

Prior to the commencement of the meeting, the Mayor will make the following declaration:

“I acknowledge the Tasmanian Aboriginal Community as the traditional custodians of the land on which we meet today, and pay respect to elders, past and present”.

The Mayor also to advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are audio-visually recorded and published to Council’s website.

CLARENCE CITY COUNCIL (PLANNING AUTHORITY) MEETING**MONDAY 17 DECEMBER 2018****TABLE OF CONTENTS**

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BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE

COUNCIL MEETINGS, NOT INCLUDING CLOSED MEETING, ARE AUDIO-VISUALLY RECORDED AND PUBLISHED TO COUNCIL'S WEBSITE

1. APOLOGIES**2. DECLARATIONS OF INTERESTS OF ALDERMAN OR CLOSE ASSOCIATE**

(File No 10-03-09)

In accordance with Regulation 8 of the Local Government (Meeting Procedures) Regulations 2015 and Council's adopted Code of Conduct, the Mayor requests Aldermen 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.

3. REPORTS OF OFFICERS

NB: Requests for Deputations will be finalised on the Friday prior to the Meeting

3.1 DEVELOPMENT APPLICATION D-2018/96 - LAND AT THE JUNCTION OF TASMAN HIGHWAY, HOLYMAN AVENUE, KENNEDY DRIVE AND CRANSTON PARADE AND 51 CRANSTON PARADE - TASMAN HIGHWAY/HOBART INTERNATIONAL AIRPORT INTERCHANGE

(File No D-2018/96)

EXECUTIVE SUMMARY**PURPOSE**

The purpose of this report is to consider the application made for a Tasman Highway/Hobart International Airport Interchange at Land at the junction of Tasman Highway, Holyman Avenue, Kennedy Drive and Cranston Parade and 51 Cranston Parade.

RELATION TO PLANNING PROVISIONS

The land is zoned Utilities and Light Industrial and subject to the Road and Railway Assets, Waterway and Coastal Protection, Inundation Prone Areas, Airport Buffer, Natural Assets and Stormwater Management codes under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act, 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires on 19 December 2018.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 3 representations were received raising the following issues:

- road safety (Hobart to Holyman Avenue);
- impact on Richmond heritage values; and
- road safety (Holyman Avenue to Hobart).

Referral responses were also received from the Policy and Conservation Advice Branch of the Department of Primary Industries, Parks, Water and Environment, the Environmental Protection Authority, Aboriginal Heritage Tasmania which are considered in Section 6 of this report.

RECOMMENDATION:

- A. That the Development Application for Tasman Highway/Hobart International Airport Interchange at Land at the junction of Tasman Highway, Holyman Avenue, Kennedy Drive and Cranston Parade and 51 Cranston Parade (CI Ref D-2018/96) be approved subject to the following conditions and advice.
1. GEN AP1 – ENDORSED PLANS.
 2. Prior to the commencement of works, a plan for the management of construction of the site must be submitted and approved by Council's Manager City Planning. The plan must outline the proposed demolition and construction practices for the site in relation to:
 - identification and disposal of any potential acid sulfate soils in accordance with Tasmanian Acid Sulfate Soil Management Guidelines
<http://dpipwe.tas.gov.au/Documents/ASS-Guidelines-FINAL.pdf> and <http://dpipwe.tas.gov.au/Documents/ASS-Operational-FINAL.pdf>);
 - proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on-site);
 - identification of potentially noisy construction phases, such as operation of rock-breakers, explosives or pile drivers, and proposed means to minimise impact on the amenity of neighbouring buildings;
 - control of dust and emissions during working hours;
 - construction parking;
 - proposed screening of the site and vehicular access points during work;
 - procedures for washing down vehicles, to prevent soil and debris being carried onto the street; and
 - traffic/pedestrian management.
 3. Prior to the commencement of any works associated with this permit, a Vegetation Management Plan (VMP) for the development area must be prepared to the satisfaction of Council's Manager City Planning and implemented to ensure retained values are protected and appropriately managed during construction. Specifically, the VMP will identify the locations of threatened values that are not permitted to be impacted and are required to be marked as exclusion zones. The VMP will delineate areas for the storing and movement of materials and machinery that will not further impact threatened values.
 4. The landowner must enter into an agreement with Council under Part 5 of the Land Use Planning and Approvals Act, 1993 in such form as Council may require or create a reservation of the land by a Crown Land Order under Section 8 of the Crown Lands Act 1976. Such an agreement or Order must provide for the following:

- the protection of offset areas identified by the North Barker Natural Values Assessment for the site dated 16 June 2017. The Part 5 Agreement or Order must be in accordance with the recommendations and detail measures and frequencies of weed control, threatened flora species management, and woody shrub and tree control as appropriate. Additionally, sheltering sites for the eastern barred bandicoot must also be provided in accordance with the specifications of the Natural Values Assessment.

If a Part 5 Agreement is preferred it will be prepared and registered by Council. The landowner is responsible for all Council and Land Titles Office fees and charges. Upon written request from the landowner and payment of relevant fees, Council will prepare the Part 5 Agreement.

5. ENG S1 – INFRASTRUCTURE REPAIR.
6. ENG R3 – RURAL ROAD.
7. ENG R5 – ROAD EXTENSION [Delete reference to balance lot].
8. ENG M5 – EROSION CONTROL [after the word “document” add “and the DPIPWET Wetlands and Waterways Works Manual (<http://dpiuwe.tas.gov.au/conservation/flora-of-tasmania/tasmanias-wetlands/wetlands-waterways-works-manual>)”]
9. ENG M6 – CONSTRUCTION FENCING.
10. ENG M7 – WEED MANAGEMENT PLAN [Delete reference to final plan in last paragraph and insert “*The Weed Management Plan must also incorporate the specific requirements outlined in the North Barker Natural Values Assessment for the site dated 16 June 2017.*”]
11. All stormwater runoff from impervious surfaces within the site must be treated and discharged from site using Water Sensitive Urban Design principles to achieve stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010. Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions (or the MUSIC model) must be submitted to Council’s Group Manager Engineering Services for approval prior to the start of works. This report must include the maintenance management regime/replacement requirements for the treatment facility as well as a site rehabilitation plan. Sufficient stormwater detention is to be provided as part of the development to ensure that the stormwater discharge rates from the site do not exceed that of pre development.
12. Dense graded asphalt must be used on the southern carriageway to achieve noise mitigation not exceeding 68 dB(A) in accordance with the Hobart Airport Interchange Environmental Noise Report prepared by Pitt & Sherry dated 23 February 2018 (Rev00).

13. The development must meet all required Conditions of Approval specified by TasWater notice dated 23/4/2018 (TWDA 2018/00279-CCC).

ADVICE 16 – THREATENED SPECIES ADVICE.

ADVICE 17 – ABORIGINAL RELICS ADVICE.

A number of suggestions have been made by Council's Clarence Bicycle Advisory Committee to improve the effectiveness and safety of bicycling infrastructure. The comments are included for information with the recommendation that they be included in the development.

- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

State Growth has created an interim solution to improve traffic at this location. The interim upgrade is currently under construction and includes:

- minor widening of eastbound carriageway entering roundabout to facilitate provision of additional lane;
- minor widening of eastbound carriageway exiting roundabout to facilitate provision of additional lane;
- minor widening of westbound carriageway entering roundabout to facilitate provision of additional lane;
- minor widening of westbound carriageway exiting roundabout to facilitate provision of additional lane;
- reduction of internal roundabout island to provide for additional lane on the southern and northern sections of the roundabout;
- relocation of traffic signage; and
- associated drainage works.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned Utilities and Light Industrial under the Scheme.
- 2.2.** The proposal is discretionary because of the table of uses in the Light Industrial zone and because it does not meet the Acceptable Solutions under the Scheme.
- 2.3.** The relevant parts of the Planning Scheme are:
- Section 8.10 – Determining Applications;
 - Part D – Utilities and Light Industrial Zones;
 - Part E – Road and Railway Assets, Waterway and Coastal Protection, Inundation Prone Areas, Airport Buffer, Natural Assets and Stormwater Management Codes; and
 - Part F – Cranston Parade Specific Area Plan.
- 2.4.** Council’s assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The proposed interchange is located in proximity to the junction of the Tasman Highway, Holyman Avenue, Kennedy Drive and Cranston Parade. The area is located south of Barilla Bay with Cambridge Industrial Estate with the Cambridge aerodrome located to the north-west. Land to the north-east and south is native vegetation, as is the area immediately to the west between Kennedy Drive and the Tasman Highway. Land to the east contains the Hobart Airport Travelodge and Hobart Airport Tourist Park with the airport located further to the east/south-east.

The area is low lying and relatively flat. Run-off from existing roads and built areas follows open drains along the road side.

North Barker Ecosystem Services undertook a field assessment in November and December 2016. Five threatened vegetation communities were recorded across the site of the proposed works under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBCA) and the Tasmanian Nature Conservation Act 2000.

3.2. The Proposal

The Department of State Growth (DSG) is applying for the construction of an interchange at the junction of the Tasman Highway with Holyman Avenue, Kennedy Drive and Cranston Parade (Refer Attachment 2).

This will replace the existing roundabout with an overpass to transport traffic over the highway. Entry carriageways will veer off the highway on the eastern and western approaches of the Tasman Highway to access a road bridge which crosses the highway just south-west of the existing roundabout. Exit carriageways from the bridge will mirror the approaches forming a diamond shaped alignment for the works. Alterations are proposed to Kennedy Drive to provide a cul-de-sac and to link in with the interchange facilitating access over the highway from the industrial estate. Cranston Parade will be provided with two-way access to and from the interchange via the west bound on ramp.

A Traffic Impact Assessment of the proposed interchange upgrade was prepared by Pitt & Sherry (23 February 2018 Rev 02) and submitted as part of the application. It concludes that the proposal has been assessed in accordance with the Department of State Growth's Framework for Undertaking Traffic Impact Assessments. The analysis and discussions presented in this report is summarised as follows:

- the proposed upgrade is expected to significantly reduce queues and delays at the interchange when compared with the existing layout resulting in improved traffic operation;
- the interchange is expected to operate at a satisfactory level of service until at least 2038; and

- the proposed interchange upgrade is not expected to have any significant impact on the safety of the interchange, the reduction of queues and congestion may result in improved safety at the interchange.

North Barker Ecosystem Services undertook a Natural Values Assessment dated 16 June 2017, which was lodged in support of the application.

The Assessment considers that under the Threatened Species Protection Act 1995 any impact on threatened plant species listed will require a “permit to take” from the Policy and Conservation Assessments Branch (PCAB) at the Department of Primary Industries, Parks, Wildlife and the Environment (DPIPWE). The proposal will require a permit to take:

- *Austrostipa scabra*;
- *Calocephalus citreus*;
- *Haloragis heterophylla*;
- *Juncus amabilis*;
- *Ranunculus pumilio* var. *pumilio*; and
- *Senecio squarrosus*.

The following recommendations are made by the proponent.

An area of 3.7ha of “lowland grasslands of Tasmania and *Bursaria-Acacia* woodland” should be entered into perpetual formal management agreements under the most appropriate mechanism (an off-set). The management agreements should detail measures and frequencies of weed control, threatened flora species management, and woody shrub and tree control as appropriate.

The assessment recognises that some sheltering sites for the eastern barred bandicoot may be lost within the footprint. To compensate for this, it is recommended that new shelter sites should be made with piles of cleared native woody plants (mostly black wattle *Acacia mearnsii*) placed within the areas of the offsets.

One new shelter site will be made for every hectare of native habitat lost – totalling 6 new shelters. The constructed shelter sites will be located within or on the edges of the remaining vegetation and will be a minimum of 2 cubic metres in size at the time of construction (they are likely to compact later).

This is proposed through reservation of the land under a Crown Land Order under Section 8 of the Crown Lands Act 1976, supported by a management plan.

The recommendation includes the preparation of a Vegetation Management Plan for the area to ensure retained values are protected and appropriately managed and preparation of a Weed Management Plan to control “declared” weeds throughout the works area and environmental weeds within patches of native vegetation.

This is proposed through reservation of the land under a Crown Land Order under Section 8 of the Crown Lands Act 1976, supported by a management plan.

4. PLANNING ASSESSMENT

4.1. Determining Applications [Section 8.10]

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.

Reference to these principles is contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme's relevant Acceptable Solutions of the Utilities and Light Industrial Zones and Road and Railway Assets, Waterway and Coastal Protection, Inundation Prone Areas, Airport Buffer, Natural Assets and Stormwater Management Codes as well as the Cranston Parade Specific Area Plan with the exception of the following.

Utilities Zone

Clause	Standard	Acceptable Solution	Proposed (maximum)
28.4.1 (A1)	Building Height	Building height must be no more than 10m.	Overpass: 10.8m Street lighting: 12m

The proposed variation must be considered pursuant to Performance Criteria P1 of Clause 28.4.1 as follows.

Performance Criteria	Proposal
<p><i>“Building height must satisfy all of the following:</i></p> <p><i>(a) be consistent with any Desired Future Character Statements provided for the area;</i></p> <p><i>(b) be compatible with the scale of nearby buildings unless the height is necessary for the functional requirements of infrastructure;</i></p> <p><i>(c) not unreasonably overshadow adjacent public space;</i></p> <p><i>(d) allow for a transition in height between adjoining buildings, where appropriate”.</i></p>	<p>There are no such Statements for the area.</p> <p>The height is required for the functionality of the proposed infrastructure.</p> <p>Not applicable.</p> <p>Not applicable.</p>

Light Industrial Zone

Clause	Standard	Acceptable Solution	Proposed
24.3.2 A1	Noise	<p>Noise emissions measured at the boundary of a residential zone must not exceed the following:</p> <p>(a) 55dB(A) (LAeq) between the hours of 7.00am to 7.00pm;</p>	no information provided

		<p>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00pm to 7.00am;</p> <p>(c) 65dB(A) (LAmax) at any time.</p> <p>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.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	
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The proposed variation must be considered pursuant to Performance Criteria P1 of Clause 24.3.2 as follows.

