The Closed Session of Council having met and dealt with its business resolves to report that it has determined the following:

Item	Decision
Confirmation of Minutes	
Applications for Leave of Absence	
Delegated Authority	

CLOSURE

APPENDIX

- A KWS Bi-Monthly Report
- B Climate Change Act and Action Plan Review Submission
- C Quarterly Summary Action Report to March 2021
- D Organisational Development Quarterly Report (March 2021)
- E Delegated Authority List 8 April 2021 to 21 April 2021
- F Kingborough Community Safety Committee - Minutes 12 April 2021
- G Disability Inclusion & Access Advisory Committee April Minutes
- H Councillor Attendance at Meetings 1 July 2020 - 31 March 2021
- I Councillor Remuneration and Allowances
- J Donations
- K Calendar
- L Forward Agenda

A KWS BI-MONTHLY REPORT

Attached to this information report are the minutes of the Board meeting held on 3 February 2021, the financial reports up to the end of December 2020 and the Waste Management Strategy Progress Report.

FINANCE

The Profit and Loss Statement for the year-to-date period up to 31 December 2020 resulted in an operational surplus of \$97,670. This result is \$100,521 more than the budgeted deficit of \$2,851.

Month	Income	Expenditure	Surplus/(Deficit) 2020/21	Result 2019/20
July	219,800	221,360	(1560)	11,997
August	202,675	192,311	10,364	(30,689)
September	212,328	209,141	3,187	20,025
October	214,534	196,005	18,530	20,549
November	223,762	193,195	30,567	16,457
December	248,735	212,153	36,582	25,776
January				26,388
February				33,364
March				22,860
April				342
May				4,064
June				14,021
Total	849,338	818,816	30,521	164,622

The year-to-date budget versus actual results comparison is as follows:

Month	Budget	Actual	Variance
July	(39,830)	(1,560)	38,270
August	(3,625)	10,364	14,016
September	(7,814)	3,187	11,001
October	3,184	18,530	15,346
November	37,965	30,567	(7,398)
December	36,582	7,296	29,286
January			
February			
March			
April			
May			
June			
Total	(26,462)	68,384	100,521

Variances of note for the 2020/21 year to date include the following:

Item	Positive Impact	Negative Impact	Comments
Income	\$	\$	
General waste	21,209		More waste received than expected.
Green waste	5,516		More green waste received than expected.
Reuse shop sales	37,810		Sales well above budget.
Metal sales	14,381		Revenue obtained – noting that no revenue was originally budgeted for this year because of market uncertainties.
Kerbside collection charges	32,091		More waste received than expected.
Bruny disposal charges	5,540		More waste received than expected.
Expenditure	\$	\$	
Salaries and Agency Staff	13,004		Savings due to staff being on leave during this quieter mid-year period.
Transport costs – Copping		15,504	More waste to be taken to Copping than expected.
Disposal costs – Tyres/Gas Bottles		11,450	Additional cost to dispose of a stockpile of tyres.
Green Waste mulching		6,001	Additional green waste to process
Maintenance		9,519	Purchase of new heaters following safety audit, plus new boom gate and repairs to a compressor.

WASTE TRANSFER STATION SITE ACTIVITIES

Site Management

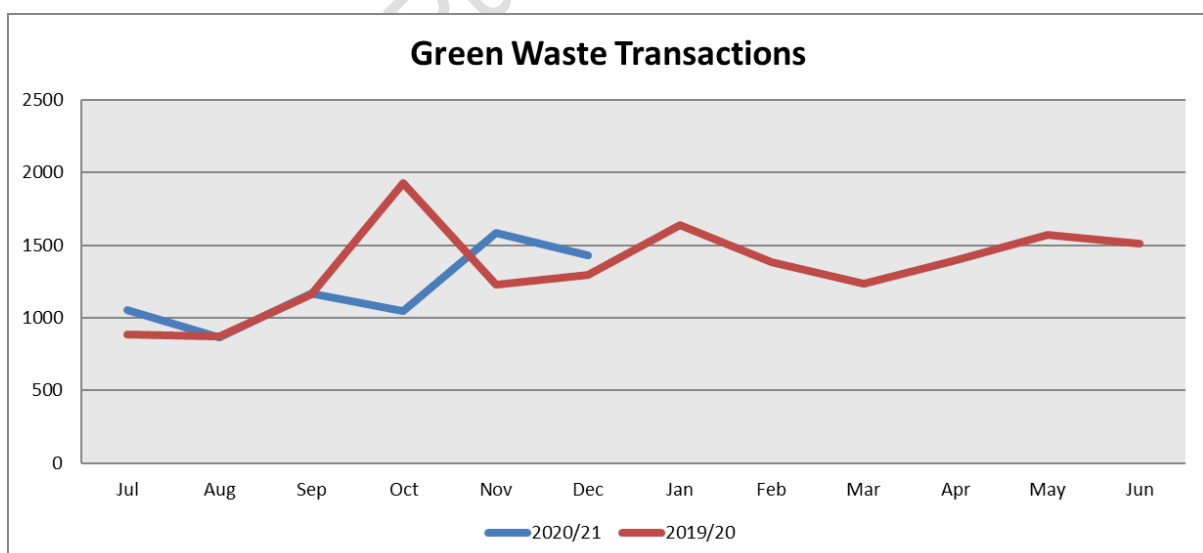
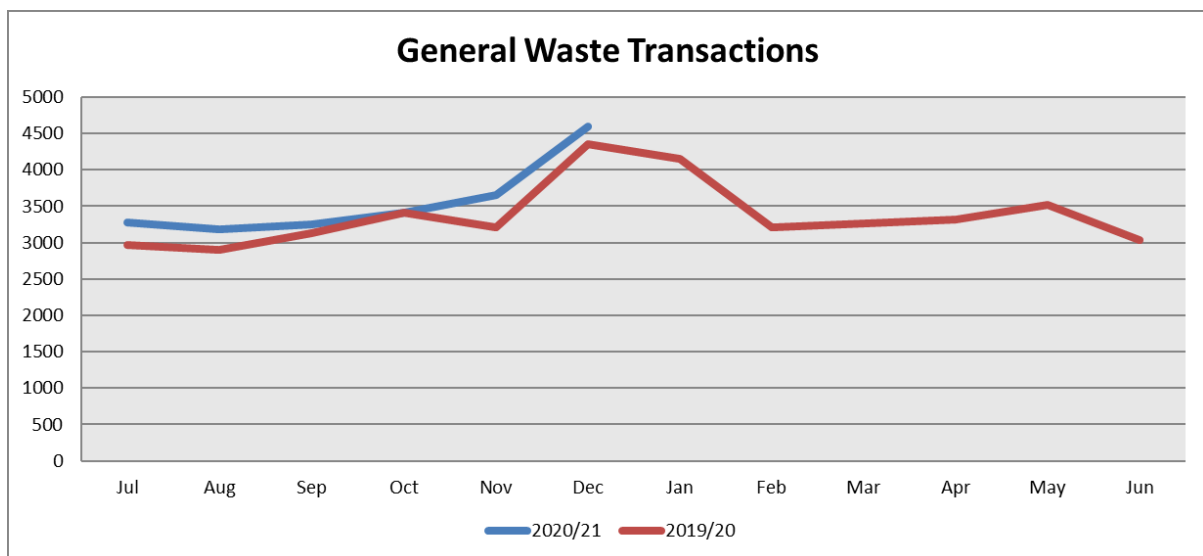
- The refurbishment of compaction trailer Z41FD was completed during December.

Environmental Management

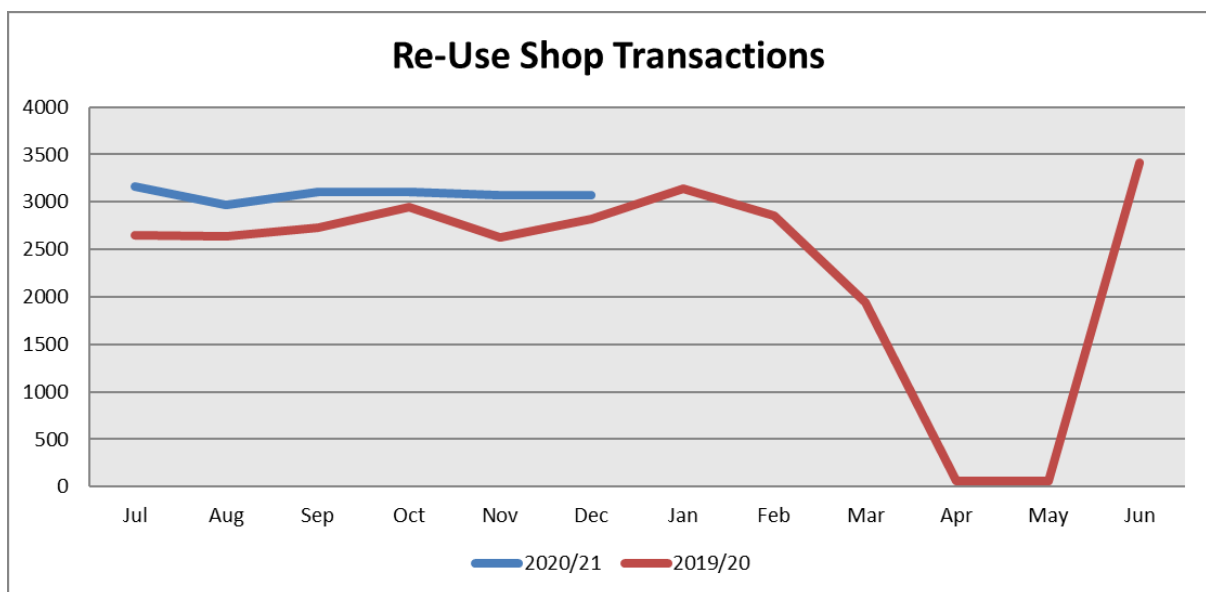
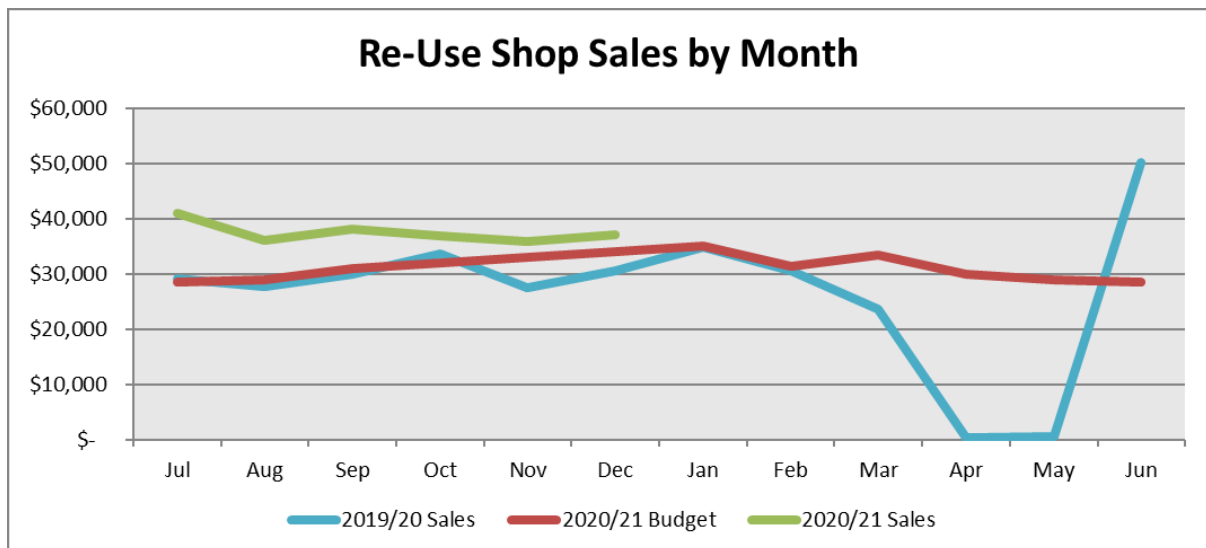
- **Green Waste** – Green waste disposal weekends were held at the Bruny Island and Barretta transfer stations on 28-29 November and 5-6 December 2020. A total of 50 cubic meters was received at the Bruny Island transfer station and a further 130.5 tonnes received at Barretta during this period. The next green waste disposal weekends have been scheduled for Bruny Island and Barretta on 23-24 January and 30-31 January 2021.
- **Metal Waste** – Expression of Interests for scrap metal collections were sought during October with Onestop Metal Recycling being the successful contractor. Collections commenced during December with 54 tonnes being removed with a small financial return to KWS. Collection will continue through January with approximately a further 260 tonnes to be recycled.
- **CMA Eco-cycle** - 241kg of Fluorescent Tubes and Globes, 30kg of X-Rays and 340kg of household batteries were recycled through the Eco-cycle program during November and December 2020.

- **Drum Muster** - The Barretta Waste Transfer Station is set up to register Drum Muster collections electronically. This enables greater accuracy with reporting and when processing claims and invoices through the scheme. 211 eligible containers were collected and processed through the scheme over the past twelve months.
- **Paintback** - Collections of unwanted paint through the Paintback stewardship scheme continued with 1,315kg collected during November and a further 1,850kg collected during December for a total of 15,380kg over the past 12 months enabling a saving of \$84,590 over the previous arrangement.
- **E-Waste** - The Tech Collect E-Waste stewardship program continued with a total of 3,880kg collected during November and a further 2,980kg during December for a total of 39,430kg over the past 12 months enabling a saving of \$1,970 over the previous arrangement.

The following figures show the yearly trends for both general waste and green waste.



November resulted in 3,067 transactions through the shop with sales of \$35,991 which is \$2,991 over budget and an \$8,335 increase on November 2019/20. December resulted in 3,070 transactions with sales of \$37,194 which is \$3,194 over budget and \$6,621 increase on December 2019/20.