Performance Criteria	Proposal
<i>“Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone”.</i>	The applicant has stated that there are no proposed works located near to a residential zone. Given that the proposal is at best an intensification of an existing use, there would appear not to be an environmental harm caused. Notwithstanding, Pitt & Sherry provided an Environmental Noise Report which recommends dense graded asphalt on the southern carriageway instead of 14mm chip seal to achieve noise mitigation not exceeding 68 dB(A). It is recommended that this should be included as a condition of any approval.

Light Industrial Zone

Clause	Standard	Acceptable Solution	Proposed (maximum)
24.4.1	Building Height	Building height must be no more than 9m.	Overpass: 10.8m Street lighting: 12m

The proposed variation must be considered pursuant to Performance Criteria P1 of Clause 24.4.1 as follows.

Performance Criteria	Proposal
<p><i>“Building height must satisfy all of the following:</i></p> <p><i>(a) be consistent with any Desired Future Character Statements provided for the area;</i></p> <p><i>(b) be compatible with the scale of nearby buildings;</i></p> <p><i>(c) not unreasonably overshadow adjacent public space;</i></p> <p><i>(d) allow for a transition in height between adjoining buildings, where appropriate;</i></p> <p><i>(e) buildings exceeding 15m must demonstrate suitability to the site in terms of the following:</i></p> <p><i>(i) the impact is lessened due to the proportion of the total building area that exceeds 15m in height;</i></p> <p><i>(ii) the proportion of the site occupied by the building, including whether the height is offset by building setbacks;</i></p> <p><i>(iii) the architectural merit of the building, including whether the form of construction, cladding materials and articulation of the building offset or justify the variation to height;</i></p>	<p>The proposal is considered to be consistent with the Desired Future Characteristic Statement for Cambridge including ensuring that there are no adverse impacts on the nearby RAMSAR site and maintaining a high level of visual presentation in recognition of the role of Cambridge as a visitor gateway to Hobart.</p> <p>Although there are few nearby buildings, the overpass and street lights are considered compatible.</p> <p>There are no unreasonable overshadowing impacts associated with the overpass.</p> <p>There is no need for height transition.</p> <p>Proposal does not exceed this height. Not applicable.</p>

<ul style="list-style-type: none"> (iv) <i>the height of nearby buildings and whether the variation will be generally compatible when viewed from the street;</i> (v) <i>the requirements of the particular activities to be carried out within the building;</i> (vi) <i>the height variation will be offset by the topography of the site;</i> (vii) <i>the building will not impair designated flight paths around Cambridge or Hobart airports; and</i> (viii) <i>the building will be consistent with any Desired Future Character Statements provided for the area”.</i> 	
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Road and Railway Assets Code

Clause	Standard	Acceptable Solution	Proposed
E5.6.2	Road accesses and junctions	No new access or junction to roads in an area subject to a speed limit of more than 60km/h.	The proposal creates a new junction (interchange)

The proposed variation must be considered pursuant to Performance Criteria P1 of Clause E5.6.2 as follows.

Performance Criteria	Proposal
<p><i>“For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</i></p> <ul style="list-style-type: none"> <i>(a) the nature and frequency of the traffic generated by the use;</i> <i>(b) the nature of the road;</i> <i>(c) the speed limit and traffic flow of the road;</i> <i>(d) any alternative access;</i> <i>(e) the need for the access or junction;</i> <i>(f) any traffic impact assessment; and</i> <i>(g) any written advice received from the road authority”.</i> 	<p>The Traffic Impact Assessment submitted by the proponent in support of the application demonstrates that the new junction is safe and will improve the efficiency of the road network.</p>

Stormwater Management Code

Clause	Standard	Acceptable Solution	Proposed
E7.7.1 (A1)	Stormwater Drainage and Disposal	Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	There is no appropriate public stormwater infrastructure in the vicinity

The proposed variation must be considered pursuant to Performance Criteria P1 of Clause E7.7.1 as follows.

Performance Criteria	Proposal
<p><i>“Stormwater from new impervious surfaces must be managed by any of the following:</i></p> <p>(a) <i>disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles</i></p> <p>(b) <i>collected for re-use on the site;</i></p> <p>(c) <i>disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council”.</i></p>	<p>Currently stormwater from the area surrounding the roundabout is split between drainage which takes it to the south (discharging beyond the airport), and drainage that discharges to the north to Barilla Bay.</p> <p>The existing disposal regime will be retained with new works incorporating detention basins to slow flows and allow for improved water quality outcomes.</p> <p>The applicant agrees that all works will be required to be in accordance with:</p> <ul style="list-style-type: none"> the DPIPWE Wetlands and Waterways Works. <p>Manual</p> <ul style="list-style-type: none"> a Soil and Water Management Plan; a Site Rehabilitation Plan.

Stormwater Management Code

Clause	Standard	Acceptable Solution	Proposed
E7.7.1 (A2)	Stormwater Drainage and Disposal	<p>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:</p> <p>(a) the size of new impervious area is more than 600m²;</p>	New impervious areas will be greater than 600 m ² .

		(b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.	
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The proposed variation must be considered pursuant to Performance Criteria P2 of Clause E7.7.1 as follows.

Performance Criteria	Proposal
<i>“A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so”.</i>	The applicant has not lodged a detailed design at this stage but has demonstrated sufficiently that it will be able to satisfy this criterion. A permit condition can require detailed designs.

Waterway and Coastal Protection Code

Clause	Standard	Acceptable Solution	Proposed
E11.7.1	Buildings and Works	Building and works within a Waterway and Coastal Protection Area must be within a building area on a plan of subdivision approved under this planning scheme.	There is no such building area.

The proposed variation must be considered pursuant to Performance Criteria P1 of Clause E11.7.1 as follows.

Performance Criteria	Proposal
<i>“Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:</i> <i>(a) avoid or mitigate impact on natural values;</i>	Impacts to natural values within the Waterway and Coastal Protection Area (WCPA) are the minimum required to undertake the necessary road widening to complete the project. Avoidance of the threatened wetland habitat (the area intended to be protected by the Waterway and Coastal Protection Area) has been achieved.

(b) <i>mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;</i>	No adverse effects of this nature are anticipated within the WCPA, but an erosion and sediment control plan will be required.
(c) <i>avoid or mitigate impacts on riparian or littoral vegetation;</i>	No riparian or littoral vegetation will be impacted.
(d) <i>maintain natural streambank and streambed condition, (where it exists);</i>	No such habitats exist on-site.
(e) <i>maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;</i>	No such habitats exist on-site.
(f) <i>avoid significantly impeding natural flow and drainage;</i>	Existing drains will be maintained so that current flow is not impeded. Additional culverts will be installed under the new road and use existing drains. Detention basins (or similar) are likely to be used to slowly release storm water off new roads into the existing drains.
(g) <i>maintain fish passage (where applicable);</i>	not applicable
(h) <i>avoid landfilling of wetlands;</i>	No landfilling will be undertaken within the WCPA.
(i) <i>works are undertaken generally in accordance with 'Wetlands and Waterways Works Manual' (DPIWE, 2003) and 'Tasmanian Coastal Works Manual' (DPIPWE, Page and Thorp, 2010), and the unnecessary use of machinery within watercourses or wetlands is avoided".</i>	It is not proposed to use machinery within the wetland area.

Inundation Prone Areas Code

Clause	Standard	Acceptable Solution	Proposed
E15.7.5 A1	Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas	For landfill, or solid walls greater than 5m in length and 0.5m in height, there is no acceptable solution.	The proposal exceeds the acceptable solution

The proposed variation must be considered pursuant to Performance Criteria P1 of Clause E15.7.5 as follows.

Performance Criteria	Proposal
<p><i>“Landfill, or solid walls greater than 5m in length and 0.5m in height, must satisfy all of the following:</i></p> <p><i>(a) no adverse effect on flood flow over other property through displacement of overland flows;</i></p> <p><i>(b) the rate of stormwater discharge from the property must not increase;</i></p> <p><i>(c) stormwater quality must not be reduced from pre-development levels”.</i></p>	<p>Whilst overland flows will be affected, there will be no adverse impact to adjoining properties.</p> <p>By utilising detention basins in the design, rate of discharge will not be increased.</p> <p>The detention basins will ensure that quality is not reduced.</p>

Inundation Prone Areas Code

Clause	Standard	Acceptable Solution	Proposed
E15.7.5 A2	Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas	No acceptable solution.	The proposal cannot comply with the acceptable solution.

The proposed variation must be considered pursuant to Performance Criteria P2 of Clause E15.7.5 as follows.

Performance Criteria	Proposal
<p><i>“Mitigation measures, if required, must satisfy all of the following:</i></p> <p><i>(a) be sufficient to ensure habitable rooms will be protected from flooding and will be able to adapt as sea levels rise;</i></p> <p><i>(b) not have a significant effect on flood flow”.</i></p>	<p>not applicable</p> <p>Flood flows that discharge to Barilla Bay will be mitigated by detention storage</p>

Natural Assets Code

Clause	Standard	Acceptable Solution	Proposed
E27.8.1 A1	Vegetation clearance or disturbance	No Acceptable Solution for a Minor impact.	The proponent submits mitigation measures to reduce impact on protected vegetation.

The proposed variation must be considered pursuant to Performance Criteria P1 of Clause E27.8.1 as follows.

Performance Criteria	Proposal
<p><i>“(a) the clearance of native vegetation is the minimum extent necessary for the development (including bushfire hazard minimisation);</i></p> <p><i>(b) no burning, blasting or construction works involving excavators or multiple truck movements are to occur within 500m (or 1km if in line-of-sight) of an active raptor nest during the breeding season between July to January inclusive;</i></p> <p><i>(c) additional mitigation measures are proposed to ensure that the development will satisfactorily reduce all remaining impacts on priority vegetation; and</i></p>	<p>The applicant has sought to address the performance criteria and considers clearance to be the minimum extent necessary (refer to Attachment 3). The proposal is considered to comply with the performance criterion.</p> <p>There are no nests within 1 km of the site.</p> <p>The applicant has sought to address the performance criteria and provide mitigation as detailed in Attachment 3. The proposal is considered to comply with the performance criterion.</p>

<p>(d) <i>conservation outcomes and long terms security of any offset is consistent with the Guidelines for the use of Biodiversity Offsets in the local planning approval process, Southern Tasmanian Councils Authority 2013”.</i></p>	<p>It is recommended that conditions of any approval require the establishment of a Vegetation Management Plan, a Weed Management Plan, fauna shelters and a management agreement to ensure the viability of the remaining priority vegetation.</p> <p>The Offset guidelines referred to in P1(d) include a set of principles which can be applied to the proposal. The applicant submits that the off-set is a final component to a mitigation hierarchy, which deliver a net benefit for biodiversity conservation and are permanent. The offset is “like for like”, contained on-site and appropriate in the context of the regulatory system.</p>
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5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 3 representations were received. The following issues were raised by the representors.

5.1. Road Safety (Hobart to Holyman Avenue)

The representor believes the proposal is flawed because vehicles travelling from Hobart to the airport must pass through a traffic light controlled intersection before crossing the overpass and heading towards the airport. Traffic light-controlled intersections suffer from a comparatively higher number of road accidents and that such accidents are usually serious in nature as drivers attempt to cross them at high speed.

The representor considers a better solution would be an overpass designed on similar lines to the one at Mornington where traffic coming from Hobart and turning right towards the airport pass under the overpass before arcing around to its own dedicated lane on the overpass. This model would allow traffic to flow from the city, northern suburbs and eastern shore to the airport without the need to pass through any traffic light-controlled intersection or give way to any other traffic. The traffic flow would be considerably enhanced, the risk of accidents and delays reduced as a result.

A second alternative would be to have “dumb-bell” roundabouts on either side of the overpass similar to the overpass at Cambridge/Acton Road.

- **Comment**

The operation of the proposal is not a relevant planning matter in itself and therefore cannot be given any determining weight. Notwithstanding, it should be noted that the Department of State Growth (DSG) has had many constraints to work within in preparing the proposal. These include; budgets/finance; site constraints/land availability; environmental restrictions (grass lands); design capacity expectation (from HIAPL); retaining access to adjoining businesses and properties; as well as constructing whilst maintaining traffic flows and capacity.

Many and various options were assessed by DSG for the interchange design with several being presented to stakeholders for comment. There were various options, similar to the representors ideas, but have been excluded due to other concerns. The one being proposed is the only one that can satisfy DSG requirements and constraints.

Traffic light-controlled intersection unfortunately do not eliminate traffic crashes, mainly due to the concentration of potential conflict points, but are an accepted means to control traffic and can provide for high capacities as well as providing flexibility of priority to improve peak capacity management.

5.2. Impact on Richmond Heritage Values

The representor contends that where there is a significant traffic disruption on the route from Cambridge to Sorell across the causeways that a significant quantity of traffic diverts to the route through Richmond and increased road traffic across the Richmond Bridge and through Richmond. The impact during the construction phase of this project of extra traffic on the surrounding network of roads is believed by the representor to impact Richmond’s structural heritage and the safety of tourists.

The representor recommends Council refuses a permit until the potential impact of traffic diversion on the built structure of Richmond and pedestrian safety at Richmond has been properly considered and that practical measures to minimise that impact are implemented.

- **Comment**

The off-site traffic impacts of the proposal occurring some 12km away is not a relevant planning matter in itself and therefore cannot be given any determining weight. Notwithstanding, Council's Engineers are aware that there has been a noticeable change in peak traffic flows through Richmond recently, which can be attributed to vehicles avoiding the congestion experienced on the Cambridge/Sorell route. The increase in traffic volume is currently only considered as minor, but potentially may grow during construction of the development if an adequate arrangement cannot be provided by DSG during construction.