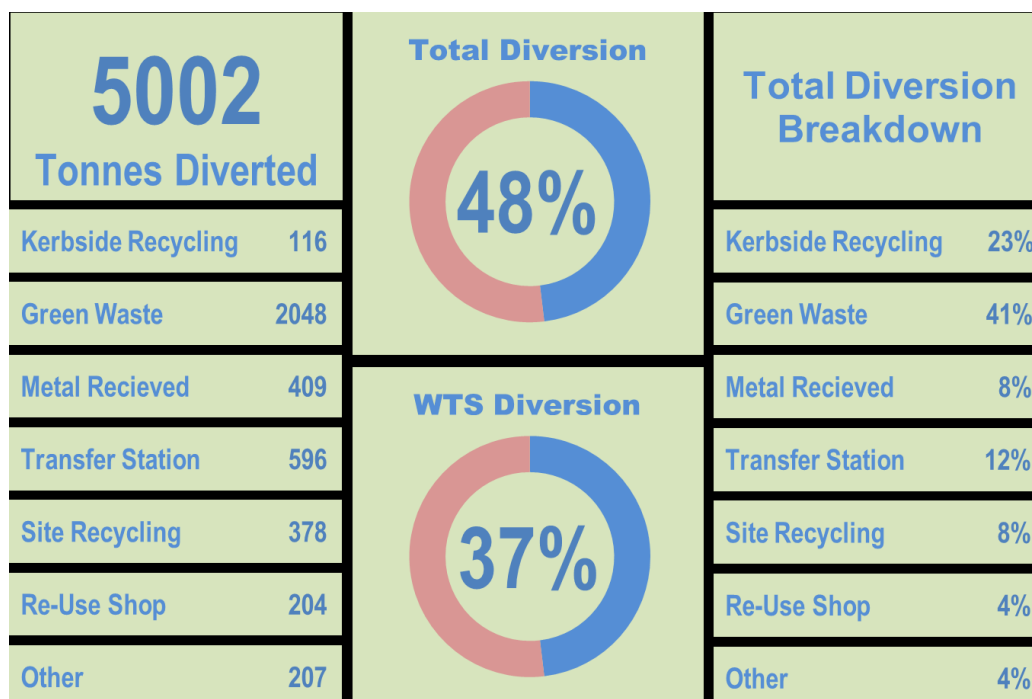


A list of the diversion rates (waste diverted from landfill) now being achieved on a month-to-month basis compared to previous years is as shown in the following table. Note that these figures now include, since mid-October 2018, the kerbside recycling material – hence the increased diversion percentage compared to previous years. Green waste collection commenced in October 2020 and this is reflected in the improved diversion below.

Month	2020/21	2019/20	2018/19	2017/18	2016/17	2015/16	2014/15	2013/14
July	44%	41%	33.6%	23.70%	15.16%	17.17%	22.85%	22.04%
August	47%	39%	36.07%	25.92%	19.22%	17.20%	26.35%	23.53%
September	44%	45%	36.03%	22.03%	22.94%	23.01%	23.04%	28.04%
October	51%	46%	45.4%	22.84%	24.73%	19.82%	25.63%	23.85%
November	53%	43%	43.6%	22.62%	21.41%	26.32%	27.69%	25.33%
December	48%	43%	45.46%	21.01%	27.71%	19.87%	20.54%	24.60%
January		42%	44.01%	21.32%	22.01%	24.26%	22.08%	26.29%
February		46%	45.19%	21.49%	24.24%	23.22%	26.11%	30.33%
March		43%	47.37%	19.42%	24.44%	23.62%	25.18%	28.34%

Month	2020/21	2019/20	2018/19	2017/18	2016/17	2015/16	2014/15	2013/14
April		42%	43.0%	25.84%	25.63%	21.50%	23.25%	26.36%
May		43%	43.09%	31.12%	19.85%	18.41%	24.05%	25.16%
June		45%	42.25%	23.9%	22.7%	24.97%	17.86%	35.32%
TOTAL		43%	42.56%	24.21%	22.89%	21.73%	23.72%	26.60%

The following graphic summarises the waste diversions for the year to date 2020/21.



OTHER ACTIVITIES

The Board considered the Service Level report. The kerbside collection program is meeting all KPIs. The mainland public bin collection program has not been meeting all of its KPIs with all reports still not being submitted by the due date and errors in reporting. This is not adversely impacting service delivery but does hamper monitoring of performance, staff will continue to meet with the contractor and seek improved reporting. The Bruny Island public bin program is meeting all KPIs.

The green waste kerbside collection commenced in October 2020. There are currently 7120 properties who have opted into the service and during the first month of service 666.33 tonnes of material was collected at an average bin weight of 24.7kg. The bin weight has started to drop in November and December as the high growth spring months finish.

PUBLIC COMMUNICATION

Updated information is provided in the Kingborough Chronicle on a monthly basis that provides information on the services provided at Barretta, re-use shop advertisements and any current notifications or changes to operating arrangements. Similar information is provided on Council's Facebook page.

Support was provided for the Huon Energy Hub greenhouse project with the supply of PET containers and advertising of the project at Barretta.

National recycling week was supported and promoted via social media channels.

Minutes of meeting

KINGBOROUGH WASTE SERVICES PTY LTD

**MINUTES
DIRECTOR'S MEETING NO. 57**

Wednesday 3 February 2021

*Kingborough Waste Services Pty Ltd acting as Trustee for Kingborough Waste Services Unit Trust
ABN 42151309563*

1. Opening

A Meeting of the Directors of Kingborough Waste Services Pty Ltd was held on Wednesday 3 February 2021 at the Kingston Twin Ovals Function Centre, Lightwood Cres, Kingston commencing at 9.13 a.m.

2. Attendance

- a. **Present:** Debra Mackeen – Chairperson/Director; Bob Calvert – Director; David Reeve – Director; Tim Jones - Director
- b. **Apologies:**
- c. **Non Director Attendees:** Stuart Baldwin; Dean Street

3. Approval of the Agenda

KWS253/57-21

Directors attending are invited to nominate items of General Business for discussion and/or decision and to request changes to the Order of Business for the meeting.

4. Previous Minutes

KWS254/57-21

The Minutes of Board Meeting No. 56 of Wednesday 2 December 2020 are attached.

The Board Resolved: That the Minutes of Board Meeting No. 56 of Wednesday 2 December 2020 be confirmed.

5. Declarations of Interest

Pursuant to Clause 22.10 of the Constitution, Directors are invited, where applicable, to declare an interest in any matter listed on the Agenda, nominating the specific item(s) in which the Director declares interest. The following Standing Declarations are noted:

- a. David Reeve, in his position as Executive Manager Engineering Services with the Kingborough Council; and
- b. Tim Jones, in his position as Manager Finance with the Kingborough Council.

6. Business Arising from the Minutes

The Board Action List was discussed;

- The Bruny Island Bin Enclosures are awaiting general waste and recycling signage; additional graphical signage will be done after the bin enclosures have been installed. It was noted that three bin enclosures had to be used to replace enclosures at Kingston beach due to vandalism and the replacement bin enclosures will need to be installed at a later date.
- The review of KPIs & Thresholds in the Service Level Agreement Report for Public Place Bins and Kerbside Bins to be provided in the next Board Meeting No. 58
- The Kerbside Bin Audit Report Summary to be in the next Board Meeting No. 58
- The Barretta Re-Use Garden was discussed and as it was noted the Garden will be more of a display of what's capable in terms of repurposing materials and composting not a Community Garden, additionally some key points raised around The Re-Use Garden were who will get the produce, who will maintain the Garden, will this have an ongoing cost to KWS that will

need to be included in the budget and what are the educational awareness aspects that are part of the KWS SLA. An updated report with responses and possible options to be provided in the next Board Meeting No 58

- The Howden Bin Strap Survey, report on the recommendations on the rollout to be done by the next Board Meeting No. 58

7. General Business

7.1 Financial Reports for Kingborough Waste Services Pty Ltd

KWS255/57-21

The November 2020 and December 2020 Profit and Loss Financial Reports, Balance Sheet and the Budget Forecast were discussed; July to December 2020 KWS made a profit of +\$98k better than budgeted -\$3k Due to General Waste, Kerbside Collection, Re-Use Shop Sales and Unbudgeted Metal Sales. The \$400k Dividend Paid to Kingborough Council is now reflected in The Balance Sheet as at December 2020 Retained Earnings. It was noted that the Profit and Loss reports no longer needed the line-item Recycling Sales under Revenue - Recycling Sales as the MRF is done at a Disposal Cost.

The Board Resolved: *That the Profit and Loss Financial reports for Kingborough Waste Services Pty Ltd for November 2020 and December 2020, the Balance Sheet as of 31 December 2020 and the Budget Forecast for the period be received and noted.*

7.2 Operational Report

KWS256/57-21

The November 2020 and December 2020 operational report from the Manager KWS was discussed; The new Security System has been installed but not yet fully commissioned. The Re-Use Shop toilet refurbishment is due to commence in March. Due to an increase in Cardboard Disposal at Barretta a third Bin has been added for Cardboard drop off in the recycling area and will require a staircase to be relocated. The Second Compaction Trailer refurbished was completed in December 2020.

The Waste Diversion Statistics – Diverted Car Batteries will be now included in the Diverted Nonferrous rather than as a separate line item.

The Board Resolved: *That the November 2020 and December 2020 operational report of the Manager Kingborough Waste Services be received and noted.*

8. Other Business

8.1 Site Visit to Barretta and Bruny Island Transfer Stations

It was noted the housekeeping of both sites was to be applauded.

It was also noted that on Bruny Island unwanted items could be left aside should some wish to take them certain items could not be left that pose a safety issue including such items as electrical, PPE and any item requiring the Australian Standards label.

9. Date and Place of Next Meeting

The arrangements for the next meeting are 31 March 2021 Company Offices, 15 Channel Highway, Kingston commencing at 9.00am.

10. Closure

There being no further business, the Chair declared the meeting closed at 11.20a.m.

Financial reports up to the end of December 2020

	DECEMBER 2020			YTD December 20			Annual
	Actual	Budget	Var	Actual	Budget	Var	Budget
REVENUE							
USER CHARGES							
General Waste	75,712	70,500	5,212	374,209	353,000	21,209	701,000
Tyres / Gas Bottles	511	833	(322)	4,854	4,998	(144)	10,000
Green Waste	19,836	22,500	(2,664)	123,516	118,000	5,516	240,000
Timber	2,778	1,500	1,278	13,924	9,000	4,924	18,000
Metal	2,256	1,500	756	12,202	9,000	3,202	18,000
	101,093	96,833	4,260	528,705	493,998	34,707	987,000
RECYCLING SALES							
Reuse Shop Sales	37,159	34,000	3,159	225,310	187,500	37,810	375,000
Non Ferrous Metal Sales	1,365	2,500	(1,135)	12,679	15,000	(2,321)	30,000
Metal Sales	3,204	0	3,204	14,381	0	14,381	0
Recycling Sales	0	0	0	0	0	0	0
	41,728	36,500	5,228	252,370	202,500	49,870	405,000
COUNCIL RECHARGES							
Kerbside Collection Charges	58,295	51,500	6,795	323,091	291,000	32,091	583,750
Bruny Island Disposal Charges	18,166	17,000	1,166	72,540	67,000	5,540	138,000
Bruny Island Operational Revenue	14,079	14,079	0	84,476	84,474	2	168,950
Free G/Waste - Foregone Revenue	8,194	0	8,194	18,292	16,000	2,292	32,000
Waste Management	6,750	6,925	(175)	40,500	41,550	(1,050)	83,100
	105,484	89,504	15,980	538,899	500,024	38,875	1,005,800
SUNDRY CHARGES	430	0	430	1,861	0	1,861	0
TOTAL REVENUE	248,735	222,837	25,898	1,321,835	1,196,522	125,313	2,397,800
EXPENSES							
EMPLOYEE COSTS							
Salaries	71,180	87,953	16,773	421,177	480,694	59,517	945,913
Agency Staff	15,463	5,764	(9,699)	80,725	34,212	(46,513)	67,866
Sundry Staff Expenses	516	450	(66)	1,156	2,700	1,544	5,400
Staff Training	0	800	800	0	3,550	3,550	7,100
Protective Clothing	517	100	(417)	6,389	4,500	(1,889)	9,000
	87,676	95,067	7,391	509,448	525,656	16,208	1,035,279
DISPOSAL COSTS							
Disposal Costs - Copping	30,065	29,831	(234)	159,333	156,620	(2,713)	315,000
Transport Costs - Copping	21,642	18,435	(3,207)	112,293	96,789	(15,504)	194,670
Disposal Costs - Recycling	712	463	(249)	3,739	2,778	(961)	5,555
Disposal Costs - Glass/Bottles	572	600	28	3,334	3,600	266	7,200
Disposal Costs - Cardboard	2,440	1,855	(585)	12,208	8,470	(3,738)	16,870
Disposal Costs - Tyres/Gas Bottles	1,530	650	(880)	15,350	3,900	(11,450)	7,800
Disposal Costs - Concrete/Cleanfill	0	0	0	0	750	750	1,500
Disposal Costs - Metal	0	0	0	0	0	0	0
Disposal Costs - Hazardous Waste	0	1,000	1,000	799	6,000	5,201	12,000
	56,960	52,834	(4,126)	307,056	278,907	(28,149)	560,595
GREEN WASTE COSTS							
Green Waste Mulching	11,000	11,000	0	72,001	66,000	(6,001)	132,000
Timber Mulching	1,694	1,600	(94)	10,994	9,600	(1,394)	19,200
	12,694	12,600	(94)	82,994	75,600	(7,394)	151,200
HIRE & MAINTENANCE							
Barretta Bin Hire and Movement	7,744	7,275	(469)	36,931	35,050	(1,881)	70,400
Bruny Bin Movement & Sundry	13,436	12,040	(1,396)	53,239	51,740	(1,499)	108,680
Plant Hire(Council)	6,500	6,500	0	39,000	39,000	0	78,000
Plant Hire External	1,367	1,625	258	8,203	9,750	1,547	19,500
Maintenance	510	700	190	13,719	4,200	(9,519)	18,200
MV/Plant Fuel & Registration	619	3,150	2,531	4,783	8,900	4,117	15,800
	30,176	31,290	1,114	155,874	148,640	(7,234)	310,580
OTHER EXPENSES							
Office Expenses	4,751	5,200	449	36,381	39,050	2,669	70,850
Advertising	1,789	510	(1,279)	2,640	3,060	420	6,120
Insurance - Public Liability	0	0	0	15,460	15,945	485	15,945
Insurance - Workers Comp	0	0	0	17,538	16,275	(1,263)	16,275
Board Expenses	2,000	2,000	0	9,000	9,000	0	18,000
Corporate Services Overhead	6,867	6,800	(67)	41,202	40,800	(402)	81,600
Waste Management Activities	9,240	9,240	0	46,571	46,440	(131)	50,880
Doubtful Debts Expense	0	0	0	0	0	0	0
	24,647	23,750	(897)	168,792	170,570	1,778	259,670
TOTAL EXPENSES	212,153	215,541	3,388	1,224,165	1,199,373	(24,792)	2,317,324
NET PROFIT/(LOSS)	36,582	7,296	29,286	97,670	(2,851)	100,521	80,476

Balance Sheet as at December 2020

	CURRENT MONTH	JUNE 2020
Assets		
General Cheque Account	699,130	952,259
Cash on Hand	2,700	2,700
Sundry Debtors	146,923	129,392
Less Provision for Doubtful Debts	(6,344)	(6,344)
Accrued Revenue	0	0
GST Receivable	0	0
GST Clearing	(9,723)	(11,843)
Workers Comp Recovery	0	0
Suspense Account	0	0
Total Assets	832,685	1,066,164
Liabilities		
Trade Creditors	163,294	99,612
GST Collected	0	0
Accrued Expenses	185,858	197,770
Payroll Liabilities	9,906	11,124
Annual Leave Liability	91,831	81,033
Long Service Leave Liability	39,841	32,341
Kingborough Council Loan	0	0
Total Liabilities	490,730	421,880
Net Assets	341,955	644,284
Equity		
Retained Earnings	244,284	479,662
Current Earnings	97,670	164,622
Total Equity	341,955	644,284