The Richmond Bridge is a significant part of Tasmania's heritage and is managed by DSG. It will be in the interest of all parties to ensure capacity of the Tasman Highway, at Cambridge, is maintained or improved during construction. Council officers will continue to monitor traffic volumes in Richmond and will work with DSG to resolve issues if they present.

Refusing the proposed development would not provide for any increase in capacity of the Tasman Highway and would only encourage more traffic to utilise Richmond as an alternative route. Council's objective should be to insure the best and most appropriate development proceeds.

5.3. Road Safety (Holyman Avenue to Hobart)

A representor expressed concern that the design will be confusing to drivers and will compromise the safe operation of the "on ramp" from Holyman Avenue to the city lanes of the Tasman Highway.

- **Comment**

The operation of the proposal is not a relevant planning matter in itself and therefore cannot be given any determining weight. Notwithstanding, DSG has undertaken many iterations and design changes to improve both safety and access arrangement to adjoining properties. Although the current proposal may be considered a compromise by some interested parties, it does provide for safe passage from Holyman Avenue, onto the Tasman Highway, as well as providing desired access arrangements for the adjoining properties.

The proposed arrangement is not considered to be confusing to road users, but it will be different to the current visual logic inherent with the existing roundabout and will require appropriate signage.

6. EXTERNAL REFERRALS

External referrals to the Policy and Conservation Advice Branch (PCAB) of the Department of Primary Industries, Parks, Water and Environment, the Environmental Protection Authority (EPA), Aboriginal Heritage Tasmania (AHT), and TasWater were undertaken as part of this application.

PCAB provided comment which is found in this report at Attachment 4. It should be noted that the applicant will be required to seek further permits from PCAB for the removal of threatened vegetation. This is separate to the assessment undertaken against the Scheme standards and may generate additional requirements. The additional information provided by PCAB should be relayed to the applicant as an Advice to any permit or may otherwise be satisfied by the recommended permit Conditions.

The Environmental Protection Authority (EPA), in accordance with section 25(1D) of the EMPC Act has confirmed that it does not need to assess the activity to which the application relates, as the proposal is anticipated to be unlikely to cause serious or material environmental harm, providing appropriate assessment and mitigation measures are applied.

In this regard, EPA has offered to provide Council with technical support and assistance in relation to the assessment and application of mitigation measures for managing acid sulfate soils.

Aboriginal Heritage Tasmania (AHT) has completed a search of the Aboriginal Heritage Register regarding this proposal. AHT advises that the project has been the subject of previous Aboriginal heritage assessments, commissioned by DSG. AHT has confirmed it has no objection provided DSG adheres to the recommendations and requirements detailed within the Aboriginal heritage assessment reports.

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

The application was also referred to the Clarence Bicycle Advisory Committee which has made a number of suggestions to improve the effectiveness and safety of bicycling infrastructure. The recommendations are included at Attachment 5 and form a permit advice.

7. STATE POLICIES AND ACT OBJECTIVES

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

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

9. CONCLUSION

The proposal for a Tasman Highway/Hobart International Airport Interchange on Land at the junction of Tasman Highway, Holyman Avenue, Kennedy Drive and Cranston Parade and 51 Cranston Parade is recommended for approval with reasonable and relevant conditions contained in the Executive Summary of this report.

Attachments: 1. Location Plan (1)
2. Proposal Plans (38)
3. North Barker Ecosystem Services Compliance Statement (14)
4. Policy and Conservation Advice Branch Response (4)
5. Clarence Bicycle Advisory Committee Comments (1)
6. Site Photo (1)