Financial Forecast as of December 2020







	JAN	FEB	MAR	APR	MAY	JUN	FORECAST	ANNUAL BUDGET	VAR
REVENUE									
USER CHARGES									
General Waste	70,500	57,500	57,500	55,500	53,500	53,500	722,209	701,000	21,209
Tyres / Gas Bottles	833	833	833	833	833	837	9,856	10,000	(144)
Green Waste	26,500	22,500	21,000	21,000	16,000	15,000	245,516	240,000	5,516
Timber	1,500	1,500	1,500	1,500	1,500	1,500	22,924	18,000	4,924
Metal	1,500	1,500	1,500	1,500	1,500	1,500	21,202	18,000	3,202
	100,833	83,833	82,333	80,333	73,333	72,337	1,021,707	987,000	34,707
RECYCLING SALES									
Reuse Shop Sales	35,000	31,500	33,500	30,000	29,000	28,500	412,810	375,000	37,810
Non Ferrous Metal Sales	2,500	2,500	2,500	2,500	2,500	2,500	27,679	30,000	(2,321)
Metal Sales	0	0	0	0	0	0	14,381	0	14,381
Recycling Sales	0	0	0	0	0	0	0	0	0
	37,500	34,000	36,000	32,500	31,500	31,000	454,870	405,000	49,870
COUNCIL RECHARGES									
Kerbside Collection Charges	53,500	49,000	51,750	47,500	45,500	45,500	615,841	583,750	32,091
Bruny Island Disposal Charges	18,500	13,000	12,000	11,000	8,500	8,000	143,540	138,000	5,540
Bruny Island Operational Revenue	14,079	14,079	14,079	14,079	14,079	14,081	168,952	168,950	2
Free G/Waste - Foregone Revenue	16,000	0	0	0	0	0	34,292	32,000	2,292
Waste Management	6,925	6,925	6,925	6,925	6,925	6,925	82,050	83,100	(1,050)
	109,004	83,004	84,754	79,504	75,004	74,506	1,044,675	1,005,800	38,875
SUNDRY CHARGES	0	0	0	0	0	0	1,861	0	1,861
TOTAL REVENUE	247,337	200,837	203,087	192,337	179,837	177,843	2,523,113	2,397,800	125,313
EXPENSES									
EMPLOYEE COSTS									
Salaries	85,247	77,676	85,247	82,724	85,247	82,732	1,000,776	1,013,779	13,003
Sundry Staff Expenses	450	450	450	450	450	450	3,856	5,400	1,544
Staff Training	550	550	550	550	550	800	3,550	7,100	3,550
Protective Clothing	4,000	100	100	100	100	100	10,889	9,000	(1,889)
	90,247	78,776	86,347	83,824	86,347	84,082	1,019,071	1,035,279	16,208








	JUL	AUG	SEP	OCT	NOV	DEC	ACTUAL	YTD BUDGET
REVENUE								
USER CHARGES								
General Waste	59,422	57,067	56,670	60,632	64,705	75,712	374,209	353,000
Tyres / Gas Bottles	597	1,388	754	467	1,137	511	4,854	4,998
Green Waste	20,933	20,146	21,735	21,190	19,674	19,836	123,516	118,000
Timber	1,661	1,908	2,418	2,368	2,791	2,778	13,924	9,000
Metal	1,630	1,508	2,437	2,039	2,333	2,256	12,202	9,000
	84,243	82,017	84,015	86,697	90,640	101,093	528,705	493,998
RECYCLING SALES								
Reuse Shop Sales	40,950	36,173	38,109	36,931	35,988	37,159	225,310	187,500
Non Ferrous Metal Sales	2,207	1,850	2,558	2,896	1,804	1,365	12,679	15,000
Metal Sales	6,585	1,793	1,842	958	0	3,204	14,381	0
Recycling Sales	0	0	0	0	0	0	0	0
	49,742	39,816	42,508	40,785	37,792	41,728	252,370	202,500
COUNCIL RECHARGES								
Kerbside Collection Charges	54,435	50,959	53,533	54,297	51,574	58,295	323,091	291,000
Bruny Island Disposal Charges	10,145	9,054	11,134	11,488	12,553	18,166	72,540	67,000
Bruny Island Operational Revenue	14,079	14,079	14,079	14,079	14,079	14,079	84,476	84,474
Free G/Waste - Foregone Revenue	0	0	0	0	10,098	8,194	18,292	16,000
Waste Management	6,750	6,750	6,750	6,750	6,750	6,750	40,500	41,550
	85,409	80,842	85,496	86,614	95,054	105,484	538,899	500,024
SUNDRY CHARGES	407	0	309	439	276	430	1,861	0
TOTAL REVENUE	219,800	202,675	212,328	214,534	223,762	248,735	1,321,835	1,196,522
EXPENSES								
EMPLOYEE COSTS								
Salaries	83,266	80,759	79,444	82,084	89,707	86,643	501,903	514,906
Sundry Staff Expenses	44	0	0	60	535	516	1,156	2,700
Staff Training	0	0	0	0	0	0	0	3,550
Protective Clothing	2,222	2,042	500	644	464	517	6,389	4,500
	85,532	82,801	79,943	82,788	90,707	87,676	509,448	525,656








	ACTUAL						YTD								FORECAST	ANNUAL	VAR
	JUL	AUG	SEP	OCT	NOV	DEC	ACTUAL	BUDGET	JAN	FEB	MAR	APR	MAY	JUN		BUDGET	
DISPOSAL COSTS																	
Disposal Costs - Copping	27,190	23,015	25,589	26,313	27,161	30,065	159,333	156,620	32,634	26,649	26,366	25,767	24,854	22,113	317,715	315,000	(2,715)
Transport Costs - Copping	17,852	15,697	18,420	18,941	19,740	21,642	112,293	96,789	20,168	16,469	16,294	15,924	15,359	13,667	210,174	194,670	(15,504)
Disposal Costs - Recycling	595	517	651	659	606	712	3,739	2,778	463	463	463	463	463	463	6,517	5,556	(961)
Disposal Costs - Glass/Bottles	533	446	670	612	501	572	3,334	3,600	600	600	600	600	600	600	6,934	7,200	266
Disposal Costs - Cardboard	1,723	1,849	1,758	1,946	2,491	2,440	12,208	8,470	1,925	1,295	1,295	1,295	1,295	1,295	20,608	16,870	(3,738)
Disposal Costs - Tyres/Gas Bottles	0	10,441	2,379	1,000	0	1,530	15,350	3,900	650	650	650	650	650	650	19,250	7,800	(11,450)
Disposal Costs - Concrete/Cleanfill	0	0	0	0	0	0	0	750	0	0	0	750	0	0	750	1,500	750
Disposal Costs - Metal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Disposal Costs - Hazardous Waste	799	0	0	0	0	0	799	6,000	1,000	1,000	1,000	1,000	1,000	1,000	6,799	12,000	5,201
	48,693	51,966	49,467	49,472	50,499	56,960	307,056	278,907	57,440	47,126	46,668	46,449	44,221	39,788	588,747	560,596	(28,151)
GREEN WASTE COSTS																	
Green Waste Mulching	11,000	13,000	13,000	13,001	11,000	11,000	72,001	66,000	11,000	11,000	11,000	11,000	11,000	11,000	138,001	132,000	(6,001)
Timber Mulching	1,600	1,600	2,000	2,500	1,600	1,694	10,994	9,600	1,600	1,600	1,600	1,600	1,600	1,600	20,594	19,200	(1,394)
	12,600	14,600	15,000	15,501	12,600	12,694	82,994	75,600	12,600	12,600	12,600	12,600	12,600	12,600	158,594	151,200	(7,394)
HIRE & MAINTENANCE																	
Barretta Bin Hire and Movement	5,181	6,171	5,491	5,857	6,486	7,744	36,931	35,050	7,775	5,675	5,775	5,475	5,375	5,275	72,281	70,400	(1,881)
Bruny Bin Movem Movement & Sundry	7,647	6,809	8,427	8,174	8,745	13,436	53,239	51,740	13,940	10,640	10,040	8,740	7,740	5,840	110,179	108,680	(1,499)
Plant Hire(Council)	6,500	6,500	6,500	6,500	6,500	6,500	39,000	39,000	6,500	6,500	6,500	6,500	6,500	6,500	78,000	78,000	0
Plant Hire External	1,367	1,367	1,367	1,367	1,367	1,367	8,203	9,750	1,625	1,625	1,625	1,625	1,625	1,625	17,953	19,500	1,547
Maintenance	5,137	1,497	3,899	1,199	1,527	510	13,769	6,200	700	700	700	700	700	10,500	27,769	20,200	(7,569)
MV/Plant Fuel	164	968	1,195	756	1,031	619	4,733	6,900	1,150	1,150	1,150	1,150	1,150	1,150	11,633	13,800	2,167
	25,997	23,313	26,878	23,854	25,656	30,176	155,874	148,640	31,690	26,290	25,790	24,190	23,090	30,890	317,814	310,580	(7,234)
OTHER EXPENSES																	
Office Expenses	5,639	11,598	5,992	4,748	3,652	4,751	36,381	39,050	5,200	5,200	5,650	5,350	5,200	5,200	68,181	70,850	2,669
Advertising	95	95	95	95	473	1,789	2,640	3,060	510	510	510	510	510	510	5,700	6,120	420
Insurance - Public Liability	15,460	0	0	0	0	0	15,460	15,945	0	0	0	0	0	0	15,460	15,945	485
Insurance - Workers Comp	17,538	0	0	0	0	0	17,538	16,275	0	0	0	0	0	0	17,538	16,275	(1,263)
Board Expenses	2,500	0	2,000	2,500	0	2,000	9,000	9,000	2,500	0	2,000	2,500	0	2,000	18,000	18,000	0
Corporate Services Overhead	6,867	6,867	6,867	6,867	6,867	6,867	41,202	40,800	6,800	6,800	6,800	6,800	6,800	6,800	82,002	81,600	(402)
Waste Management Activities	440	1,070	22,899	10,181	2,740	9,240	46,571	46,440	740	740	740	740	740	740	51,011	50,880	(131)
Doubtful Debts Expense	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	48,539	19,631	37,853	24,390	13,733	24,647	168,792	170,570	15,750	13,250	15,700	15,900	13,250	15,250	257,892	259,670	1,778
TOTAL EXPENSES	221,360	192,311	209,141	196,005	193,195	212,153	1,224,165	1,199,373	207,727	178,042	187,105	182,963	179,508	182,610	2,342,118	2,317,325	(24,794)
NET PROFIT/(LOSS)	(1,560)	10,364	3,187	18,530	30,567	36,582	97,670	(2,851)	39,610	22,795	15,983	9,374	330	(4,767)	180,995	80,476	100,519


4. Waste Management Strategy Progress Report

Progress of the 2020/2021 strategic initiatives for the period

Goal	Project Description	Comment	Progress
1. Increased waste avoidance and reduction			
<ul style="list-style-type: none"> Implement food waste avoidance program and target specific sections of the community 	Kerbside FOGO service.	Ongoing, The kerbside GO service commenced 5 October 2020 with 7,120 properties registered for the service. It is anticipated a full FOGO service will commence October 2021.	
<ul style="list-style-type: none"> Support and promote community gardens and at home composting. 	Community Gardens and Home Composting.	<p>A Home Composting guide has been developed and printed and several workshops have been run.</p> <p>A home composting page has been created for the Council website.</p>	
2. Increased recycling rates			
<ul style="list-style-type: none"> A Introduce new kerbside services: <ul style="list-style-type: none"> Fortnightly 240l comingled recycling bin; and Fortnightly GO bin. 	Kerbside FOGO service.	Ongoing, The kerbside GO service commenced 5 October 2020 with 7,120 properties registered for the service. It is anticipated a full FOGO service will commence October 2021.	
	Expanding the kerbside collection service.	Ongoing, consultation with property owners as requests to extend the service are received.	
<ul style="list-style-type: none"> Collaborate with neighbouring councils seeking to establish regional organics processing solutions. 	Regional Organics Processing Facility.	Due to the Coronavirus impacts on budgets all Councils were in agreement to use the most cost effective option of processing green waste for the near future and to postpone the Expression of interest process for a regional organics facility for the time being.	
<ul style="list-style-type: none"> Review viability of implementing kerbside FOGO collections. 	Advertising and media releases.	Website, Newspaper, social media and mail out to affected property owners.	

<ul style="list-style-type: none"> Expand participation in product stewardship (takeback) schemes at Council facilities. 	Stewardship Programs.	Ongoing consultation with service providers to expand the range and number of locations for stewardship schemes.	
3. Best practice and resource recovery infrastructure			
<ul style="list-style-type: none"> Review viable options for Barretta transfer station to accommodate new kerbside services and best practice recommendation (including tip shop services). Upgrade transfer stations to support best practice recommendations. 	Barretta Review.	Ongoing reviews and benchmarking to ensure best practise outcomes.	 
<ul style="list-style-type: none"> Perform public place litter and recycling bin stations audits across municipality and review against best practice. 	Public Place bin audits.	Ongoing, public place recycling bin enclosures have been installed along Kingston Beach with the contamination monitored by staff and the collection contractor. Further informational signage has been installed on the enclosures.	
<ul style="list-style-type: none"> Install additional stations and/or upgrade existing bin installations at priority sites. 	Public place bins are being upgraded to 240 litre capacity as identified.	Public place waste and recycling bin enclosures have been installed along Kingston Beach with a CAPEX bid submitted to expand the program during the 2020-21 financial year.	
	Installation of public place recycling bins.	Ongoing, installation of public place recycling enclosures on Bruny Island. The bin enclosures have been manufactured and waiting for signage to be installed. Installation is scheduled for February 2021.	
4. Efficient and sustainable governance			
<ul style="list-style-type: none"> Adopt KPI's and targets for the operation and management of Council transfer stations. 	Transfer station KPI's	Developed as part of the Council user agreement.	

<ul style="list-style-type: none"> Implement Kingborough Council policy and procedures for setting waste gate fees aligned with the user pays principle. 	Fees and charges.	Set as part of the budget process.	
<ul style="list-style-type: none"> Implement waste data management system, to: record and report performance; inform decision making and provide greater transparency to the community. 	Data management system	Ongoing as new contracts commence. Waste data has been expanded to include public place bin data for the mainland and Bruny Island public place bin servicing.	
5. Effective community engagement			
<ul style="list-style-type: none"> Roll out ongoing and periodic measurement of community satisfaction with waste services. 	Waste services survey	Ongoing, surveys, social media	
<ul style="list-style-type: none"> Develop a waste avoidance and new/expanded services education program. 	Kerbside collection calendar.	Waste and Recycling guide developed and delivered to coincide with the commencement of the kerbside Green waste service.	
	A draft concept garden plan has been developed for Barretta to promote home composting.	Commencement of the construction of the garden is subject to KWS Board approval and currently under consideration.	
<ul style="list-style-type: none"> Expand participation in product stewardship (takeback) schemes at council facilities. 	Advertising and media releases.	Website, Newspaper and social media.	
<ul style="list-style-type: none"> Investigate the causes and effects of illegal dumping and littering across the municipality. 	Illegal dumping.	Consultation with the Council Compliance unit to address illegal dumping at the Gordon camping ground. Signage has been installed and was monitored for three months with minimal impact on reducing illegal dumping. The 600 litre bins have since been removed from the site and a letter has been sent to all	

		residents in the area notifying them the bins are for campground use only with penalties applying for illegal dumping. These further measures have resulted in a reduction in the amount of dumping at the site.	
<ul style="list-style-type: none"> Expand and improve recycling at Council run or supported events. 	Event recycling.	<p>Ongoing, continue to support and promote the Waste Wise Policy at Council run events.</p> <p>Purchase of 240 litre bin lids for general waste, recycling and organics collection at Council events.</p>	

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B CLIMATE CHANGE ACT AND ACTION PLAN REVIEW SUBMISSION

Recently LGAT contacted council seeking input on two key reviews on State Government climate change documents.