Ross Lovell
MANAGER CITY PLANNING

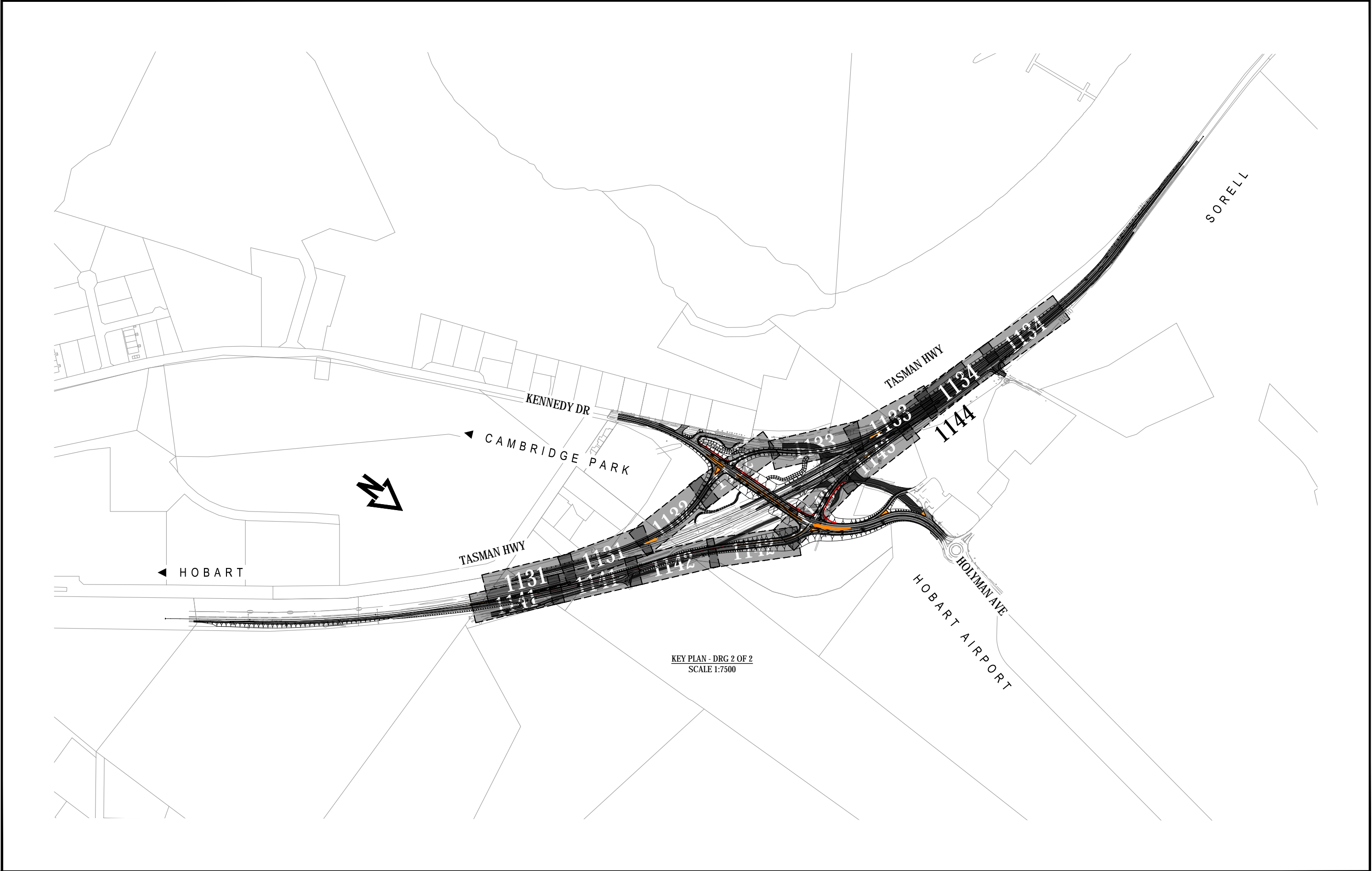
Attachment 1
Location Plan
D-2018/96



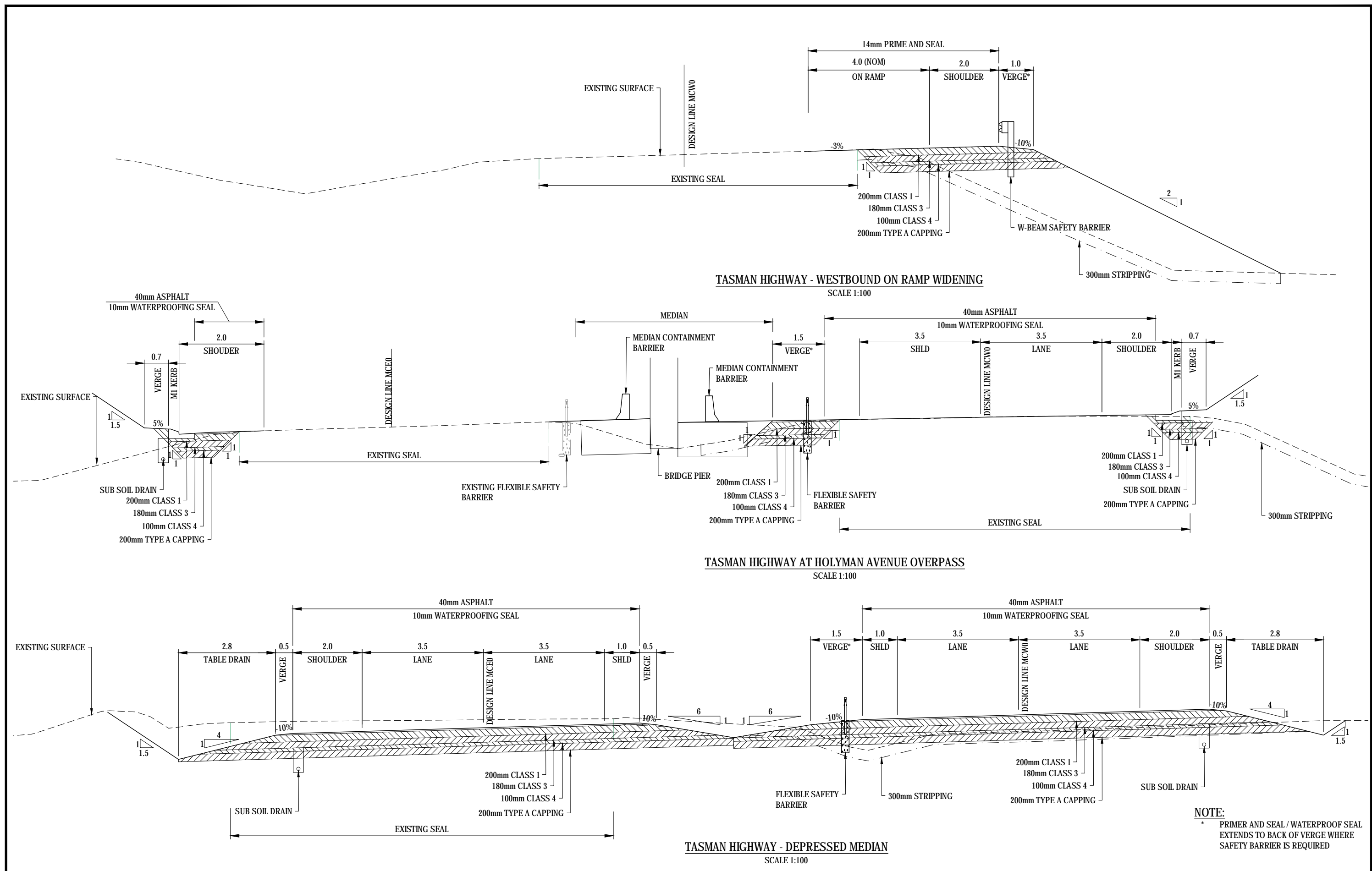
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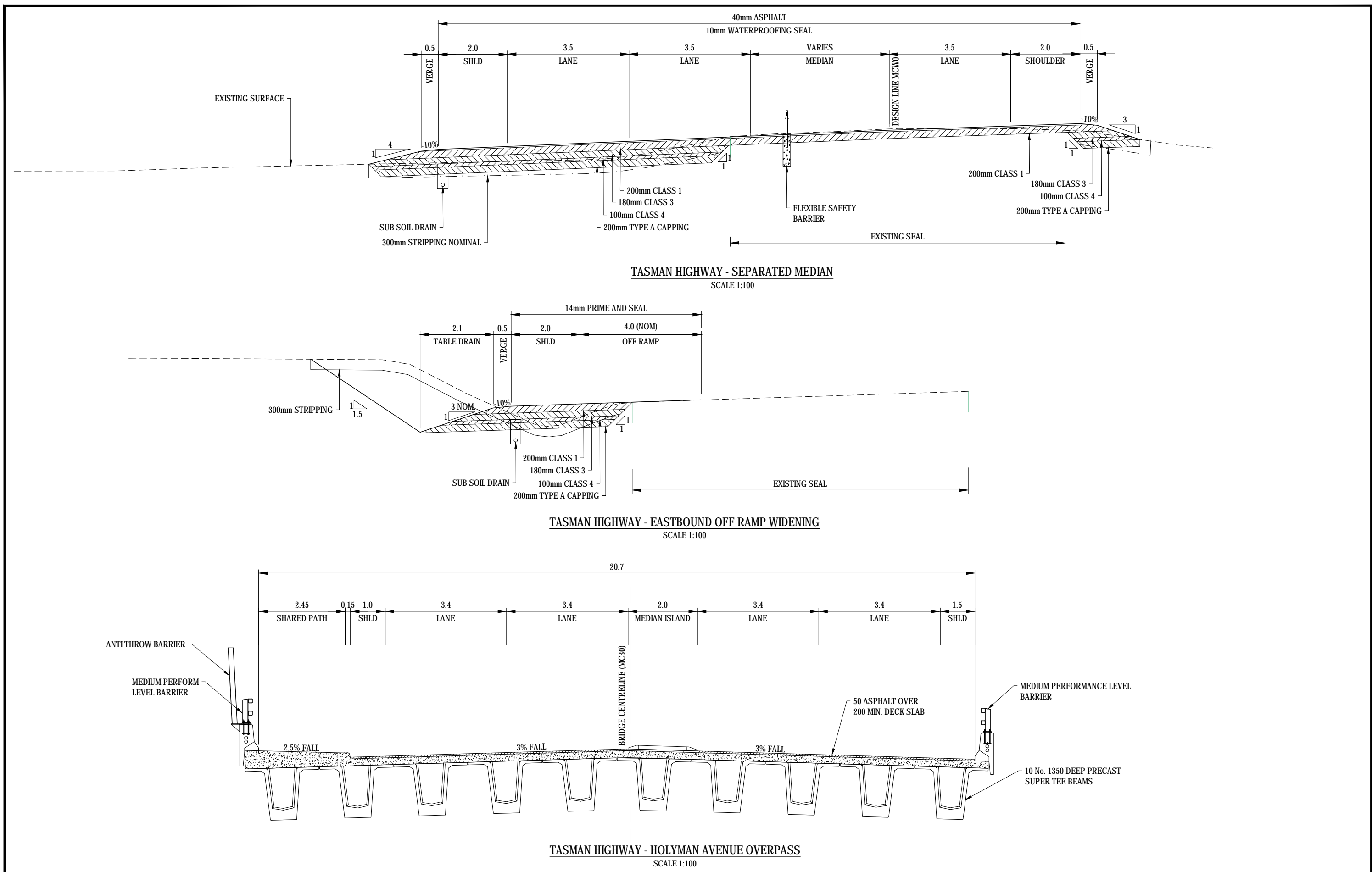
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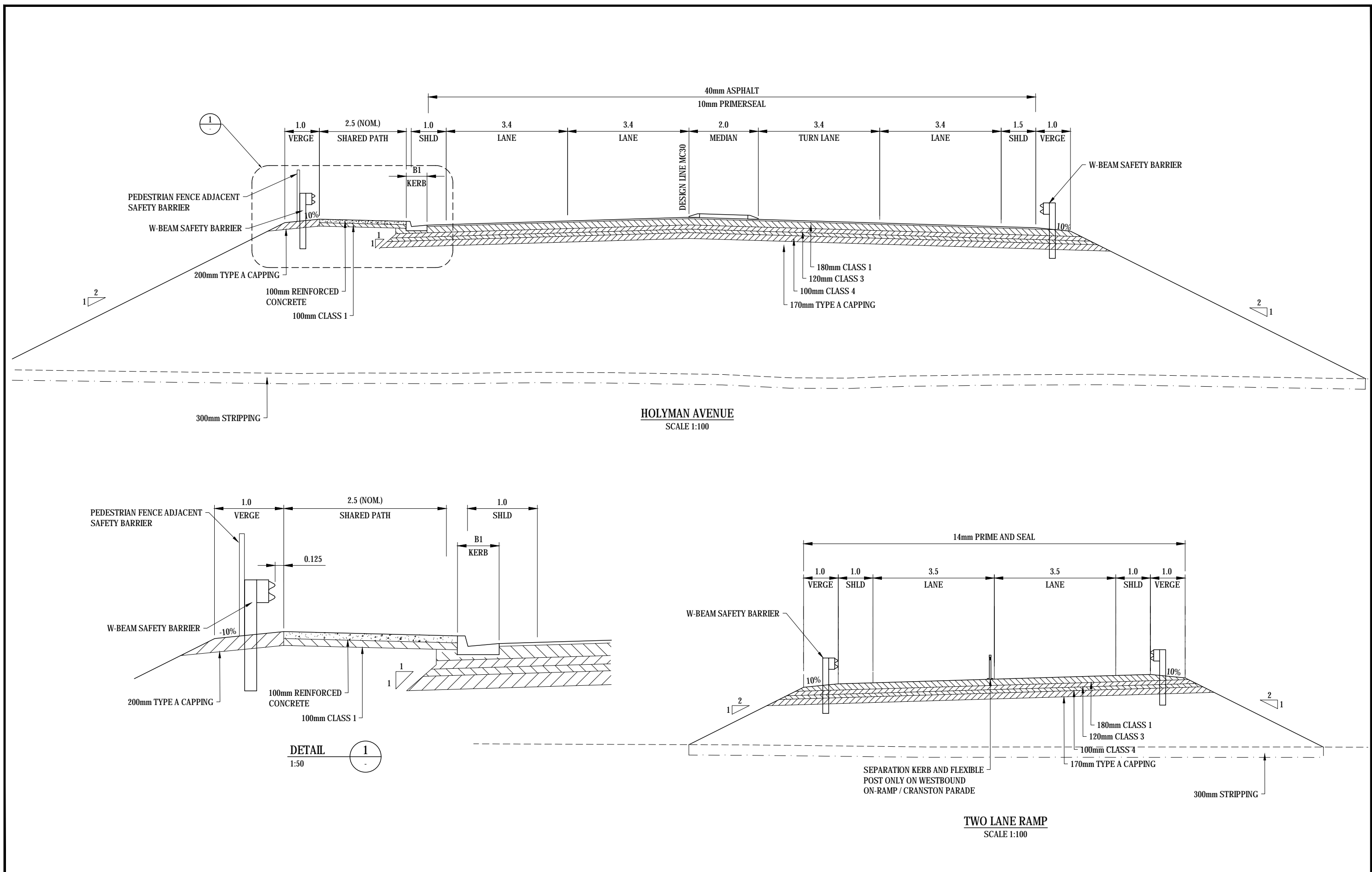
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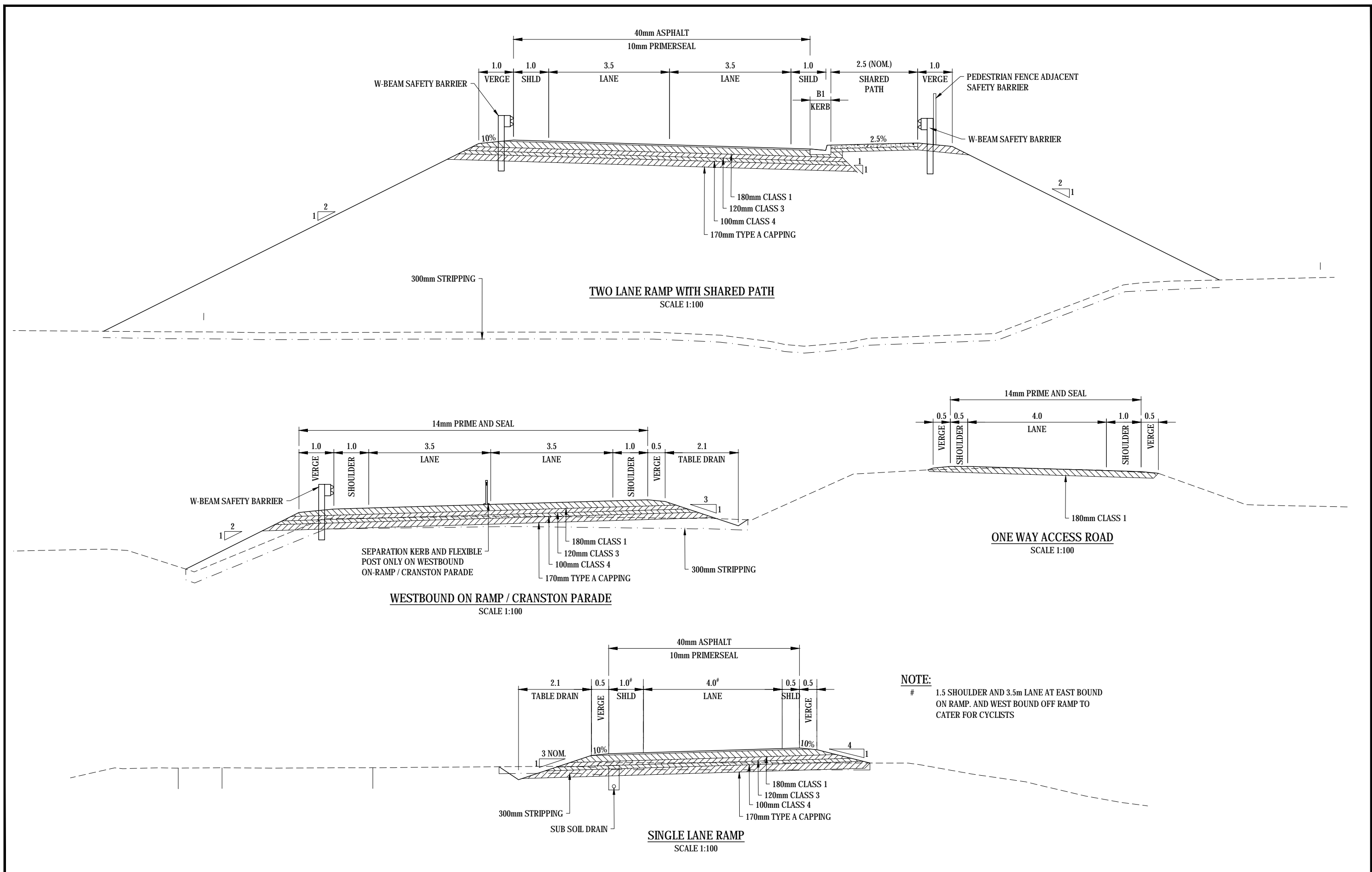
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TR 157366/100
LGA SUBDIVISION ROAD
CLARENCE CITY COUNCIL



TR 54470/1
ACQUIRED ROAD
THE CROWN

TR 54471/1
SUBDIVISION ROAD
THE CROWN

◀ H O B A R T

TASMAN HWY (MCW0)

2448 634

2460

LIMIT OF WORKS 2480

MATCH TO EXISTING AT
CH.2510 (MCW0).

PROVIDE NEW W-BEAM
SAFETY BARRIER

EXISTING W-BEAM SAFETY
BARRIER TO BE REMOVED

S O R E L L

TR 146586/5
PETER HOOKWAY
TAMZIN PETA HOOKWAY

TR 146586/6
TAMZIN PETA HOOKWAY
STIRLING MATHEW HOOKWAY

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REVIEWED	D.CONLEY

Department of State Growth
TASMAN HIGHWAY (A0113) HOBART AIRPORT INTERCHANGE
TASMAN HIGHWAY GENERAL ARRANGEMENT - DRG 1 OF 16

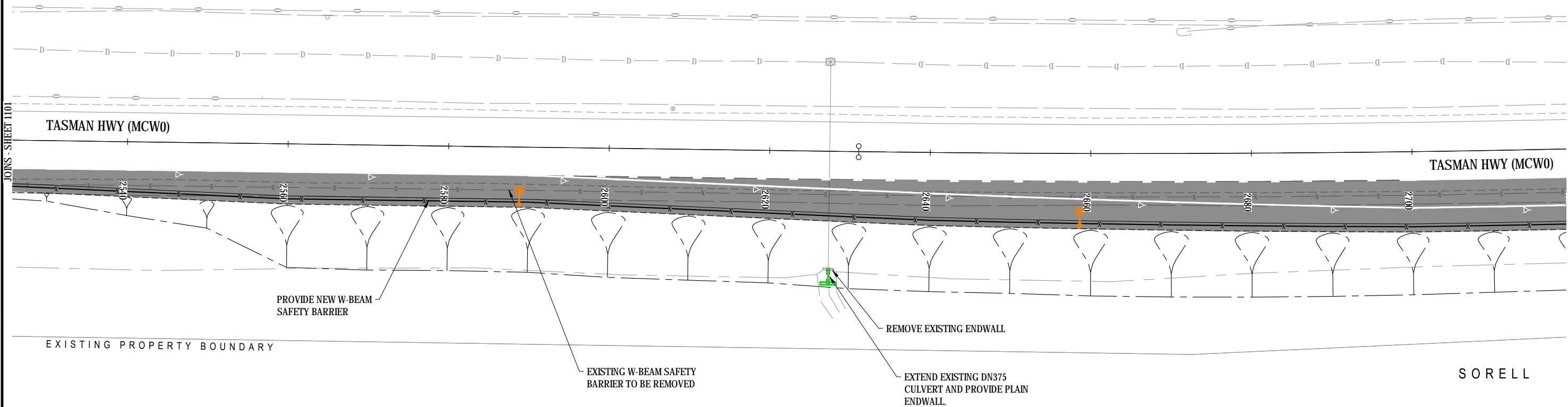
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TR 157366/100
LGA SUBDIVISION ROAD
CLARENCE CITY COUNCIL



TR 54471/1
SUBDIVISION ROAD
THE CROWN

◀ HOBART



SORELL

TR 146586/6
TAMZIN PETA HOOKWAY
STIRLING MATHEW HOOKWAY

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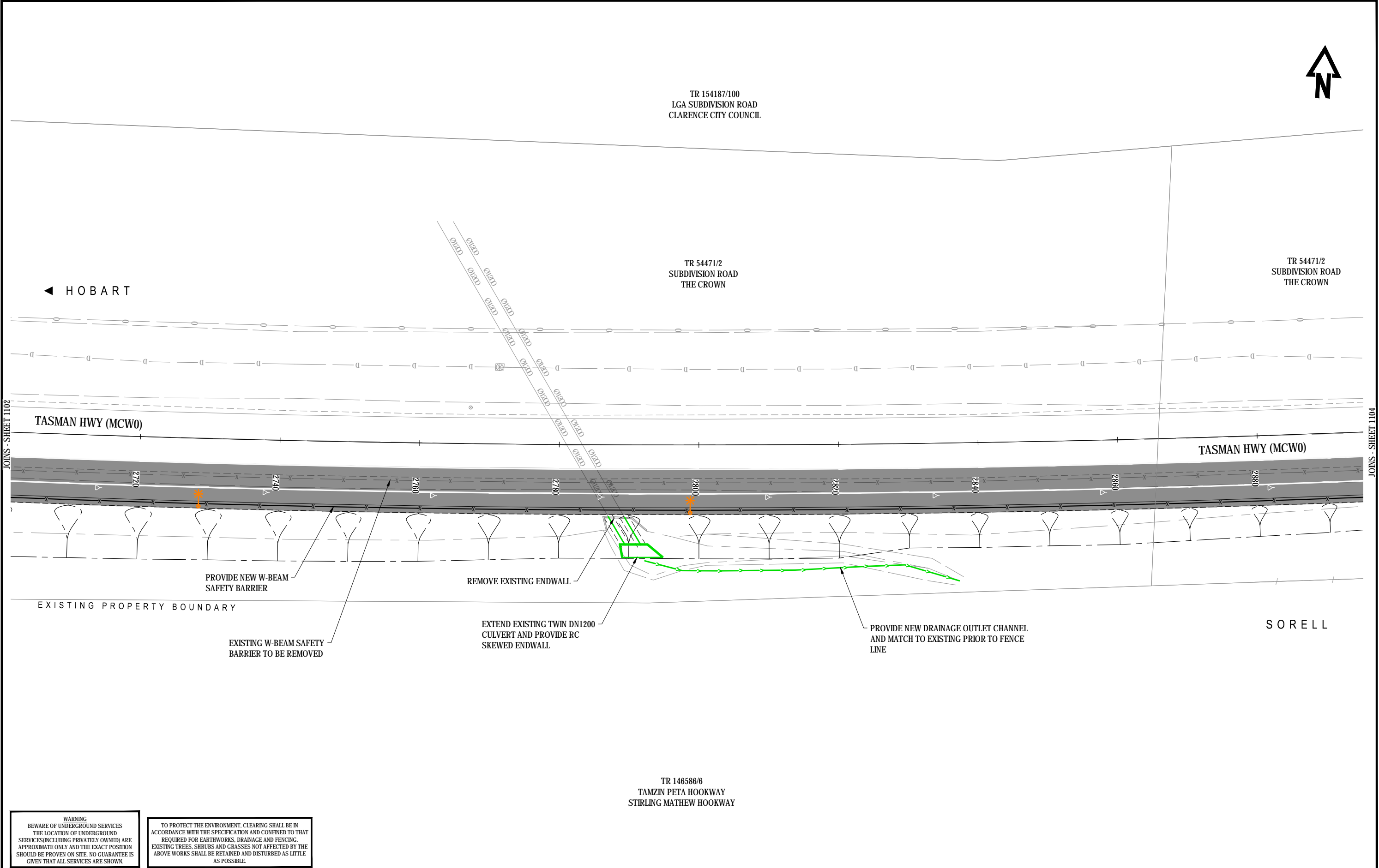
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TASMAN HIGHWAY (A0113) HOBART AIRPORT INTERCHANGE
TASMAN HIGHWAY GENERAL ARRANGEMENT - DRG 2 OF 16

CONTRACT No. 2960	DRAWING HB17138-C1102	PRINTED DATE 06-Feb-18, 2:41 PM	SHEET No. 1102
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TASMAN HIGHWAY (A0113)

HOBART AIRPORT INTERCHANGE

TASMAN HIGHWAY

GENERAL ARRANGEMENT - DRG 3 OF 16

CONTRACT No. 2960	DRAWING HB17138-C1103	PRINTED DATE 06-Feb-18, 2:41 PM	SHEET No. 1103
REGISTRATION NUMBER A0113.023			REVISION A

TR 154187/100
LGA SUBDIVISION ROAD
CLARENCE CITY COUNCIL



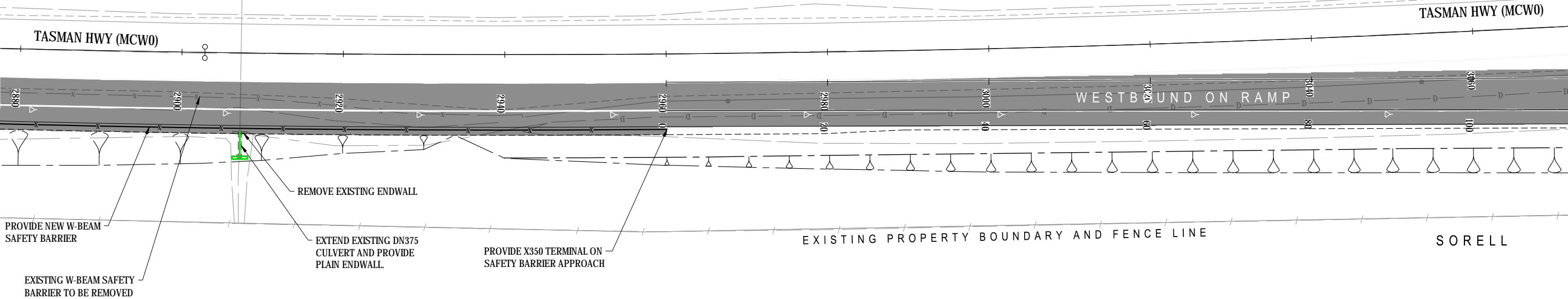
TR 54471/2
SUBDIVISION ROAD
THE CROWN

TR 54471/2
SUBDIVISION ROAD
THE CROWN

◀ H O B A R T

JOINS - SHEET 1103

JOINS - SHEET 1105



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Department of State Growth

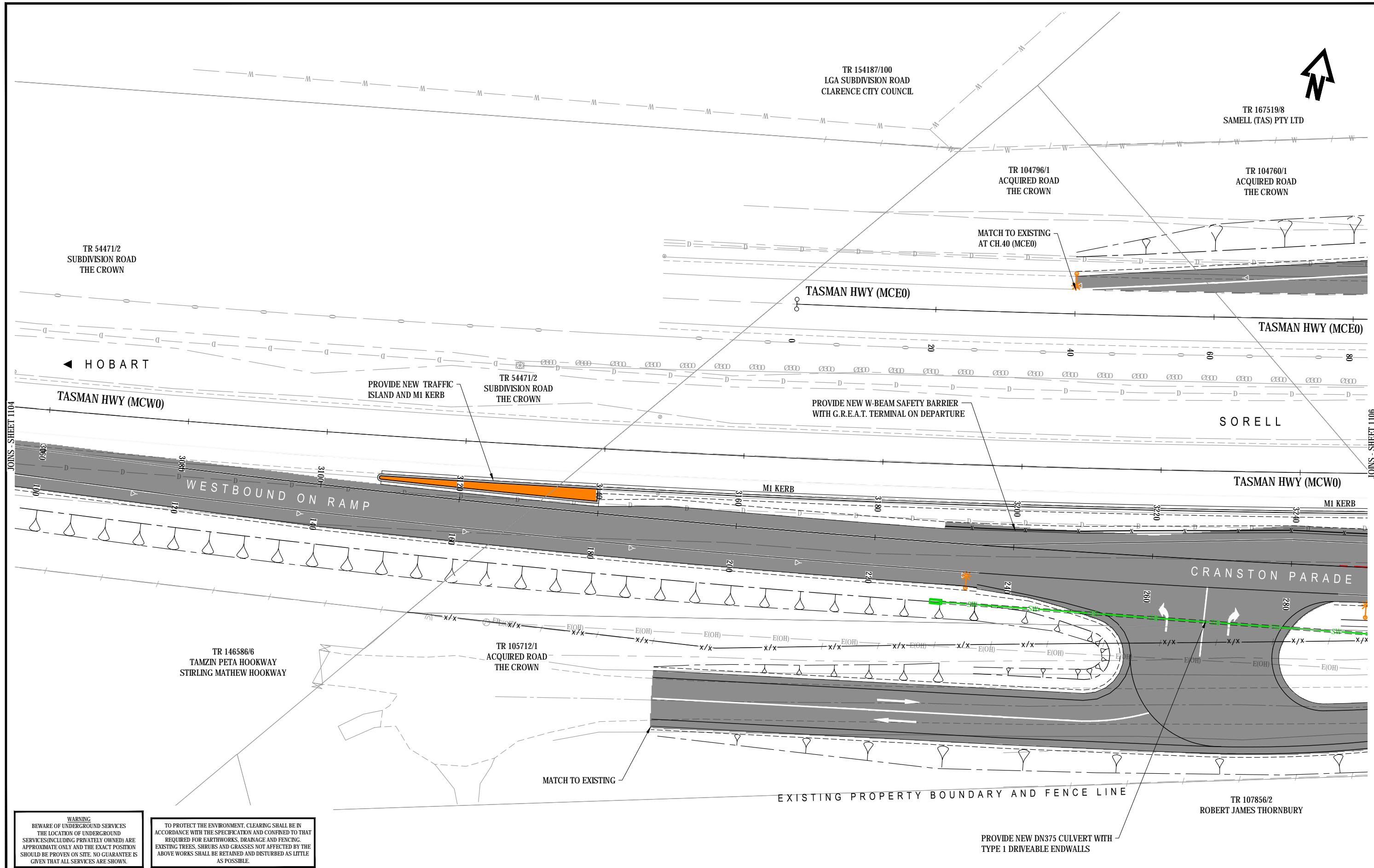
TASMAN HIGHWAY (A0113)

HOBART AIRPORT INTERCHANGE

TASMAN HIGHWAY

GENERAL ARRANGEMENT - DRG 4 OF 16

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REGISTRATION NUMBER A0113.023			REVISION A



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A	PRELIMINARY DESIGN	D.C	01/02/2018

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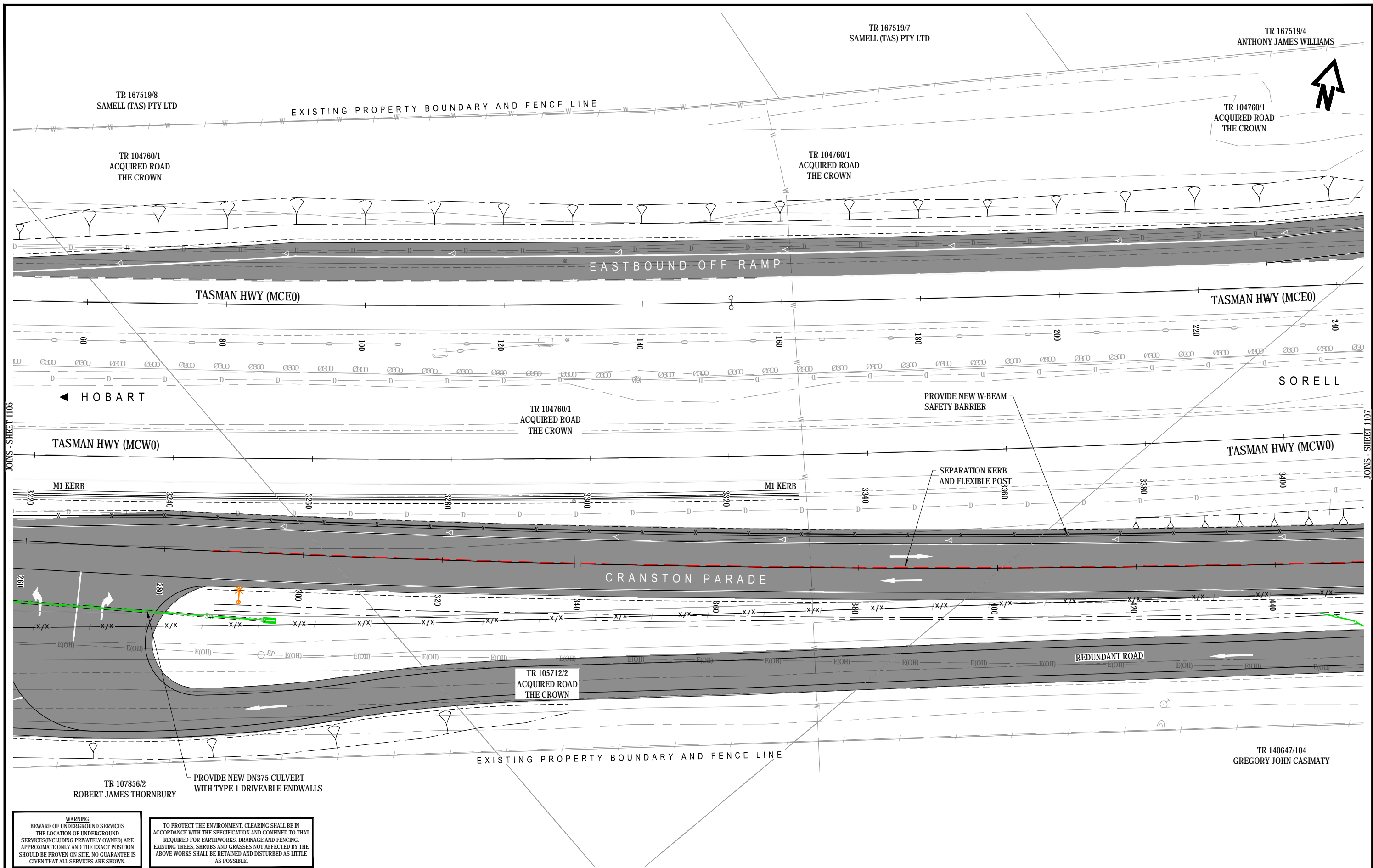
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Department of State Growth
TASMAN HIGHWAY (A0113)
HOBART AIRPORT INTERCHANGE
TASMAN HIGHWAY
GENERAL ARRANGEMENT - DRG 5 OF 16

CONTRACT No. 2960	DRAWING HB17138-C1105	PRINTED DATE 06-Feb-18, 2:42 PM	SHEET No. 1105
REGISTRATION NUMBER A0113.023			REVISION B