LGAT indicated that the two reviews the State Government released for consultation are:

- Review of the *Climate Change (State Action) Act 2008* (the Act) – which is important as it sets Tasmania's emissions reduction targets and action to respond to a changing climate. It was noted that in other states similar legislation has created obligations on local government to develop responses to climate change.
- Discussion paper on the new Climate Change Action Plan – a five-year plan for Tasmania to respond to risks and take up opportunities with a shift to a lower-carbon future. This presents opportunities for local government to get support for measures to reduce costs, reduce emissions and respond to climate risks.

Submissions to the State Government were due for both on Thursday 29 April and LGAT provided a submission on behalf of the sector.

To support the development of the LGAT submission, they developed preliminary high-level responses to the range of consultation questions posed by each review. Councils' responses were invited to inform the LGAT detailed, final submission to the State Government.

LGAT used a collaborative approach with a shared document so each council could see the responses that others had already made. It was suggested that this could be as simple as 'Agree – Kingborough Council'. If there is an alternative view, or more detail then a responder could provide that instead.

It was requested that responses were provided by Friday 16 April to allow LGAT to prepare its final submission.

Staff provided input to the LGAT submission as per the attached document.

ATTACHMENTS**1. Climate Change Act and Action Plan Review - Submission to LGAT**

LGAT – preliminary positions on the review of the Tasmanian Climate Change Act and the Climate Change Action Plan Discussion Paper

31 March 2021

Discussion Paper on Tasmania's Climate Change Act

Question	LGAT Comment	Council Comment – please include (council name) in your comments
To what extent should climate change considerations influence policies and decisions by State government agencies and government business enterprises?	<p>Climate change involves many dimensions and is a global problem, felt on a local scale for decades and centuries to come. We all have a role to play in reducing emissions for a safe climate and adapting to the changes it brings. Leadership from the Tasmanian Government is essential in influencing the policy process, enhancing connectivity across sectors, and the capacity of society in responding to climate change effectively.</p> <p>The extent to which climate considerations influence policies and decisions should be guided by the proportional impact of those considerations on the community, including the responsibility and ability of Government stakeholders to influence change.</p>	<p><u>Kingborough Council</u></p> <p>Agree but also consider that the all-pervasive potential impacts of climate change mean it is essential that governance, risk management and policy development must factor in climate change considerations strategically and comprehensively.</p>
How important is it to you that the Tasmanian government systematically assess and disclose the main risks associated with projected climate change?	Everyone needs to play their part in understanding the risks associated with projected climate change and in reducing those risks. Tasmanian Government must lead as a trusted source of hazard information, with a duty of care and responsibility for the wellbeing of <i>all</i> Tasmanians.	<p><u>Kingborough Council</u></p> <p>Agree.</p>
How might the Act provide you with confidence that successive State	The Act needs to provide a 'head of power' to achieve these outcomes. It needs to be specific in	<u>Kingborough Council</u>

Question	LGAT Comment	Council Comment – please include (council name) in your comments
governments will continue to act to contain/reduce Tasmania's emissions and build climate resilience?	order to provide confidence that future governments cannot repeal or dramatically alter its components whilst also being flexible enough to be modified as needed.	Agree but we also consider that the Act must encapsulate a vision for a low carbon and climate resilient Tasmania that provides the community with confidence that there is an overarching, transparent and politically entrenched plan.
How might the Act drive further decarbonisation of the Tasmanian economy (e.g. via setting/legislating targets for sectors of the economy, potentially including interim targets)?	We propose that the Act require the Government to set targets to drive decarbonisation of the Tasmanian economy, including interim targets and targets for specific sectors. Sector specific targets are best placed in Regulations to provide for flexibility.	<u>Kingborough Council</u> Agree.
If the Act were to espouse principles that would guide consideration of climate change by government, its agencies and business enterprises, what might they be?	Link with international commitments (e.g. Paris Agreement) with the aim of supporting communities, infrastructure, economies and environments in becoming more resilient to projected climate change.	<u>Kingborough Council</u> <u>Some key principles for consideration include:</u> <ul style="list-style-type: none">• Climate change is a global issue requiring local responses.• Climate change action is a shared responsibility between state, commonwealth and local governments, communities and the private sector.• Advocate for and utilise the best available scientific information to guide decision-making.• Provide leadership and collaboration for action on climate change.• Ensure that policies and regulations under their jurisdiction incorporate climate change considerations and are consistent with other state and Australian government approaches to climate change adaptation and mitigation.• Facilitate resilience building and adaptative capacity for the Tasmanian community.

Question	LGAT Comment	Council Comment – please include (council name) in your comments
<p>Within the context of global agreements to action to reduce greenhouse gas emissions, what do you consider to be the main roles of the Tasmanian government and how effective do you believe the government has been?</p>	<p>It is the role of the Australian Government to develop appropriate, science-based targets to contribute to our climate commitments. The Tasmanian Government's role is to:</p> <ul style="list-style-type: none"> • ensure its targets and actions make meaningful contributions to global action • advocate to the Australian Government on appropriate science-based targets. <p>The global community has noted that Australia's commitments fall short of a necessary commitment.</p>	<ul style="list-style-type: none"> • Focus on innovation to allow for effective management and potential capitalisation from emerging opportunities. <p><u>Kingborough Council</u></p> <p>Agree but also:</p> <p>The Tasmanian Government has a role to:</p> <ul style="list-style-type: none"> • Translate and contextualise global agreements and commitments to the circumstances of the Tasmanian economy, community and local government sector. • The Australian Government and Tasmanian State Government must set targets and implement programs to reflect global commitments. • The Tasmanian Government has been somewhat effective previously
<p>What would Tasmania be like in 10 years' time if it was a national or international leader in climate change responses?</p>	<p>Tasmania is an exemplar for the decarbonisation of its economy and engagement of the community in this process. Its communities, businesses and Government understand climate risks, what has to be done to address these and have put in place appropriate responses.</p>	<p><u>Kingborough Council</u></p> <p>It would have in place programs that build on the climate response advantages that the state has in areas such as:</p> <ul style="list-style-type: none"> • Low carbon tourism through EV vehicle, public transport and facilities initiatives. • Show case examples of climate resilient and low carbon development and economic initiatives. • A strong program of community-based adaptation planning particularly at vulnerable coastal locations. • Alternative energy and fuels research and implementation programs being resourced and trialled. • Integrated whole of community waste management, minimisation and recycling systems functioning.

Question	LGAT Comment	Council Comment – please include (council name) in your comments
		<ul style="list-style-type: none"> • Research into and uptake of carbon sequestration opportunities in terrestrial and marine environments through ecosystem management and restoration projects. • A state-wide planning system being consistently implemented that facilitates climate resilient development as well as progressive risk reduction in high climate change impact localities. • A structured approach to planned retreat with implementation being progressed through learnings from elsewhere, local case study sites as well as Tasmania policy development.
What would you consider to be an appropriate long-term greenhouse gas emissions or emissions reduction target for Tasmania (in terms of date and level of emissions or emissions reduction)?	The Government to reduce greenhouse gas emissions and meet or exceed targets in the Paris Agreement – consistent with motion carried at LGAT's General Meeting July 2019.	<u>Kingborough Council</u> Agree.
What (if any) value do you think targets for specific sectors of the economy would offer, including for the sector itself? If you agree with the concept of sectoral emissions targets, which sectors should have emissions targets? Why?	Targets, like goals, energise behaviour, induce persistence and prolonged effort, and direct attention and effort towards activities that are relevant to achieving the goal. A state target, while necessary, is unlikely to drive behaviour as much as targets for specific sectors which indicate where we can effect change, and will assist in tracking/monitoring progress. The focus should be on high level sectors (e.g. agriculture, waste, transport, energy).	<u>Kingborough Council</u> Agree.
What key factors should influence Government decisions to set State, sectoral and/or interim targets?	Where can targets have most impact? Agree that the Government consider impacts and/or unintended consequences where emissions	<u>Kingborough Council</u> Agree.

Question	LGAT Comment	Council Comment – please include (council name) in your comments
	abatement opportunities are limited, require significant capital investment, or are reliant on emerging technology.	
What do you consider to be the main risks and opportunities for Tasmania as it continues to transition towards a low/zero carbon economy and society? What risks and opportunities may arise if Tasmania transitions more slowly/more rapidly?	<p>Opportunities – the costs of emissions reduction are far less than the damages of inaction, with transitioning to a low/zero carbon economy and society offering a range of co-benefits, including access to more affordable investment capital, improvements in biodiversity and air quality, reduced energy use and costs.</p> <p>Risks – agree that a low carbon transition will need to be carefully executed to minimise transition risks and impacts on communities and businesses. Need to consider people’s work, stranded assets and operations, regulatory and technological changes and stakeholder expectations.</p>	<p><u>Kingborough Council</u></p> <p>Agree.</p>
What do you consider to be the main roles for State government in supporting Tasmania’s low/zero carbon transition?	<p>Support – targeted funding and consistent tools / processes to support councils in responding to climate change and transitioning to a low/zero carbon society. More broadly, identifying and supporting people in carbon-intensive sectors to transition, providing re-training as necessary, to move to low-carbon sectors.</p> <p>Partnerships – the government to work side-by-side with councils in addressing the challenges and opportunities posed by a changing climate (about working together and involving Local Government).</p> <p>Leadership – framing responses to support climate action, demonstration of what can be done (see above).</p>	<p><u>Kingborough Council</u></p> <p>Agree but also:</p> <ul style="list-style-type: none"> • Resourcing and implementation of programs to facilitate community and business education and participation in emissions reduction. • As a key asset owner and manager demonstrate leadership in all aspects of strategic greenhouse gas reduction and demonstration initiatives. • Small grants and incentive programs to encourage alternative energy and energy efficiency uptake • Investment and facilitation of circular economy programs and community groups.

Question	LGAT Comment	Council Comment – please include (council name) in your comments
<p>What do you consider to be the main roles for State government in supporting Tasmanian communities, infrastructure, economic activities and environments in becoming more resilient to projected climate change?</p>	<p>Significant work is occurring in building community and infrastructure resilience to natural hazards, however there is still much work to do in this space.</p> <p>More funding needs to be invested in mitigation. Investment in mitigation makes financial sense as it saves significant funding in recovery (noting the Tasmanian Government has relied heavily on Federal Government funding for mitigation activity to date).</p> <p>The Tasmanian Government has developed a disaster resilience strategy. Any work in the climate change space should complement and add to this work.</p> <p>Programs have been established in the bushfire and flood space to build community resilience to these hazards. These programs have received national recognition and should be linked to and reviewed in the context of community climate resilience activity.</p>	<p><u>Kingborough Council</u></p> <p>Agree but also:</p> <ul style="list-style-type: none"> • Significantly more resourcing and commitment is required in coastal hazards response and planning legislation. This includes a review of the Tasmanian Coastal Policy and the development of coastal risk and hazards policies and procedures. • Attention is required regarding development controls available to local government in high-risk climate impact areas such as coastal, bushfire, flood. • Greater resourcing and facilitation is required for community-based climate change adaptation planning, particularly for vulnerable coastal communities. • Facilitation of programs to develop best practice asset management and infrastructure methodologies particularly in response to potential climate change pressures such as those identified via Climate Futures for Tasmania. • Utilisation and facilitation of the available world class climate science and planning practitioners through technical and community-based reference and working groups with advisory status to the Minister.
<p>Other comments on Discussion Paper</p>	<p><u>Kingborough Council</u></p> <p>The Discussion Paper was very broad, including areas that are elements for specific programs that may fall under the action plan.</p>	

Developing a New Climate Action Plan for Tasmania

Question	LGAT Comment	Council Comment – please include (council name) in your comments
<p>What do you think are the key opportunities to reduce Tasmania's emissions? Please choose your top three.</p>	<p>LGAT undertook a climate change survey in early 2021. The following emerged as priorities in the survey:</p> <p>Work on reducing emissions – support to further reduce council generated emissions was an action/outcome a number of councils would like to see captured in the next Action Plan. Related comments included:</p> <ul style="list-style-type: none"> • Incentives for electric vehicles - advocating to the Australian Government to address measures to remove fringe benefit tax (FBT) exemptions for inefficient vehicles, or alternatively applying the exemption to electric vehicles; Australian and State Government to apply financial incentives to address the upfront costs of electric vehicles • Market based approaches and/or incentives to reduce emissions, for example an energy efficiency program; and • Facilitating opportunities to develop a low carbon economy at the local level. For example by funding transition technologies and partnerships with bodies such as the Clean Energy Finance Corporation. <p>Our high level of renewable energy provides an opportunity to reduce our transport emissions through increased electrification or alternative fuels, such as hydrogen for heavy vehicles like buses (Hydrogen Strategy and investment is welcome.)</p>	<p><u>Kingborough Council</u></p> <ul style="list-style-type: none"> • Strategic targets for waste to landfill reduction and therefore methane emissions progressive reduction. • Visionary transport planning and technology uptake. • Build on the world class low emissions and alternative energy production capabilities.

Question	LGAT Comment	Council Comment – please include (council name) in your comments
	<p>Local government is able to demonstrate technologies to the community, but often is not able to justify the high upfront costs of electric vehicles.</p> <p>Support for more circular economy initiatives – Action Plan to link with Waste Action Plan, including levy where funds can be used to invest in circular economy initiatives which have multiple benefits (e.g. reduced emissions, methane and waste to landfill).</p> <p>Improved community education and preparedness – such as funding education programs for the community on sustainability, raising awareness of implications and explaining the benefits of addressing climate change more clearly, building resilience, coordinating forums, providing resources and tools to support low carbon approaches, and the like.</p>	
<p>What do you think are the key gaps in Tasmania’s current efforts to reduce emissions?</p>	<p>Transport – high number of cars per head of population, one of the oldest fleets in Australia.</p> <p>Energy efficiency – for homes, market based approaches and certificate schemes in other states.</p> <p>Waste – a gap until recently, now being addressed via Waste Action Plan and levy.</p>	<p><u>Kingborough Council</u></p> <ul style="list-style-type: none"> • Methodologies to better measure community emissions via regular inventories. This would facilitate improved community engagement and technology uptake. • Strategic targets for waste to landfill reduction and therefore methane emissions. • Truly visionary and Tasmanian specific reduction targets, milestones and reporting mechanisms. • Utilisation and facilitation of scientific and community knowledge projects such as carbon sequestration via terrestrial and marine vegetation management.

Question	LGAT Comment	Council Comment – please include (council name) in your comments
<p>What do you think are the main opportunities for Tasmania to transition to a low carbon economy?</p>	<p>Transport and circular economy – on island re-processing and production</p>	<p><u>Kingborough Council</u></p> <ul style="list-style-type: none"> • A willingness to engage the extensive technical and innovation expertise available throughout the Tasmanian community. • Having a world’s best vision for Tasmania’s greenhouse future to facilitate target setting, milestones and reporting transparency. • An emphasis on whole of community engagement and participation to ensure ownership and genuine commitment to Tasmania’s low carbon future. • Low carbon agricultural innovation and progressive transition incentivisation mechanisms implemented. • Utilisation and facilitation of the world class science locally available such as Climate Futures for Tasmania. • Research into and uptake of carbon sequestration opportunities in terrestrial and marine environments through ecosystem management and restoration projects.
<p>What aspects of Tasmania’s projected future climate most concern you and why?</p>	<p>In our survey – councils most concerned about the immediate potential impact of bushfire, flooding and storms. Other areas of concern include potential impact of food security, drought and water security, and heatwaves.</p> <p>Sea level rise and coastal erosion and infrastructure impacts were also rated as moderately to extremely concerning by a majority of councils in our survey. Tasmania has many coastal communities that may not have the means to retreat and protect their properties. This is a key area of work.</p>	<p><u>Kingborough Council</u></p> <ul style="list-style-type: none"> • Coastal risk due to flooding, storm surge and sea level rise. • Extreme, protracted and increased wildfire risk and community vulnerability. • Increased occurrence and severity of extreme weather events. • Potential future heat events and community impacts.

Question	LGAT Comment	Council Comment – please include (council name) in your comments
	<p>There is an opportunity to combine the existing work of the Regional Climate Change Initiative and Australian Government's Climate Compass into a refreshed, program. To be successful this needs to be backed by regional mentors and facilitators to guide councils through the risk scanning and implementation phases. In particular, focusing on the highest risk areas, for example working with asset managers on risks and responses for infrastructure.</p>	
<p>Which parts of Tasmania (for example locations, industries, communities) do you think are most vulnerable to a changing climate?</p>	<p>Local Government is a key player in responding to climate change, with responsibility for a broad range of functions that are likely to be affected, such as public infrastructure, building regulation and planning, local emergency responses, public health and environmental management. Councils are on the frontline in dealing with climate change impacts and are the most accessible level of government when disaster strikes.</p> <p>With each council having a unique set of geographical, environmental, economic and social circumstances, the effects and risk of climate change will differ. However, as stated in the motion: 'To a great extent, the burden of the frontline impacts of climate change fall on low income communities, vulnerable groups and future generations'. The Coastal Adaptation Pathways program of the TCCO highlighted this with lower income areas such as Garden Island Creek (Huon Valley) directly calling for government support to protect their community, compared with Sandy Bay, long and nutgrove</p>	<p><u>Kingborough Council</u></p> <ul style="list-style-type: none"> • Coastal communities and vulnerable coastlines. • Coastal habitats and ecosystems. • Critical and iconic wilderness and threatened eco-systems and habitats. • Bushfire prone (90% of Kingborough) localities and communities. • Aging and increasingly vulnerably population demographic. • Local government councils due to: <ul style="list-style-type: none"> – Community interface and response expectations; – Infrastructure exposure and management constraints; • Climate change governance inadequacies; • Financial and legal exposure; • Inappropriate planning and development controls availability in climate risk localities; • Lack of climate related technical expertise and support; and

Question	LGAT Comment	Council Comment – please include (council name) in your comments
	beaches noting they were able to move when needed and not needing government support.	<ul style="list-style-type: none"> • Lack of guidance and support, including funding support, from other levels of government.
<p>What do you think are the key opportunities to help Tasmania adapt to a changing climate? Please choose your top three.</p>	<p>The following emerged as priorities in the survey:</p> <p>Coastal hazards – many councils have undertaken work in adapting to coastal hazards, however more work is needed including further risk assessment and planning for coastal erosion, storms and flooding. Work with State Government was referenced in relation to coastal hazards, as was looking into compulsory acquisitions / purchasing of susceptible coastal property.</p> <p>Other work included stormwater management and planning for impacts on council assets, improved coordination between State and Local Government coastal managers, and review of State Coastal Policy.</p> <p>Planning, infrastructure and assets – was a priority, including work to upgrade infrastructure (e.g. stormwater), set renewable energy benchmarks in all new developments, improve how the State Planning Provisions manage development and its exposure to natural hazard risk, and support for councils to integrate climate change impacts into asset management.</p> <p>Improved community education, preparedness, marketing and capacity building – as for mitigation.</p>	<p><u>Kingborough Council</u></p> <ul style="list-style-type: none"> • Climate resilient and visionary development and management facilitation to build on the opportunities for Tasmania to be a world class climate resilient location. • Whole of community understanding and participation in Tasmania’s low carbon and climate change adaption vision and future. • Utilisation and facilitation of the available world class climate science and planning practitioners through technical and community-based reference and working groups with advisory status to the Minister.
<p>Other comments on Opportunities Paper</p>	<p><u>Kingborough Council</u></p> <p>It is considered that a facilitated summit / workshop(s) for key stakeholders and climate change practitioners would be of great benefit to obtain a status snapshot as well as plotting a path forward on both emissions reduction and climate change adaptation.</p>	

C QUARTERLY SUMMARY ACTION REPORT TO MARCH 2021

Key to Status Symbols			
—	●	✓	→
None	On Target	Ahead of Schedule	Ongoing

	Result			YTD Result			
Description	Target %	Actual %	Status	Target %	Actual %	Status	Comment
1.1 A Council that engages with and enables its community							
Executive Management 2020 - 2025							
1.1.1 Implement the Corporate Engagement Framework to provide a consistent approach to community engagement across the organisation	75	75	●	75	75	●	
1.1.5 Support the operations of the Kingborough Community Consultative Committee as a means of receiving feedback on Council's policies, strategies and projects	75	75	●	75	75	●	
1.3.1 Support the operations of the Kingborough Community Resilience Working Group to promote a safe, sustainable and resilient community through practical planning for risk mitigation, preparedness	75	75	●	75	75	●	
Community Services 2020 - 2025							
1.1.2 Implement the Kingborough Youth Strategy 2019-2024 to ensure the needs, issues and aspirations of young people in our community are embedded into program delivery by Council	75	75	●	75	75	●	Have delivered school holiday programs, outreach health and wellbeing programs (Respectful Relationship Program; Young Women's Program; Young Men's Program) all in collaboration with High School and/or youth service providers. Youth after school workshops and Get Ready for Work program have continued to be provided.
1.1.3 Implement the Kingborough Positive Ageing Strategy 2018 to provide services and programs that meet the needs of older people in our community	75	75	●	75	75	●	Currently providing appropriate support and activities related to positive ageing. In next quarter will be updating and expanding the Positive Ageing web page.
1.2 An inclusive community that has a strong sense of pride and local identity							
Community Services 2020 - 2025							
1.2.1 Deliver a range of civic, cultural and community events that celebrate local attributes	75	50	➡	75	50	➡	Significant improvement as COVID restrictions ease and there is a greater capacity to deliver events. Classes, workshops, markets (Council run and external

Description	Result			YTD Result			Comment
	Target %	Actual %	Status	Target %	Actual %	Status	
							hirers), film screenings and guest speakers have formed part of the Learning for Life Program which has been well received by the community, as has the Kingston Park activation program.
1.2.2 Implement the Arts and Events Strategy 2019-2023 as a framework for planning service delivery, advocacy and leadership for arts and culture	75	50	→	75	50	→	Youth Arts Showcase coordinated. Partnership with Youth Services to delivers Stormwater to Sea project. Ongoing promotion of KIN creative space.
1.2.3 Maximise the usage of the Community Hub as a focal point for community activities	75	75	●	75	75	●	External hirers and Council run activities have continued to increase at the Hub. Council run activities at Kingston Park playground have been well received. The Food Truck program have been successful in attracting visitors and supporting local food van business operators.
Development Services 2020 - 2025							
1.2.4 Prepare a Local Historic Heritage Code to protect the historic cultural heritage significance of places, precincts and landscapes	75		—	75	75	→	
Property Management 2020 - 2025							
1.2.5 In partnership with local community groups, develop heritage trails and interpretative signage for areas of historical and cultural significance	75	75	●	75	75	●	
1.3 A resilient community with the capacity to flourish.							
Emergency Management 2020 - 2025							
1.3.1 Support the operations of the Kingborough Community Resilience Working Group to promote a safe, sustainable and resilient community through practical planning for risk mitigation, preparedness	75	0	→	75	0	→	In a COVID 19 environment, and noting the increased effectiveness of working with individual communities on projects, this group was disbanded.
Environmental Services 2020 - 2025							
1.3.2 Continue to develop and implement Council's Public Health Emergency Management Sub-Plan to guide the management of risks to the community	75	75	●	75	75	●	Significant Covid focus continues
Community Services 2020 - 2025							
1.3.3 Operate the Kingborough Volunteer Program to assist older residents to continue to live in the community with dignity	75	75	●	75	75	●	Volunteer Program continuing to support older people with transport and assistance to age in place. Advertising has successfully attracted new clients. Bruny

Description	Result			YTD Result			Comment
	Target %	Actual %	Status	Target %	Actual %	Status	
							Island volunteers have increased.
1.3.4 Enhance organisational support for volunteering opportunities and recognise and celebrate volunteers in the community	75	75	●	75	75	●	Kingborough Awards ceremony was conducted in January.
1.3.5 Provide support to community groups through a transparent and targeted provision of grants for community based projects	75	75	●	75	75	●	Community Grants round 2 currently open.
1.4 A Council that acknowledges the existence of a climate change and biodiversity emergency and has in place strategies to respond							
Environmental Services 2020 - 2025							
1.4.1 Implement the Kingborough Climate Change Action Plan 2019-2024 to reinforce Council's commitment to understanding climate change, the risk it poses and response strategies	75	75	●	75	75	●	Projects being advanced as resourcing allows
1.4.2 Progress the development of an alternative energy precinct at the Barretta Waste Disposal Site	75	0	→	75	0	→	Awaiting contact from potential proponent
1.4.4 Develop and implement a strategy for reducing Council's carbon footprint	75	50	→	75	50	→	Progressing through focus on waste reduction
Engineering Services 2020 - 2025							
1.4.3 Develop and Implement a Stormwater System Management Plan to address the management of the flood risk and within Council's urban drainage catchments	75	75	●	75	75	●	Stormwater management plan complete, currently undertaking various flood studies and flood surveys. Also drafting a stormwater strategy.
Community Services 2020 - 2025							
1.4.5 Implement Council's Waste Wise Policy to encourage waste minimisation for events run by Council or conducted on Council premises	75	50	→	75	50	→	All vendors participating in recent Kingston Park Food Van pilot were asked to adhere to the WasteWise Policy.
1.5 An active and healthy community, with vibrant, clean local areas that provide social, recreational and economic opportunities							
Kingston Park 2020 - 2025							
1.5.1 Complete the construction of the children's playspace within Kingston Park to provide recreational opportunities for children of all ages and abilities	75	100	✓	75	100	✓	
1.5.3 Subdivide and sell the designated land parcels in accordance with the Kingston Park project delivery agreement and in partnership with the developer, Traders in Purple	75	75	●	75	75	●	

Description	Result			YTD Result			Comment
	Target %	Actual %	Status	Target %	Actual %	Status	
Property Management 2020 - 2025							
1.5.2 Implement the Kingborough Open Space Strategy 2019 which provides direction on the planning, provision, development and management of public open space and recreational facilities in Kingborough	75	75	●	75	75	●	
Executive Management 2020 - 2025							
1.5.4 Implement the recommendations and strategies in the Bruny Island Destination Action Plan and Bruny Island Tourism Strategy	75	75	●	75	75	●	
Environmental Services 2020 - 2025							
1.5.5 Review and implement the Recreational Water Quality Management Strategy to improve the water quality of Council's beaches used for recreational activities	75	75	●	75	75	●	Program being undertaken routinely
Engineering Services 2020 - 2025							
1.5.5 Review and implement the Recreational Water Quality Management Strategy to improve the water quality of Council's beaches used for recreational activities	75	75	●	75	75	●	Continuing to undertake regular monitoring of both Blackmans Bay and Kingston Beach and work closely with TasWater to reduce contamination sources
2.1 Service provision meets the current and future requirements of residents and visitors							
Governance 2020 - 2025							
2.1.3 Review and update Council's By-Laws to provide strong governance, transparency and accountability in the provision of Council's regulatory services	75	75	●	75	75	●	
Kingston Park 2020 - 2025							
2.1.1 Complete the public road and stormwater infrastructure required to complete the Kingston Park development	75	75	●	75	75	●	
Executive Management 2020 - 2025							
2.1.2 Continue to lobby the State Government to improve public transport services within Kingborough	75	75	●	75	75	●	
2.1.5 Develop a process to measure community satisfaction with the delivery of infrastructure and services	75	75	●	75	75	●	
Works Department 2020 - 2025							
2.1.4 Develop service level standards for infrastructure assets	75	75	●	75	75	●	

	Result			YTD Result			
Description	Target %	Actual %	Status	Target %	Actual %	Status	Comment
2.2 Infrastructure development and service delivery are underpinned by strategic planning to cater for the needs of a growing population							
Property Management 2020 - 2025							
2.2.1 Implement the Kingston Congestion Package as outlined in the Greater Hobart City Deal Implementation Plan	75	75	●	75	75	●	
2.2.2 Develop and implement a CBD Masterplan and associated Central Kingston Parking Strategy	75	75	●	75	75	●	
Engineering Services 2020 - 2025							
2.2.4 Deliver the annual infrastructure Capital Works program	75	75	●	75	75	●	Most projects are tracking to be either complete or committed. Contract availability and the addition of several new projects via successful grants has delayed starts to some projects but they will continue and be completed early in the next financial year. This is not expected to affect next years program of capital works.
2.3 Community facilities are safe, accessible and meet contemporary standards							
Community Services 2020 - 2025							
2.3.1 Prepare Disability Access Toolkit to ensure Council's services, buildings and information is accessible to people with a disability	75	75	●	75	75	●	
Property Management 2020 - 2025							
2.3.2 Implement the Kingborough Public Toilet Strategy and ensure effective provision, upgrading and maintenance of Council owned public toilets throughout the Municipal Area	75	75	●	75	75	●	
2.3.3 Develop a Playground Strategy to provide a comprehensive network of quality, accessible and well maintained playgrounds throughout Kingborough	75	75	●	75	75	●	
Works Department 2020 - 2025							
2.3.4 Develop a Building Maintenance Schedule and inspection regime to provide proactive maintenance of Council's buildings and community facilities	75	90	✓	75	90	✓	
Building Maintenance 2020 - 2025							
2.3.5 Implement schedule of inspections of community facilities	75	75	●	75	75	●	