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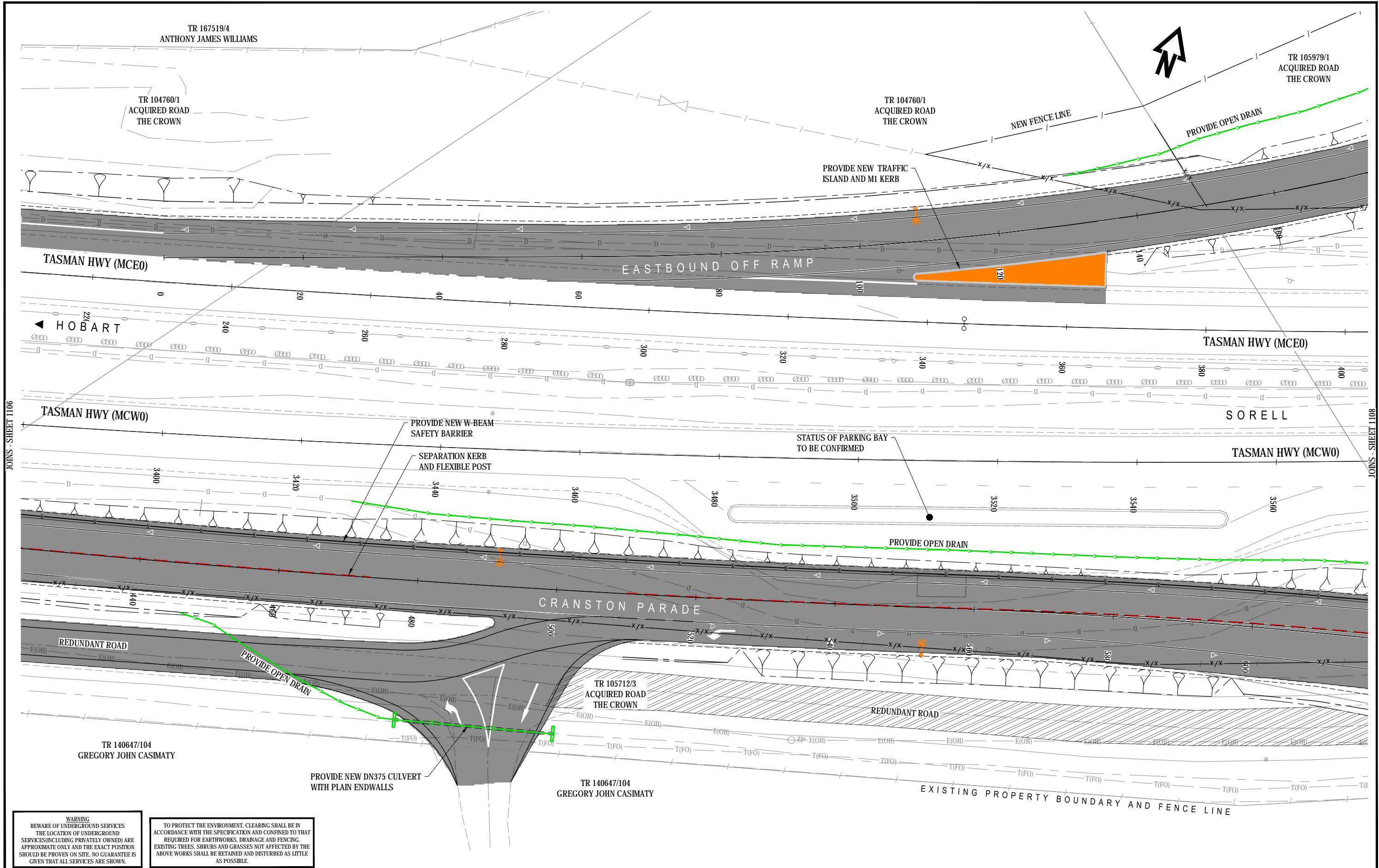
TASMAN HIGHWAY (A0113)

HOBART AIRPORT INTERCHANGE

TASMAN HIGHWAY

GENERAL ARRANGEMENT - DRG 6 OF 16

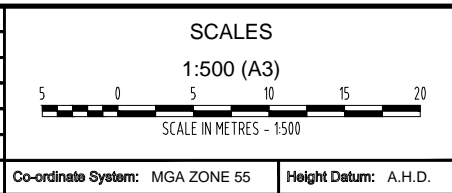
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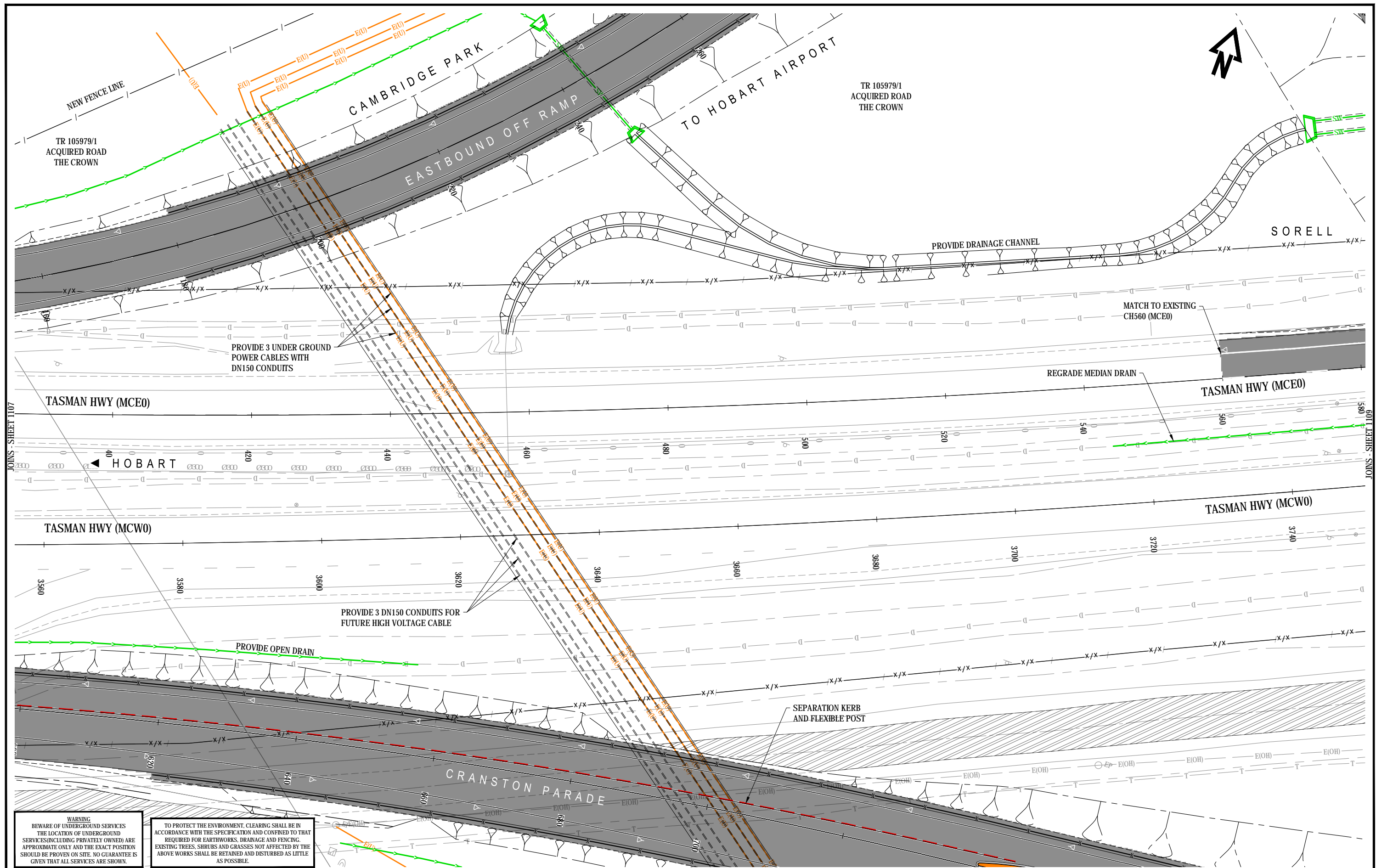
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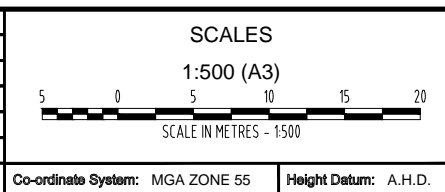
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Department of State Growth
TASMAN HIGHWAY (A0113)
HOBART AIRPORT INTERCHANGE
TASMAN HIGHWAY
GENERAL ARRANGEMENT - DRG 7 OF 16

CONTRACT No. 2960	DRAWING HB17138-C1107	PRINTED DATE 06-Feb-18, 2:42 PM	SHEET No. 1107 REVISION B
REGISTRATION NUMBER A0113.023			



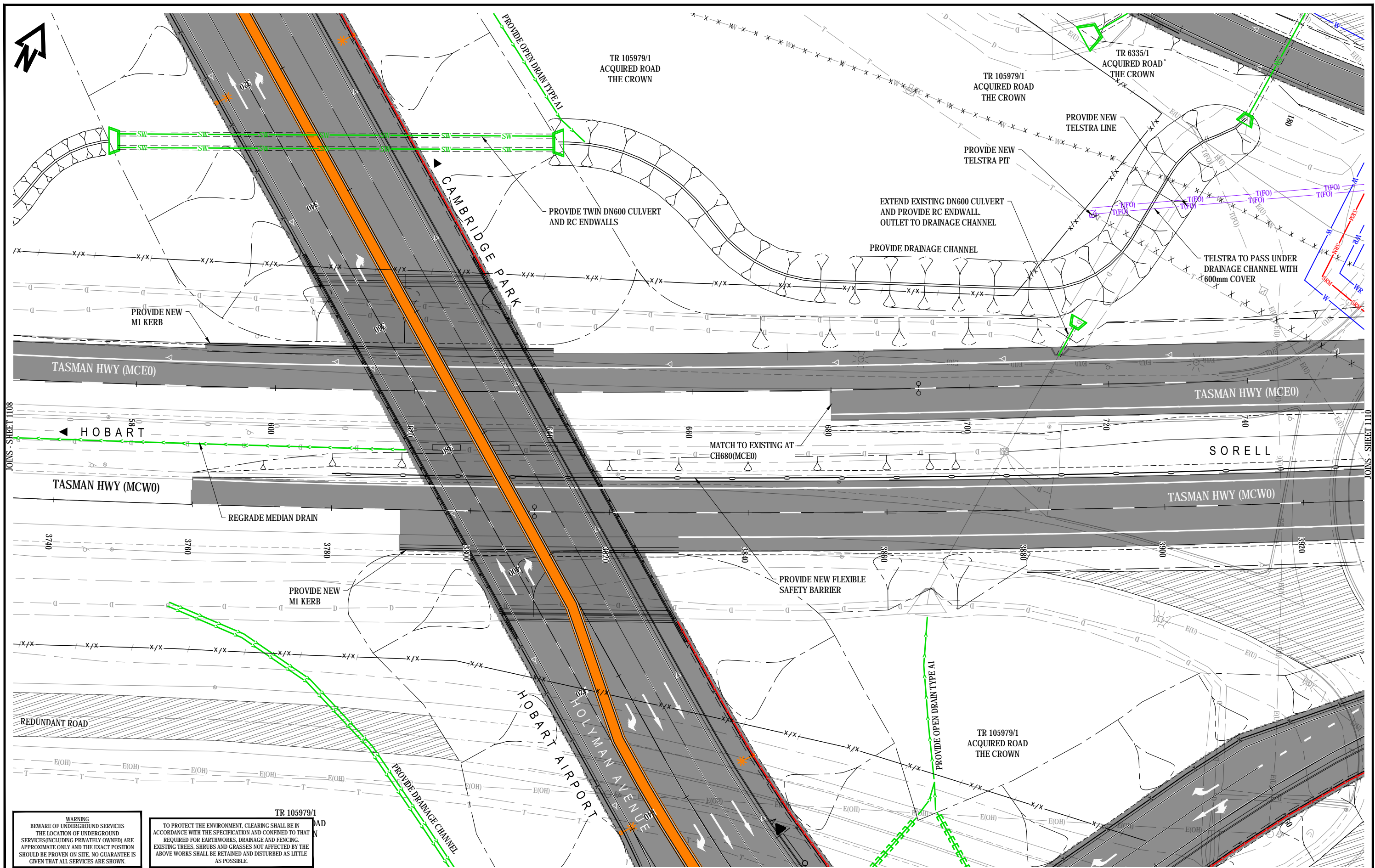
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Department of State Growth
TASMAN HIGHWAY (A0113)
HOBART AIRPORT INTERCHANGE
TASMAN HIGHWAY
GENERAL ARRANGEMENT - DRG 8 OF 16

CONTRACT No. 2960	DRAWING HB17138-C1108	PRINTED DATE 06-Feb-18, 2:42 PM	SHEET No. 1108
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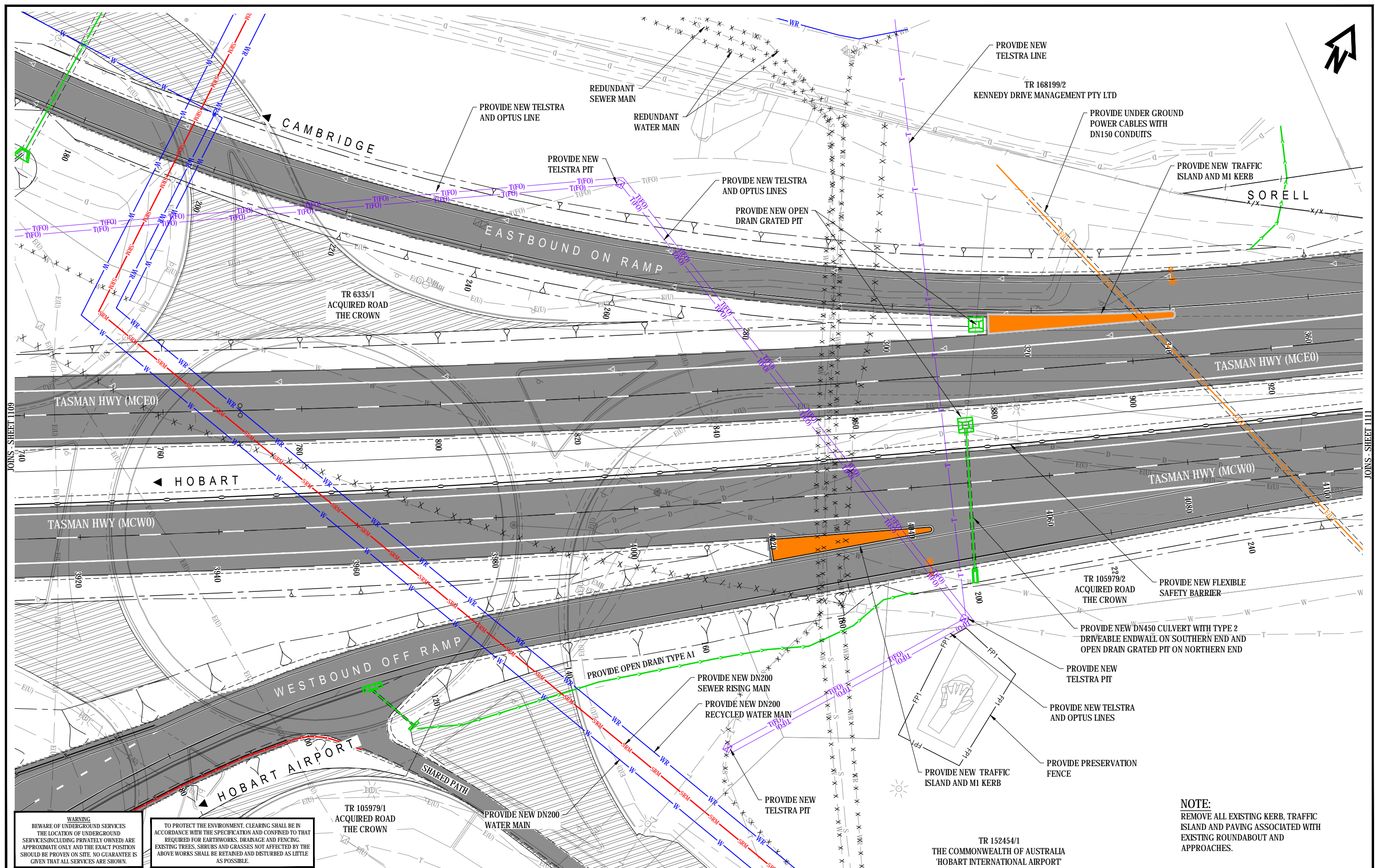
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No.	Amendment Description	Initials	Date
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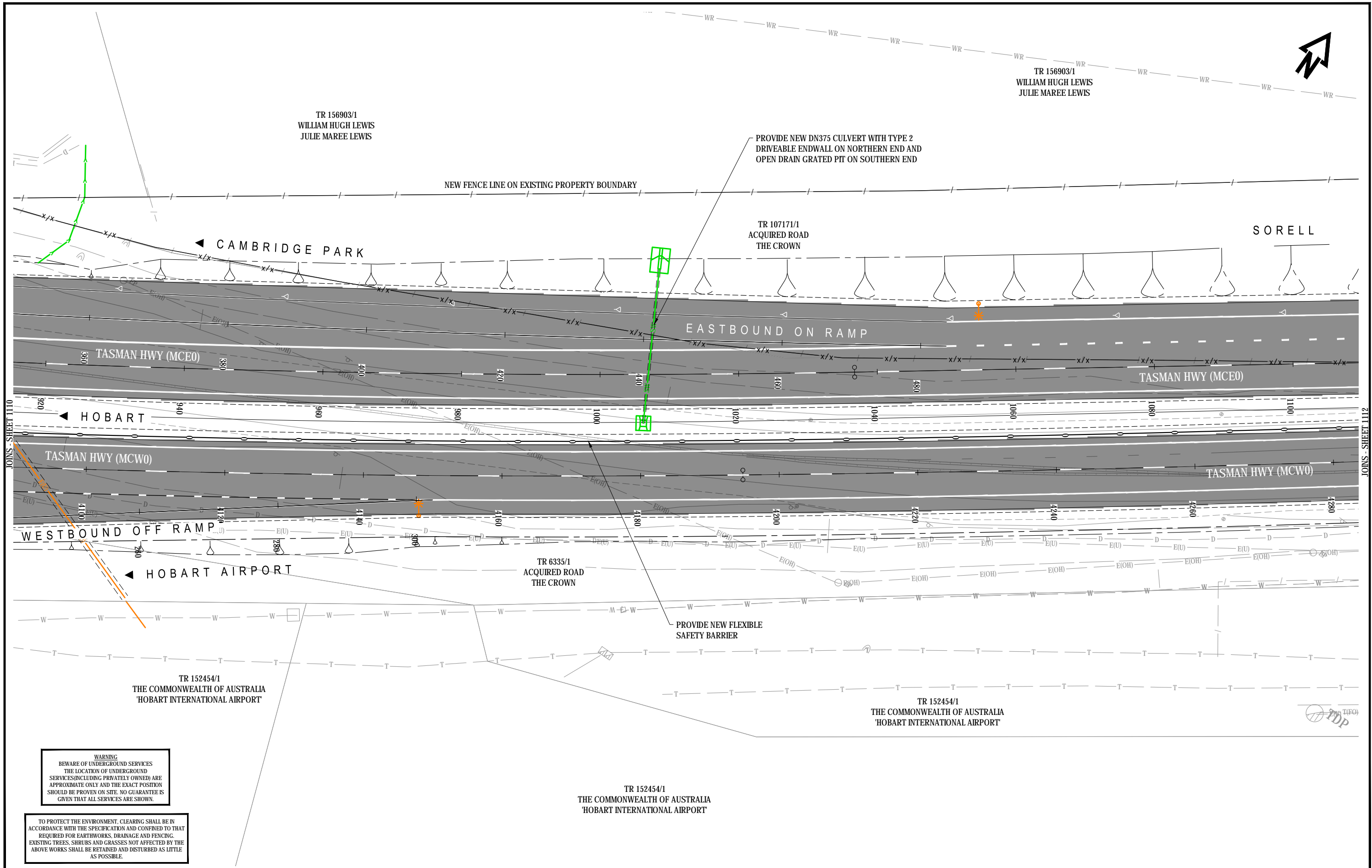
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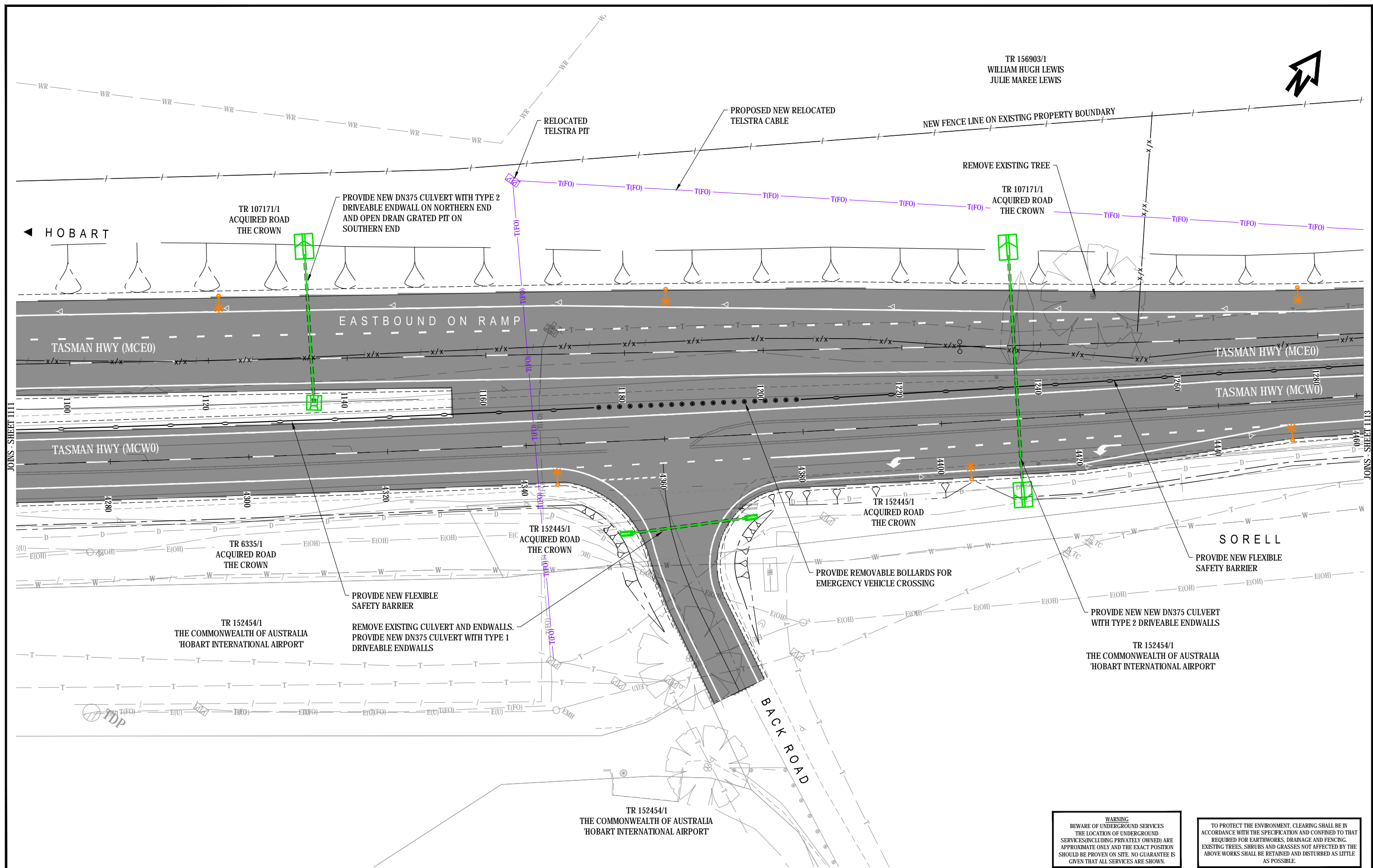
DESIGNED F.S./E.F.	REVIEWED D.CONLEY

Department of State Growth
TASMAN HIGHWAY (A0113)
HOBART AIRPORT INTERCHANGE
TASMAN HIGHWAY
GENERAL ARRANGEMENT - DRG 9 OF 16

CONTRACT No. 2960	DRAWING HB17138-C1109	PRINTED DATE 06-Feb-18, 2:42 PM	SHEET No. 1109
REGISTRATION NUMBER A0113.023			REVISION A







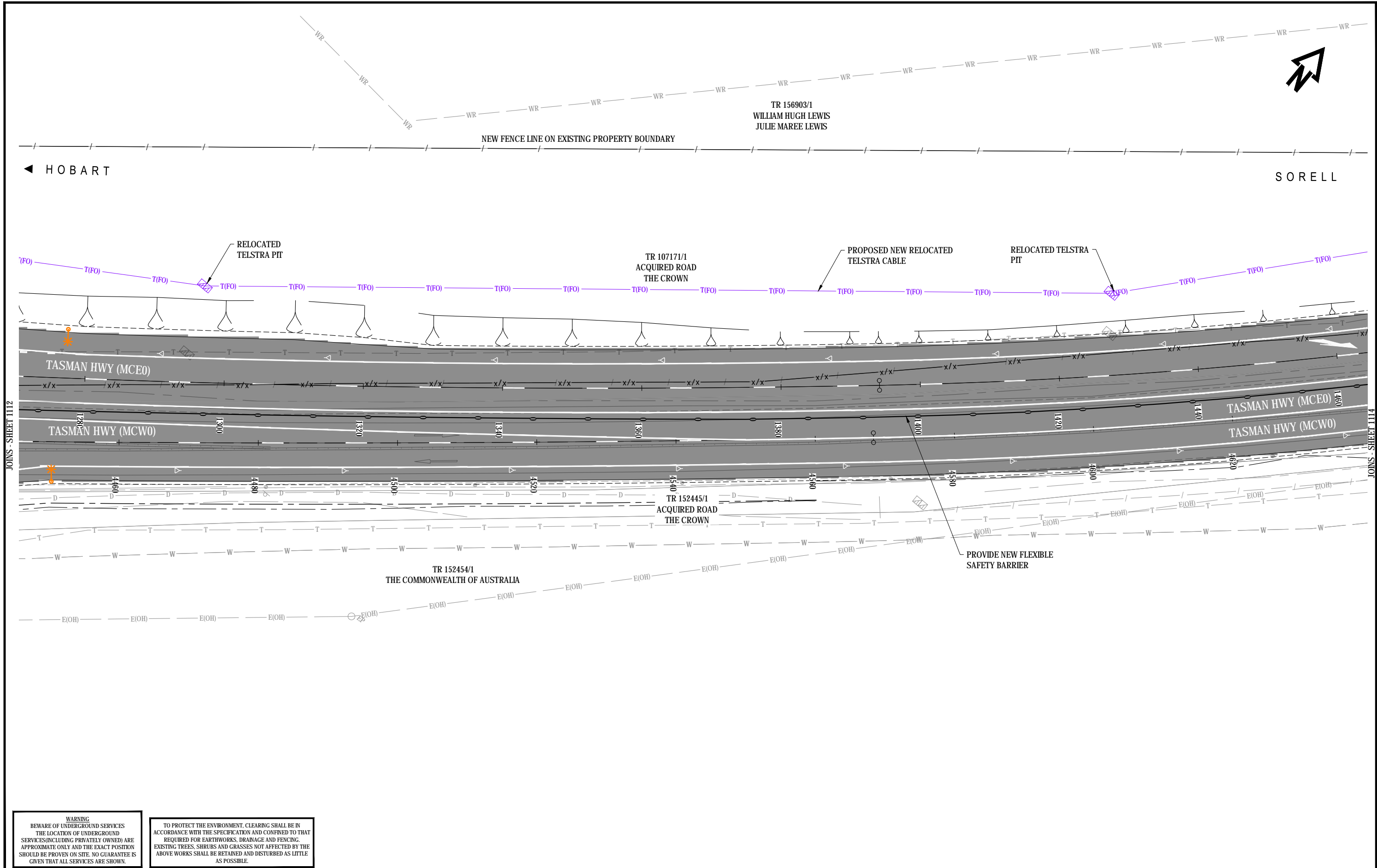
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No.	Amendment Description	Initials	Date
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SCALES	
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SCALE IN METRES - 1:500	
Co-ordinate System:	MGA ZONE 55
Height Datum:	A.H.D.