	Result			YTD Result			
Description	Target %	Actual %	Status	Target %	Actual %	Status	Comment
2.4 The organisation has a corporate culture that delivers quality customer service, encourages innovation and has high standards of accountability							
Works Department 2020 - 2025							
2.4.1 Develop a business improvement strategy using methodologies, such as Lean 6 Sigma, to deliver continuous improvement culture	75		—	75	5	→	
Information Services 2020 - 2025							
2.4.2 Develop and deliver a Customer Service Strategy for the organisation	75	50	→	75	50	→	
Executive Management 2020 - 2025							
2.4.3 Develop an operational plan which clearly articulates the values, key results areas, performance measures and deliverables for the organisation and that this plan is clearly conveyed to all employees	75	75	●	75	75	●	
2.4.4 Implement the Kingborough Council Leadership Framework for managers and supervisors as a key driver of continuous improvement and accountability	75	75	●	75	75	●	
Financial Services 2020 - 2025							
2.4.5 Review the Long Term Financial Plan to ensure the strategic actions identified in the Plan are delivered and implement strategies to improve the financial performance of the organisation	75	100	✓	75	100	✓	
2.5 Council is a desirable place to work, attracting committed and engaged staff through progressive human resource practices and a positive work environment							
Organisational Development 2020 - 2025							
2.5.1 Undertake negotiations for the 2020 Kingborough Council Enterprise Agreement	75	75	●	75	75	●	Negotiations are continuing for the Enterprise Agreement and a wages offer has been put on the table for consideration by Unions and staff.
2.5.2 Develop and implement the annual Workforce Plan which sets the priorities for workforce strategies, learning and development programs and resourcing capacity	75	100	✓	75	100	✓	The Workforce Plan has been completed and will be implemented over the coming 12 months.
2.5.3 Undertake the biennial employee engagement survey and link the results into the Workforce Plan	0		—			—	
2.5.4 Review the Council's Work Health and Safety Management Plan and System and deliver the identified WHS strategies to meet Council's	75	75	●	75	75	●	The WHS Management Plan ad risk registers have been reviewed and updated. The risk registers for the Hub and Sports Centre are

Description	Result			YTD Result			Comment
	Target %	Actual %	Status	Target %	Actual %	Status	
obligations under the Work Health and Safety Act 2012 (Tas)							being reviewed by external consultants.
2.5.5 Implement and deliver an annual employee health and well-being program with a key focus delivering the community action plan for mental health	75	50	→	75	50	→	The Working Well program has been limited by COVID restrictions. A limited program is currently provided for staff.
3.1 A Council that values and prioritises its natural environment, whilst encouraging investment and economic growth							
Development Services 2020 - 2025							
Environmental Services 2020 - 2025							
3.1.2 Review the Health and Environmental Services By-law to ensure that regulations provide appropriate protection for the natural environment	75	75	●	75	75	●	Internal review complete. Proceeding to community consultation as part of broader by-law review.
3.1.3 Deliver biodiversity offset projects under the Kingborough Environmental Fund Implementation Plan 2019-2023	75	75	●	75	75	●	Private land conservation covenants approved by DPIPW. Awaiting ministerial sign off. Stewardship Plans being developed for covenant sites.
3.1.4 Manage the natural area reserve network through the development and implementation of both new and existing reserve management plans	75	75	●	75	75	●	Reserve Management Plan template drafted. Reserve management activities ongoing including flora and fauna monitoring, litter removal, revegetation, weed control.
3.1.5 Continue to implement solutions to improve water quality and quantity impacts from stormwater in urban waterways	75	75	●	75	75	●	Extensive investigation program being undertaken
Compliance 2020 - 2025							
3.1.2 Review the Health and Environmental Services By-law to ensure that regulations provide appropriate protection for the natural environment	75	75	●	75	75	●	
3.3.2 Implement the Kingborough Dog Management Policy 2018 and provide education and enforcement of restrictions in areas with environmental values	75	75	●	75	75	●	
3.2 A community that has a well-developed sense of natural and cultural heritage							
Environmental Services 2020 - 2025							
3.2.2 Provide a variety of opportunities for the community to actively participate in the conservation and management of our natural areas, flora and fauna through on ground activities, contribution to	75	75	●	75	75	●	Environmental engagement activities delivered including two seniors walks in reserves, roaming ranger activities at Kingston Park, nature activities at two primary schools and a youth bat walk. New information to activate Council reserves

Description	Result			YTD Result			Comment
	Target %	Actual %	Status	Target %	Actual %	Status	
							designed including self guided walks.
3.2.3 Foster positive working relationships with landcare groups across the municipality, coordinating the network of volunteers to achieve good environmental outcomes	75	75	●	75	75	●	Landcare groups actively supported through provision of technical advice, restoration materials and plants for working bees. Two new landcare groups formed.
3.2.4 Foster community interest and involvement in the management of invasive weeds through actions contained in the Weed Management Strategy 2017-2027	75	75	●	75	75	●	Community engagement in weed issues including the management of Karamu in Dunns Creek and Browns River, Patersons Curse in Blackmans Bay and Ragwort on Bruny Island. Timely advice provided to ratepayers in response to weed management information.
3.2.5 Implement the North West Bay River Catchment Management Plan in partnership with the community and key land managers in the catchment	75	75	●	75	75	●	New community catchment group for the upper catchment has been created. Two new films to improve community awareness and engagement in catchment issues contracted. Water monitoring, weed control and litter collection activities completed by community group.
3.3 Council is able to demonstrate strong environmental stewardship and leadership							
Engineering Services 2020 - 2025							
3.3.1 Implement the Kingborough Waste Management Strategy 2018 to deliver cost effective and efficient waste and recycling services to residents, improve recycling rates, reduce emissions and energy	75	75	●	75	75	●	Progressing with October delivery of FOGO, continuing home composting workshops, exploring options for school based waste education, continuing with various stewardship schemes to recover items previously sent to landfill, continuing to run a successful re-use shop operation
Environmental Services 2020 - 2025							
3.3.3 Support and lead environmental projects through the provision of technical advice and the provision of plants from Council's native nursery	75	75	●	75	75	●	Environmental assessment and oversight provided for seven capital works projects and Kingston Park. Nursery contracted to grow plants for range Council works, landcare, capital and major projects.
3.3.4 Manage the natural area reserve through the development and implementation of both new and existing reserve management plans	75	75	●	75	75	●	
3.3.5 Continue to provide leadership in responsible cat management by participating in Stage 2 of the Bruny Island Cat	75	75	●	75	75	●	Programs being implemented

Description	Result			YTD Result			Comment
	Target %	Actual %	Status	Target %	Actual %	Status	
Management Project and implementing the Bruny Island Cat By-law							
3.4 Best practice land use planning systems are in place to manage the current and future impacts of development							
Development Services 2020 - 2025							
3.4.1 Review the Kingborough Land Use Strategy	75	100	✓	75	100	✓	This was completed and endorsed by Council by Tony Ferrier in 2019
3.4.3 Finalise the Local Provisions Schedule in order to enable the declaration of the new Kingborough Planning Scheme	75	75	●	75	75	●	The draft LPS has been sent to the TPC and we await response.
Environmental Services 2020 - 2025							
3.4.4 Progress implementation of the Barretta Environmental Management Plan	75	75	●	75	75	●	Being undertaken
3.4.5 Implement the Kingborough Weed Management Strategy 2017-2027	75	75	●	75	75	●	Strategic weed management program implemented across Council assets including roadsides, reserves and parks. Working in collaboration with private landholders, Department State Growth, Forestry Tasmania, TasWater and Crown to manage weeds across tenures.
3.5 Management of environmental assets is based on professional advice and strategic planning							
Environmental Services 2020 - 2025							
3.5.2 Implement recommendations from the Coastal Hazards Prioritisation Project and Bushfire Risk Reduction Strategy for Council land	75	75	●	75	75	●	Being progressed
3.5.3 Contribute to projects that improve the health of local waterways and coastal areas through the D'Entrecasteaux and Huon Collaboration and the Derwent Estuary Program	75	75	●	75	75	●	Being undertaken but D'Entrecasteaux / Huon to cease
3.5.4 Collaborate with key stakeholders to contribute to the recovery of threatened species and threatened vegetation communities using innovative methods and the latest research	75	75	●	75	75	●	Participation in Statutory Recovery Team for Forty-spotted pardalote, Participation in regional threatened flora and threatened vegetation communities project.
3.5.5 Develop and implement a biodiversity monitoring program for natural area reserves to improve knowledge of the values present and facilitate adaptive management programs	50	25	→	50	25	→	Wildlife monitoring commenced using camera traps and bat detector technology. Further work delayed until Spring 2021.

D ORGANISATIONAL DEVELOPMENT QUARTERLY REPORT (MARCH 2021)**1. Work Health and Safety (WHS)**

- 1.1 Council is committed to providing a safe and healthy work environment. Incidents and WHS performance statistics are reviewed regularly by Council's Executive Management Team. It should be noted that the following workers compensation statistics include KWS which is covered under Council's workers compensation insurance policy.

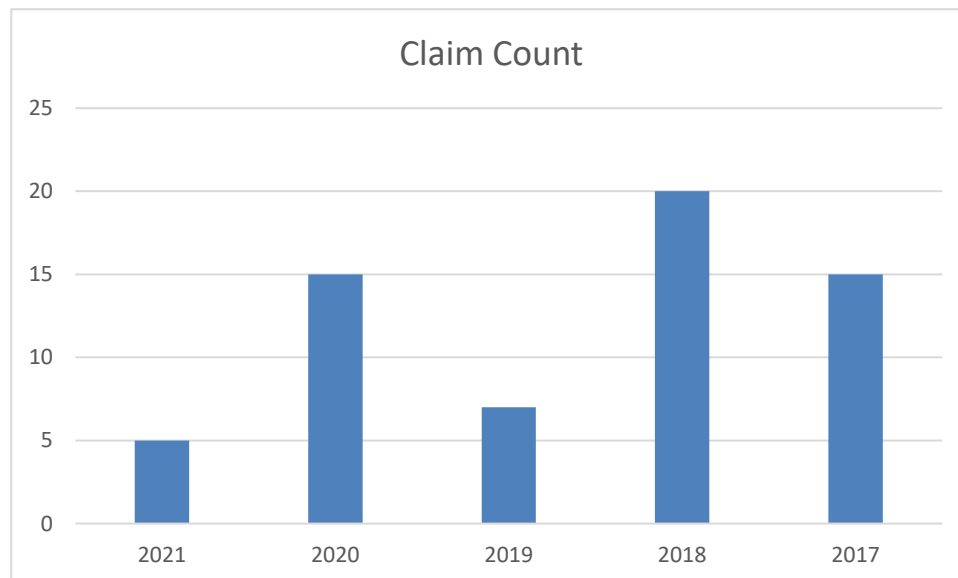


Table 1: Number of Workers Compensation Claims (by financial year)

The new workers compensation claims for the period 1 January 2021 to 31 March 2021 include:

1. Wasp stings (claim closed)
2. Laceration to eye (claim closed)
3. Laceration to fingers (claim closed)
4. Vasovagal episode (claim closed)
5. Back strain from manual handling (claim closed)

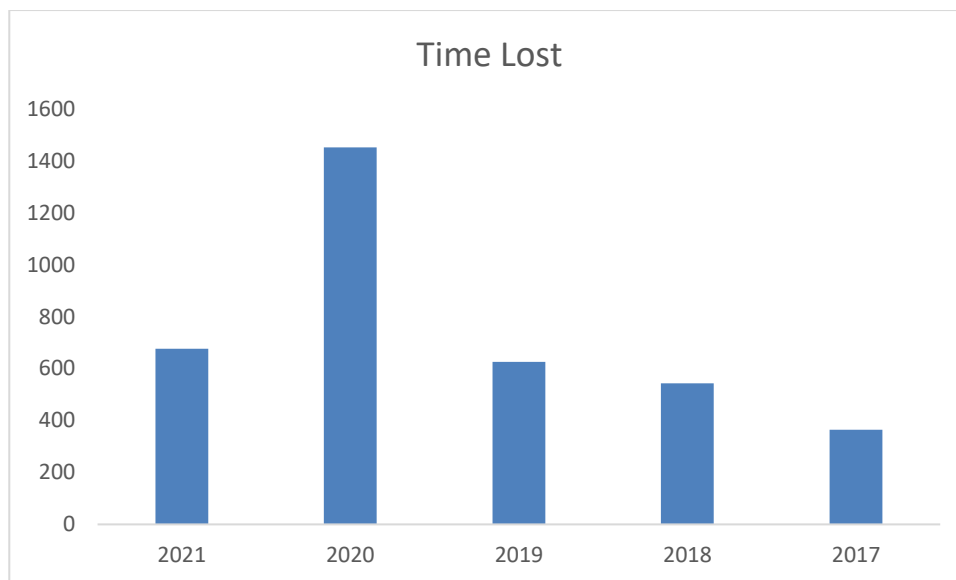


Table 2: Workers Compensation Lost Time in Hours (by Financial Year)

	FY2020	FY2021 (to end of March 2021)
Total Recordable Injury Frequency Rate	28.83	24.54
Lost Time Injuries	9	5
Medical Treatment Injuries	0	1

Table 3: WHS Indicators – Comparison between Financial Year 2021 and Financial Year 2020

Notes to Table 3:

- Total recordable injury frequency rate is all Medical Treatment Injuries and Lost Time Injuries divided by the total hours worked for the same period multiplied by one million hours.
- Lost time injuries are any injuries where a worker has lost more than one full shift/day of work.
- Medical Treatment Injuries are injuries which required medical treatment from physician or other medical personnel, but there was no lost time.

1.3 WHS activities

- a) The COVID-19 Safety Plans for all Council worksites were reviewed in March and were updated.
- b) An annual review of Council's WHS Management System and Risk Registers was completed.
- c) A consultant conducted a chemical signage audit of the Works Depot and an Inspector from DPIPW/Bio Security undertook a follow up chemical inspection.
- d) WHS training has included first aid and emergency control training.
- e) An ergonomic review was undertaken for new staff at the Civic Centre.
- f) Hearing tests for operational Council and KWS workers were undertaken by a consultant audiologist in February. Council must provide audiometric testing for workers who are required to frequently use personal hearing protectors as a control measure for noise that exceeds the exposure standards. Audiometric testing must be provided within three months of the worker commencing work and regular follow-up tests must be carried out at least every two years.
- g) A Sound Level Survey was undertaken on potential noise hazards in the workplace including power tools, having machinery and equipment such as chainsaws. This survey is required every five years and there were no significant changes since the last survey in 2015.

2. Employee Indicators

2.1 Employee Numbers

At the end of March 2021, Council employed 181.66 Full Time Equivalents (FTE) as show in Table 4, below.

Type of Employment	Number of FTEs
Casual Employees	1.93 FTEs
Full Time Employees	141.00 FTEs
Part Time Employees	38.72 FTEs

Table 4: FTEs by employment category

2.2 Recruitment

For the period 1 January 2021 to 31 March 2021, eight new employees commenced work with Council, and six employees finished employment. The reasons for the resignations were:

- Retirement – 3 employees
- Move Interstate – 1 employee
- Private Enterprise – 1 employee
- Local Council - 1 employee

2.3 All Employees – Unplanned Leave

Unplanned leave absences are shown in Table 5. The days include paid personal sick/carer's leave and paid pandemic leave. It is likely that unplanned leave will reduce in April due to Easter and employees taking leave over the school holiday period. Employees continue to be directed to stay at home if they have any cold or flu like symptoms and to have a COVID-19 test.

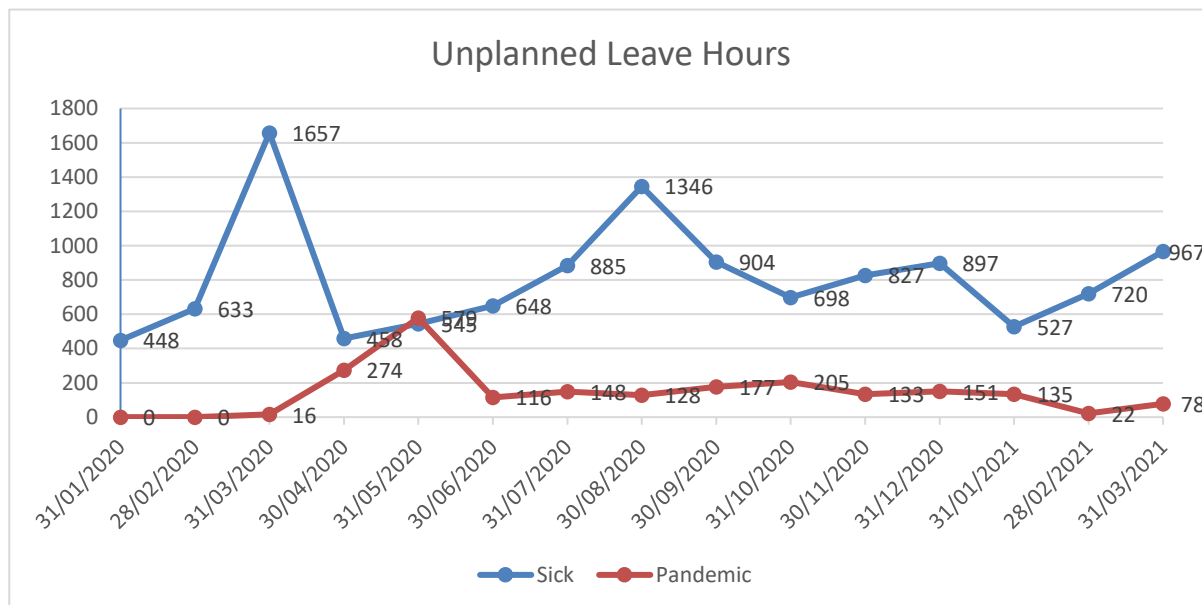


Table 5: Unplanned Leave Absences

2.4 Training and Development

Council is committed to supporting staff in furthering their careers and learning opportunities. The training focus for the quarter has been on compliance and work health and safety. Equal Opportunity Tasmania is conducting training for new employees on discrimination law. Sessions on discrimination law in recruitment and selection practices for managers and supervisors were also scheduled.

2.5 Industrial Relations

Negotiations have continued for a new Agreement to replace the *Kingborough Council Enterprise Agreement No 9 of 2017*. A wage offer over a three year Agreement has been put forward to the Union and Employee Bargaining Representatives and is being considered.

E DELEGATED AUTHORITY LIST 8 APRIL 2021 TO 21 APRIL 2021

DEVELOPMENT APPLICATIONS FOR DISCRETIONARY DEVELOPMENT/USE		
DA-2020-621	Mrs L & Mr G Tilley 32 Hopfields Road MARGATE	Outbuilding (garage and carport)
DA-2020-631	Mrs A & Mr E Lee 19 Graham Street ELECTRONA	Extension to dwelling (swim spa) and boundary fencing
DA-2020-768	Wilson Homes Tasmania P/L 19 Suncoast Drive BLACKMANS BAY	Dwelling
DA-2020-775	G Hills & Partners Architects 15 O'Connor Drive KINGSTON	Dwelling
DA-2020-776	Tasmanian Catholic Education Office 12 Nautilus Grove HUNTINGFIELD	Education and Occasional Care (Four temporary classrooms)
DA-2020-783	Another Perspective 19 Lewan Avenue KINGSTON	Three multiple dwellings (including demolition of existing single dwelling)
DA-2021-6	Wilson Homes Tasmania P/L 23 Grand Mews KINGSTON	Dwelling
DA-2021-21	Mr J J Neumayer 14 Frost Street SNUG	Outbuilding (carport)
DA-2021-57	Mr G Howard & Ms S Larsen 165 Krauses Road LOWER LONGLEY	Outbuilding (shed)
DA-2021-90	S Savage 19 Grand Mews KINGSTON	Dwelling
DA-2021-108	Ms L Michaels 275 Roslyn Avenue BLACKMANS BAY	Demolish outbuilding (garage/carport) and construct new outbuilding (garage)
DEVELOPMENT APPLICATIONS FOR BOUNDARY ADJUSTMENT / STRATA / SEALED PLAN AMENDMENT		
SPA-2020-5	China Aus Development P/L 11 Nightingale Avenue TAROONA	Amendment to Covenant 1, and insertion of new Covenant 2
DAS-2021-5	Lark & Creese P/L 80 Mountain Road and Lot 1 Mudges Road ALLENS RIVULET	Boundary adjustment

STR-2020-27	Lark & Creese P/L Unit 2/19 Lomandra Drive BLACKMANS BAY	Stage 2 – Unit 2
DEVELOPMENT APPLICATIONS FOR MINOR AMENDMENTS TO PERMIT		
DA-2019-700/A	Mr J Frichot 180 Risby Road MIDDLETON	Amendment to allow retention of sanitary fittings in outbuilding 1 & 2, require wastewater plans
DEVELOPMENT APPLICATIONS FOR NO PERMIT REQUIRED		
DA-2021-132	Another Perspective 13 Wakeford Avenue KINGSTON	Extension and alteration to dwelling
DA-2021-137	Mr M Carter 93 Hollyhock Drive KINGSTON	Dwelling
DA-2021-151	Mr D Cantwell 29 Apolline Drive KINGSTON	Extension to dwelling (deck and stairs)
DA-2021-165	Profile Constructions 27 Henwood Drive KINGSTON	Dwelling

F KINGBOROUGH COMMUNITY SAFETY COMMITTEE - MINUTES 12 APRIL 2021

MINUTES

Kingborough Community Safety Committee

Meeting No. 2021-2

Monday 12 April 2021

Kingborough

MINUTES of a Meeting of the Kingborough Community Safety Committee held at the Kingborough Civic Centre, Kingston, on Monday 12 April 2021 at 10:30am.

PRESENT

		PRESENT	APOLOGY
Chairperson	Cr Jo Westwood	✓	
Members:	Mr Brian Dale	✓	
	Ms Tania Flakemore	✓	
	Mr Michael Hughes	✓	
	Mr Roger McGinniss	✓	
	Mr Rodney Street	✓	
	Mr Ross Thomas		✓
Tasmania Police	A/Insp Nikala Parsons		✓
Kingborough Access Advisory Committee Representative	Ms Julie Taylor		✓
	Ms Julie Alderfox		✓
Kingborough Bicycle Advisory Committee	Mr David McQuillen	✓	
Council Officers In Attendance:			
Executive Officer	Mr Anthony Verdouw	✓	
Technical Officer	Ms Anna Joseph	✓	
Bushfire Management Officer	Ms Meg Lorang	✓	
Other Attendees:			
Kingston Fire Brigade Representative			✓

ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

The Chairperson acknowledged and paid respect to the Tasmanian Aboriginal Community as the traditional and original owners and continuing custodians of the land on which the Committee met and acknowledged elders past and present.

LEAVE OF ABSENCE

There were no declared leaves of absence.

DECLARATIONS OF INTEREST

There were no declarations of interest.

CONFIRMATION OF MINUTES

MOVED: Michael Hughes

SECONDED: Brian Dale

That the Minutes of the Committee meeting held on Monday 15 February 2021, as circulated, be confirmed.

CARRIED

GENERAL BUSINESS

1. Review Action Items from Previous Meeting (Jo Westwood)
Cr Westwood addressed the Action Items generated from previous meetings, noting completed items and progress on uncompleted items.
Action Item (1): Anthony to distribute Transform Kingston CBD concept plans.
2. Tasmanian Police Crime & Traffic Statistics (Nikala Parsons)
Tasmania Police were an apology.
Cr Westwood advised a new Inspector is scheduled to start at the Kingston Division in May 2021 and they will be invited to attend the next Committee meeting.
3. Project Update – Safe Speeds for Schools (Anna Joseph)
Anna provided an update on the Safe Speed for Schools program, with trailers currently set up at Howden and Kettering over the school holidays. At the start of term 2 trailers will be deployed to Kingston High School and Blackmans Bay Primary School.
Staff noted that the additional costs of installing the trailers outside the scheduled school roll out should be budgeted in future.
Action Item (2): Anna to interrogate traffic data collected from the speed trailers and provide initial analysis to the Committee.
4. Capital Projects and Road Safety Grants (Anthony Verdouw)
Anthony provided an update on successful State Government grant funding for the Beach Road, Kingston footpath upgrade (Vulnerable Road Users Program) and safety improvements along Van Morey Road, Margate (Safer Rural Roads Program).
5. Council Bushfire Management Program (Meg Lorang)
Meg presented Council's bushfire management program, including plans to undertake a road risk analysis to identify dangerous roads and inform the roadside maintenance program, community communications and community risk. The proposal will utilise both digital modelling and local knowledge.
Committee members asked Meg whether a similar presentation is used for the public and discussed other opportunities to promote the work of Council in bushfire management.
The Committee noted the importance of fire safety and evacuation plans for schools in the municipality.
6. Correspondence
Cr Westwood briefly discussed the correspondence sent and received relating to the activities of the Committee and noted the ongoing positive response to the Safe Speed for Schools program.
 - a) (Inward)
 - i. Safe Speed for Schools – Manager Road Safety Branch, Department of State Growth – 16 Feb 2021
 - b) (Outward)
 - i. Media Release - Kingborough Chronicle 16 February 2021 *Safe speed for Schools**Action Item (3): Cr Westwood to follow up with Craig Hoey – Manager Road Safety Branch regarding attendance at a future Committee meeting.*
7. Other Business
 - a) Agenda items for future meetings.

Action Item (4): Committee members to consider options and provide feedback for future agenda items.

b) Rollins Avenue, Kingston Beach – parking on both sides of the road a hazard.

Action Item (5): Staff to investigate parking along Rollins Avenue, Kingston Beach.

c) Huntingfield subdivision roundabout on Channel Highway.

The Committee briefly discussed the State Government's proposal for a new roundabout on the Channel Highway to accommodate the proposed Huntingfield subdivision. Staff noted the public advertisement period for the Development Application has now passed.

NEXT MEETING

The next meeting of the Committee is to be held at 10:30am, Monday 7 June 2021.

CLOSURE: There being no further business, the Chairperson declared the meeting closed at 11:59pm.

Public Copy

(Appendix A)

Kingborough Community Safety Committee

Upcoming Meeting Dates for 2021

*Note all meetings are held on the first Monday of every second month at 10:30am
in the Council Chambers, Kingston*

7 June

2 August

4 October

6 December

Public Copy

Action Items					
Meeting #	Item #	Description	Responsibility of	Due Date	Complete
2021-2	1	Distribute Transform Kingston CBD concept plans to Committee.	Anthony Verdouw	7/6/2021	<input type="checkbox"/>
2021-2	2	Staff to interrogate traffic data collected from the speed trailers and provide initial analysis to the Committee.	Anna Joseph	7/6/2021	<input type="checkbox"/>
2021-2	3	Follow up with Craig Hoey – Manager Road Safety Branch regarding attendance at a future Committee meeting.	Cr Westwood	7/6/2021	<input type="checkbox"/>
2021-2	4	Committee members to consider future agenda items.	Committee Members	7/6/2021	<input type="checkbox"/>
2021-2	5	Staff to investigate parking along Rollins Avenue, Kingston Beach.	Renai Clark	7/6/2021	<input type="checkbox"/>
2021-1	1	Arrange Chronicle article about the work of the Committee and relationship with Kingston Police.	Cr Westwood	12/4/2021	<input type="checkbox"/>
2021-1	5	Myuna Rd / Roslyn Ave intersection better define/restrict no right turn.	Renai Clark	12/4/2021	<input type="checkbox"/>
2021-1	6	Beach Rd / Windsor St intersection, investigate parking restrictions in immediate area.	Renai Clark	12/4/2021	<input type="checkbox"/>
2021-1	7	Invite TasFire representative to present at a Committee meeting.	Cr Westwood	12/4/2021	<input type="checkbox"/>
2021-1	2	Update Wildlife Information Sheet including contact information for removing roadkill.	Anthony Verdouw	12/4/2021	✓
2021-1	3	Follow up if cleaners have noted any extra cleaning required at the Kingston Beach amenities, which may indicate ongoing misuse of the area.	Anthony Verdouw	12/4/2021	✓
2021-1	4	Provide updated police reports for the Kingston Beach area at the next meeting.	Nikala Parsons	12/4/2021	✓
2020-4	6	Discuss possible opportunities for further advertising police clearance rates	Jason Elmer / Jo Westwood	7/12/2020	✓

2020-6	1	Reinvestigate Edison Ave and Garnett St – visibility issues for cars turning right onto Edison Ave.	Renai Clark	31/1/2021	✓
2020-6	2	Forward any requests for new website content to Cr Westwood and Anthony.	Committee Members	15/2/2021	✓
2020-6	3	Advise Anthony of any capital project bids for consideration.	Committee Members	31/1/2021	✓
2020-6	4	Ask staff to present to the Committee in 2021 regarding Kingston CBD traffic plans and CBD planning and renewal as part of the Transform Kingston Project.	Jo Westwood / Daniel Kaimatsoglu	15/2/2021	✓
2020-6	5	Provide Ian Ross with Stuart Baldwin's contact details for possible expired flare collection facility at Barretta.	David Reeve	31/1/2021	✓
2020-6	6	Follow up communications opportunities to promote relevant MAST safety programs and campaigns.	Sarah Wilcox	15/2/2021	✓
2020-4	3	Discuss with Australia Post any concerns it has regarding intersection visibility.	Anthony Verdouw	30/10/2020	✓

G DISABILITY INCLUSION & ACCESS ADVISORY COMMITTEE APRIL MINUTES

MINUTES

KINGBOROUGH ACCESS ADVISORY COMMITTEE

Meeting No. 2021-2

Wednesday 14 April 2021



Minutes of a Meeting of the Kingborough Access Advisory Committee held at the Kingborough Civic Centre, Kingston, on Wednesday 14 April 2021 2.00pm.

PRESENT

		PRESENT	APOLOGY
Chairperson	Cr Paula Wriedt	✓	
	Julie Taylor	✓	
	David Vickery		✓
	Kevin Brown	✓	
	Di Carter	✓	
	Paul Gilby		✓
	Fran Thompson		✓
	Richard Witbreuk	✓	
	Melinda Harris	✓	
	Justine Barwick	✓	
Staff	Julie Alderfox (Community Development Officer)	✓	

DECLARATIONS OF INTEREST

There were no declarations of interest.

CONFIRMATION OF MINUTES

Moved Kevin Brown

/Seconded Richard Witbreuk

That the Minutes of the Committee meeting held on 10 February 2020 as circulated, be confirmed.

Carried

BUSINESS ARISING

Wheelchair Access to Kingston Beach

Tammy Milne from Physical Disabilities Australia and representatives from the Kingston Beach Surf Life Saving Club were unable to attend as planned to discuss beach accessibility. Invitations will be extended for the June meeting. For information about current availability of beach wheelchairs the Community Programs tab of the Surf Life Saving Tasmania website was recommended.

Huntingfield Park & Ride Facility

The project manager from Pitt & Sherry attended the meeting via Teams to answer queries related to the design of the planned Huntingfield Park & Ride facility. Questions raised included details related to:

- Area available for manoeuvrability of wheelchairs
- Pedestrian access from surrounding areas including new subdivisions on opposite side of Channel Highway
- Colour contrasts and general colour tones planned for use at the site, including signage
- Availability of real-time information regarding bus arrival times
- Provision and positioning of waste bins
- Provision of shade for vehicles and waiting passengers
- Capacity of shelters (8 people)
- Wheelchair capacity of shelters (1 wheelchair space per shelter)

- Provision of arm rests on seating
- Surfacing of area and avoidance of gravel as it causes problems with wheelchairs and walking aids
- Connectivity to amenities from parking areas – (accessible gradient /1 in 20)
- Toilet cubicles are to be gender neutral and ambulant
- One accessible toilet
- Screened rather than enclosed amenity to ensure passive surveillance from the bus top/car park area

Access to Premises Review

The group was encouraged to make individual submissions to the review as the closing date did not allow for a group submission. It was noted that Disability Voices Tasmania has compiled a submission to the review, which is understood to be comprehensive and well-informed.

Community Education Documents

Sam Adams (Communications Officer) indicated to the committee that there was a small amount of work to be done on the documents. It was recommended that a professional designer be engaged once the text was consolidated.

The group agreed on a completion deadline of 9 June 2021.

Access & Inclusion Checklist

Advice was received that the Kingborough Bicycle Advisory Committee have included a section in Council's capital works Project Business Case form which relates to active transport considerations.

It was suggested that disability access considerations be included as a requirement of the process/form. As with active transport considerations it was felt that disability access should form a compulsory component of all relevant project business case submissions. Staff to follow up and investigate the process for including disability access as part of Council's report template.

Plans for 2021

Correspondence In

Correspondence from Minister Jaensch in response to a question regarding the percentage of accessible homes provided within social housing quotas.

Correspondence from Alison Standen MP.

Development Applications

Huntingfield Park & Ride.

Other Business

- Accessible Tourism – disability access is now an element of tourism accreditation
- A review of the Public Transport Access Standards is currently underway
- A request is to be made to Kingborough Community Enterprise Centre regarding a presentation on the social and financial advantages to business operators of being disability inclusive
- Disappointment was expressed that not all seating at the new playground has arm rests.

NEXT MEETING

The next meeting of the Access Advisory Committee is scheduled to take place on Wednesday 9 June 2021 2pm at the Council Chambers.

CLOSURE:

There being no further business, the Chairperson declared the meeting closed at 3.25pm.

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Minister for Housing
Minister for Environment and Parks
Minister for Human Services
Minister for Aboriginal Affairs
Minister for Planning

Level 9 15 Murray Street HOBART TAS 7000 Australia
GPO Box 123 HOBART TAS 7001 Australia
Ph: +61 3 6165 7670
Email: minister.jaensch@dpac.tas.gov.au



25 MAR 2021

Ms Julie Alderfox
Community Development Officer
Kingborough Council
jalderfox@kingborough.tas.gov.au

Dear Ms Alderfox

Thank you for your correspondence of 11 February 2021 regarding the proportion of disability accessible social housing in Tasmania.

Housing Tasmania recognises that disability arises in varied forms, including mobility, mental health, and vision impairment, each with a range of requirements to be met. Housing Tasmania offers a variety of disability housing options to meet these needs.

All new social housing dwellings are required to be constructed in accordance with Housing Tasmania's 'Design Policy for Social Housing'. The exception to this occurs where there are site specific limitations, or target client group reasons, where meeting the design requirements in their totality is not practicable or appropriate.

This policy states that all new homes will be constructed to meet the changing needs of residents across their lifetime, including easy and cost-effective adaptation for the specific needs of people living with disability. The policy additionally states specialist housing for people with significant disabilities will be constructed to Gold or Platinum Level, wherever possible.

I am pleased to advise that with exception noted above, all new social houses built under this Government have adhered to the design policy, which is comparable to Silver Level on the Living Housing Design Guidelines (LHDG). I am also pleased to share that 27.4 per cent of all new social houses have met either Gold Level and above of the LHDG, or the Australian Standards, AS1428 and AS4299, meaning they were designed to be disability accessible.

Yours sincerely

Hon Roger Jaensch MP
Minister for Housing

MIN/20/695

Alison Standen MP

Labor Member for Franklin

Hon Roger Jaensch MP
Minister for Housing

By email: Minister.Jaensch@dpac.tas.gov.au

Dear Minister Jaensch,

You may recall that in Estimates Committee A recently I asked a question that you took on notice:

"The Government promised 20% of new social housing homes would be accessible for people with a disability – can the Minister confirm this has been achieved?"

The answer provided was:

"The source of the statement to provide 20 per cent of new social housing homes as accessible for people living with a disability is unknown and has not been identified by Ms Standen as requested during the committee hearing."

The following week, in Budget Estimates Reply (December), I spoke about this issue and referred to The Premier's Disability Advisory Council's "Agency Implementation of the Disability Framework for Action 2017" that is published on both the Department of Premier and Cabinet and Department of Communities Tasmania websites (http://www.dpac.tas.gov.au/data/assets/pdf_file/0007/191419/2017_PDAC_report_on_Agency_Action_Plans.pdf & https://www.communities.tas.gov.au/data/assets/pdf_file/0017/72530/2017-PDAC-report-on-Agency-Action-Plans.pdf).

The document states (Action Area 3: Access to buildings, facilities, venues and off-premises events - page 10):

"Require 100 per cent of Social Housing new builds in Tasmania to include accessibility in their design, with 20 per cent of those homes being built to the platinum universal standard."

Shop 86, Channel Court Shopping Centre, KINGSTON, TAS 7050

P.O. Box 348, KINGSTON, TAS 7050

Ph. (03) 6212 2361

e. alison.standen@parliament.tas.gov.au

f. @AlisonStandenMP

t. @alison_standen

www.taslabor.com

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Putting people first



Minister, could you please advise:

- Which Minister/s is/are responsible to achieve the target under The Premier's Disability Advisory Council's "*Agency Implementation of the Disability Framework for Action 2017*" action area 3 (above) relating to social housing accessibility
- How many and what percentage of new social housing dwellings built under Tasmania's Affordable Housing Strategy 2015-2025, by year, include accessibility in their design; and what number and per cent of those homes have been built to the platinum universal standard
- How many applicants on the Housing Register live with disability
- What percentage of applicants on the Housing Register that live with disability are categorised as priority applicants

Yours sincerely,



Alison Standen MP
Shadow Minister for Housing

17th December 2020

Cc: Peter Gutwein MP, Premier; Jeremy Rockliff MP, Minister for Disability Services and Community Development; Elise Archer MP, Minister for Building and Construction; Jo Siejka MLC, Shadow Minister for Disabilities & Jen Butler MP, Shadow Minister for Building and Construction

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H COUNCILLOR ATTENDANCE AT MEETINGS 1 JULY 2020 - 31 MARCH 2021

The following table details Councillor attendances at Council meetings, S.23 Committees and Workshops during the year.

	Council		Special Meetings		Audit Panel		Workshops		Approved Leave of Absence
	Number Held	Number Attended	Number Held	Number Attended	Number Held	Number Attended	Number Held	Number Attended	
Mayor Cr Dean Winter	16	16	1	1	4		18	17	
Deputy Mayor Cr Jo Westwood	16	15	1	1	4	1	18	17	14/1/2021 – 29/1/2021
Cr Sue Bastone	16	16	1	1	4		18	16	6/12/2020 – 13/12/2020
Cr Gideon Cordover	16	16	1	1	4		18	18	15/3/2021 - 12/4/2021
Cr Flora Fox *	16	15	1	1	4	4	18	18	18/1/2021 - 22/1/2021
Cr David Grace	16	12	1		4		18	7	
Cr Amanda Midgley	16	16	1	1	4		18	18	1/10/2020 - 7/10/2020
Cr Christian Street *	16	16	1	1	4	3	18	17	
Cr Steve Wass	16	14	1		4		18	15	12/10/2020; 21/11/2020 - 14/12/2020
Cr Paula Wriedt	16	14	1		4		18	15	24/1/2021 – 2/2/2021

Note: Special Meetings also includes the Annual General Meeting

** Audit Panel Member*

Council Minute C390/14-12 determined that Councillor Attendance and Approved Leave of Absences be reported.

I COUNCILLOR REMUNERATION AND ALLOWANCES 1 JULY 2020 TO 31 MARCH 2021

Councillor	Mayoral Allowance \$	Deputy Mayoral Allowance \$	Councillor Allowance \$	Councillor Expenses						Total \$
				Mileage Claimed \$	Mayor's Vehicle Mileage \$	Bruny Ferry \$	Internet & Telephone \$	Conference & Meeting Attendance \$	Code of Conduct \$	
Mayor Cr Winter	56,463	-	22,586	-	4,564	54	-	585	-	\$ 84,252
Deputy Mayor Cr Westwood	-	15,694	22,586	-	-	-	265	-	-	\$ 38,545
Cr Bastone	-	-	22,586	-	-	-	-	-	-	\$ 22,586
Cr Cordover	-	-	22,586	-	-	-	-	-	-	\$ 22,586
Cr Fox	-	-	22,829	1,097	-	-	728	-	-	\$ 24,654
Cr Grace	-	-	22,890	2,522	-	108	720	-	-	\$ 26,240
Cr Midgley	-	-	22,586	-	-	-	-	487	-	\$ 23,074
Cr Street	-	-	22,586	-	-	-	-	-	-	\$ 22,586
Cr Wass	-	-	22,829	-	-	38	-	-	-	\$ 22,867
Cr Wriedt	-	-	22,890	-	-	-	74	-	-	\$ 22,964
Code of Conduct Complaints										\$ -
TOTAL	\$ 56,463	\$ 15,694	\$ 226,956	\$ 3,619	\$ 4,564	\$ 200	\$ 1,787	\$ 1,073	\$ -	\$ 310,355

Notes:

- The following Councillors have declined to take the 2020 Allowance increase – Cr Winter, Cr Westwood, Cr Bastone, Cr Cordover, Cr Midgley and Cr Street .
- Bruny Ferry = cost of fares at \$38 per trip from 01/11/2018.
- Council Minute C390/14-12 determined that Councillor Allowances and Expenses paid under the "Payment of Councillors Expenses and Provision of Facilities" Policy be reported.
- Bruny Ferry costs are also included as required in Minute GF101/6-12.

NUMBER OF CODE OF CONDUCT COMPLAINTS DETERMINED

	Number of Complaints			Cost of Complaints
	Number	Upheld	Dismissed	
	0	0	0	-

J DONATIONS**Donations Table**

For period 1 July 2020 to 31st March 2021

MAYORAL DONATIONS

<u>Name</u>	<u>Amount</u>	<u>Description</u>
Taroona Community Association	\$ 200.00	Contribution towards solar lights
Taroona High School	\$ 200.00	Contribution towards school scholarship program
Bruny Bowls & Community Club	\$ 200.00	Contribution towards community bus
Jireh House Association	\$ 500.00	Contribution towards Housing Expansion Project
Singers of Southern Tasmania	\$ 100.00	Contribution towards fundraiser for concert
Bicycle Network Incorporated	\$ 150.00	Contribution towards 2021 treasure hunt
S.H.E. Gynaecological Cancer Group	\$ 250.00	Ticket for Gala Dinner to raise funds for wellness centre
Bruny Island Community Association	\$ 400.00	Contribution towards Bruny Island Easter Carnival

\$ 2,000.00

Annual Budget **\$ 3,300.00** Budget reduced for revised policy moving Citizenship Awards from Mayoral Donations to Donations

COUNCIL POLICY DONATIONS

<u>Name</u>	<u>Amount</u>	<u>Description</u>
Blackmans Bay Primary School	\$ 100.00	Contribution - School Citizenship Award 2020
Bruny Island District School	\$ 100.00	Contribution - School Citizenship Award 2020
Calvin Christin Primary School	\$ 100.00	Contribution - School Citizenship Award 2020
Calvin Christin Secondary School	\$ 100.00	Contribution - School Citizenship Award 2020
Illawarra Primary School	\$ 100.00	Contribution - School Citizenship Award 2020
Kingston High School	\$ 100.00	Contribution - School Citizenship Award 2020
Margate Primary School	\$ 100.00	Contribution - School Citizenship Award 2020
Snug Primary School	\$ 100.00	Contribution - School Citizenship Award 2020
Southern Christian College	\$ 100.00	Contribution - School Citizenship Award 2020
St Aloysius Catholic College - Primary	\$ 100.00	Contribution - School Citizenship Award 2020
St Aloysius Catholic College - Secondary	\$ 100.00	Contribution - School Citizenship Award 2020
Taroona High School	\$ 100.00	Contribution - School Citizenship Award 2020
Woodbridge School	\$ 100.00	Contribution - School Citizenship Award 2020
Channel Christian School	\$ 100.00	Contribution - School Citizenship Award 2020
Tarremah Steiner School	\$ 100.00	Contribution - School Citizenship Award 2020
Taroona Primary School	\$ 100.00	Contribution - School Citizenship Award 2020
Kingston Primary School	\$ 100.00	Contribution - School Citizenship Award 2020
Neve Hagan	\$ 100.00	Contribution - Attendance at Australian Athletics Championships
Ben Korotki	\$ 100.00	Contribution - Attendance at Australian Athletics Championships

\$ 1,900.00

Annual Budget **\$ 11,700.00** Budget increased for revised policy moving Citizenship Awards from Mayoral Donations to Donations

- Council makes Donations under section 77 of the Local Government Act 1993 which states that "Council may make a Grant for any purpose it considers appropriate ". "The details of any grant made ... are to be included in the annual report of the council " Section 77 (2).