DESIGNED	F.S./E.F.
REVIEWED	D.CONLEY

Department of State Growth
TASMAN HIGHWAY (A0113)
HOBART AIRPORT INTERCHANGE
TASMAN HIGHWAY
GENERAL ARRANGEMENT - DRG 12 OF 16

CONTRACT No.	2960	DRAWING	HB17138-C1112	PRINTED DATE	06-Feb-18, 2:43 PM	SHEET No.	1112
REGISTRATION NUMBER						REVISION A	
A0113.023							




WARNING
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A	PRELIMINARY DESIGN	D.C	01/02/2018
No.	Amendment Description	Initials	Date
A3 original	This sheet may be prepared using colour and may be incomplete if copied		

SCALES



1:500 (A3)



SCALE IN METRES - 1:500

Co-ordinate System: MGA ZONE 55

Height Datum: A.H.D.



DESIGNED F.S./E.F.

REVIEWED D.CONLEY

Department of State Growth

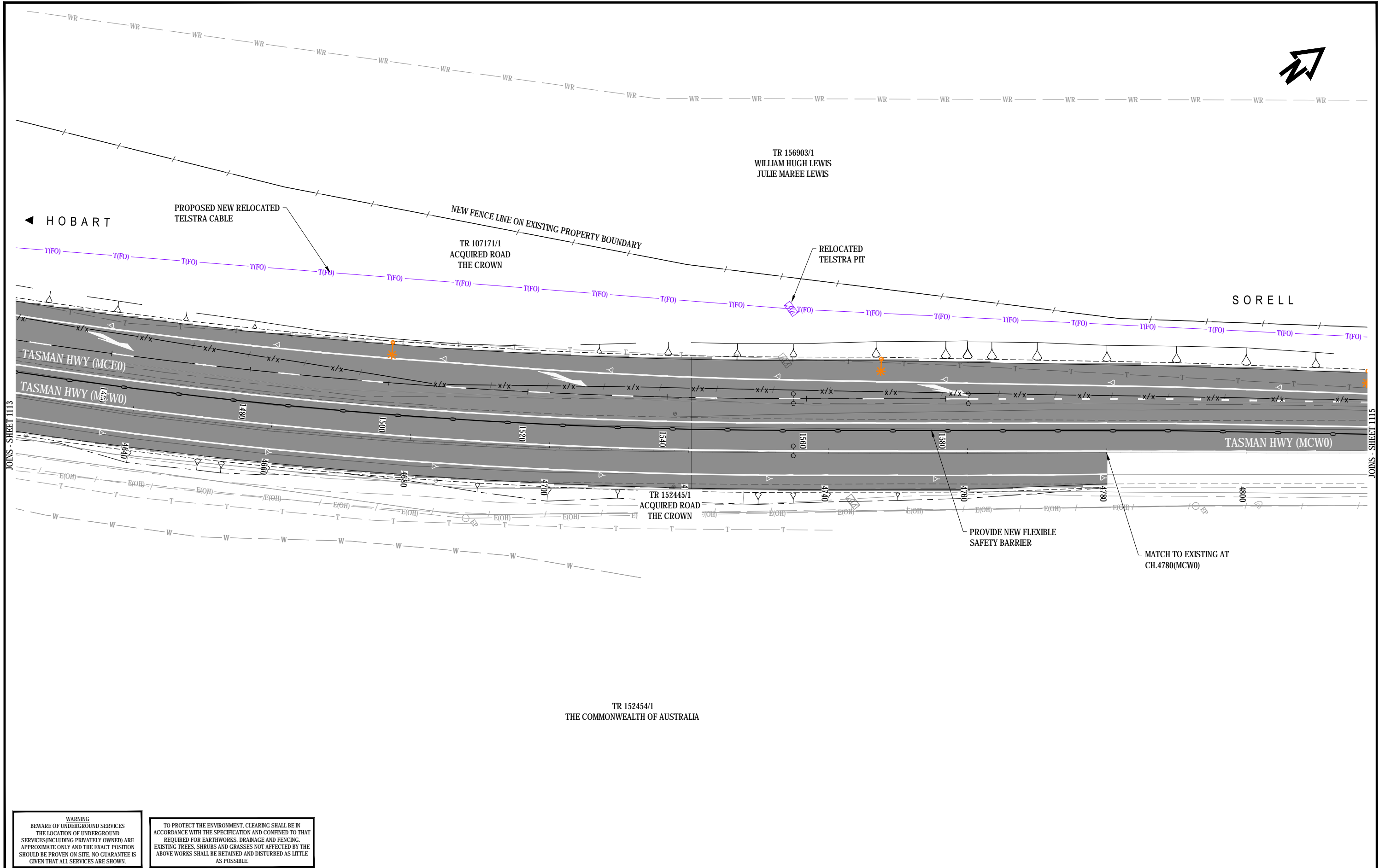
TASMAN HIGHWAY (A0113)

HOBART AIRPORT INTERCHANGE

TASMAN HIGHWAY

GENERAL ARRANGEMENT - DRG 13 OF 16

CONTRACT No. 2960	DRAWING HB17138-C1113	PRINTED DATE 06-Feb-18, 2:43 PM	SHEET No. 1113
REGISTRATION NUMBER A0113.023			REVISION A



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SCALE IN METRES - 1:500	
Co-ordinate System:	MGA ZONE 55
Height Datum:	A.H.D.

DESIGNED	F.S./E.F.
REVIEWED	D.CONLEY

Department of State Growth
TASMAN HIGHWAY (A0113)
HOBART AIRPORT INTERCHANGE
TASMAN HIGHWAY
GENERAL ARRANGEMENT - DRG 14 OF 16

CONTRACT No. 2960	DRAWING HB17138-C1114	PRINTED DATE 06-Feb-18, 2:43 PM	SHEET No. 1114
REGISTRATION NUMBER A0113.023			REVISION A



◀ HOBART

RELOCATED TELSTRA
PIT

NEW PROPERTY BOUNDARY AND FENCE LINE

TR 107171/1
ACQUIRED ROAD
THE CROWN

TR 136915/2
ACQUIRED ROAD
THE CROWN

TASMAN HWY (MCW0)

TASMAN HWY (MCW0)

TR 152445/1
ACQUIRED ROAD
THE CROWN

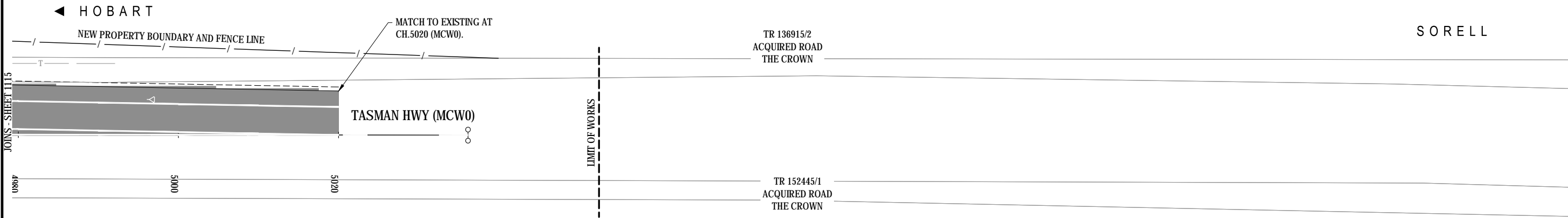
TR 152454/1
THE COMMONWEALTH OF AUSTRALIA

TO PROTECT THE ENVIRONMENT, CLEARING SHALL BE IN ACCORDANCE WITH THE SPECIFICATION AND CONFINED TO THAT REQUIRED FOR EARTHWORKS, DRAINAGE AND FENCING. EXISTING TREES, SHRUBS AND GRASSES NOT AFFECTED BY THE ABOVE WORKS SHALL BE RETAINED AND DISTURBED AS LITTLE AS POSSIBLE.

Agenda Attachments - Tasman Highway / Hobart International Airport Interchange Page 22 of 59




TR 156903/1
WILLIAM HUGH LEWIS
JULIE MAREE LEWIS

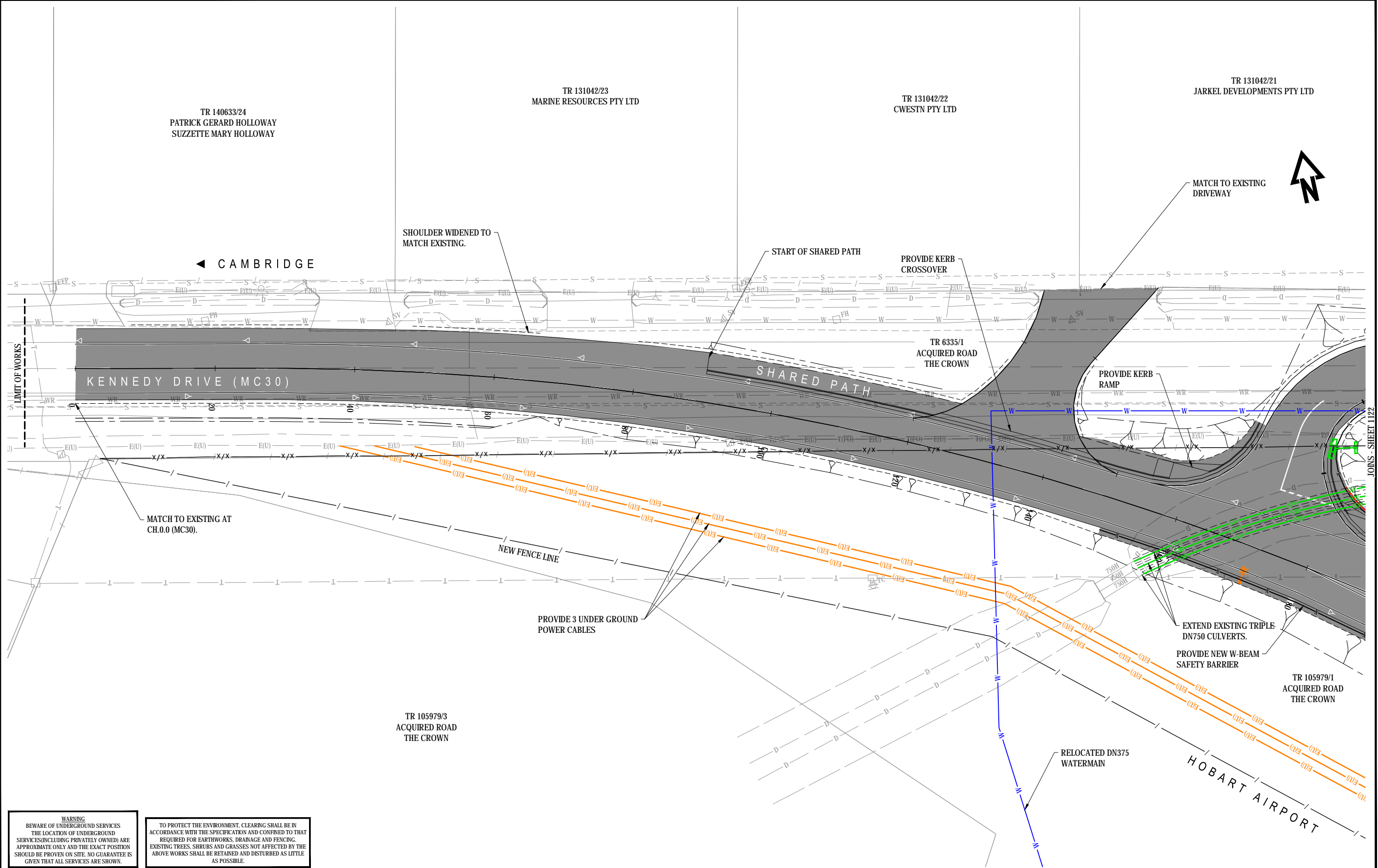


TR 152454/1
THE COMMONWEALTH OF AUSTRALIA

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			SCALES 1:500 (A3)  SCALE IN METRES - 1:500		 		Department of State Growth		CONTRACT No. 2960	DRAWING HB17138-C1116	PRINTED DATE 06-Feb-18, 2:44 PM	SHEET No. 1116		
					DESIGNED F.S./E.F. REVIEWED D.CONLEY		TASMAN HIGHWAY (A0113) HOBART AIRPORT INTERCHANGE - TASMAN HIGHWAY GENERAL ARRANGEMENT - DRG 16 OF 16		REGISTRATION NUMBER A0113.023				REVISION A	
A	PRELIMINARY DESIGN	D.C	01/02/2018											
No.	Amendment Description	Initials	Date											
A3 original	This sheet may be prepared using colour and may be incomplete if copied			Co-ordinate System: MGA ZONE 55		Height Datum: A.H.D.								



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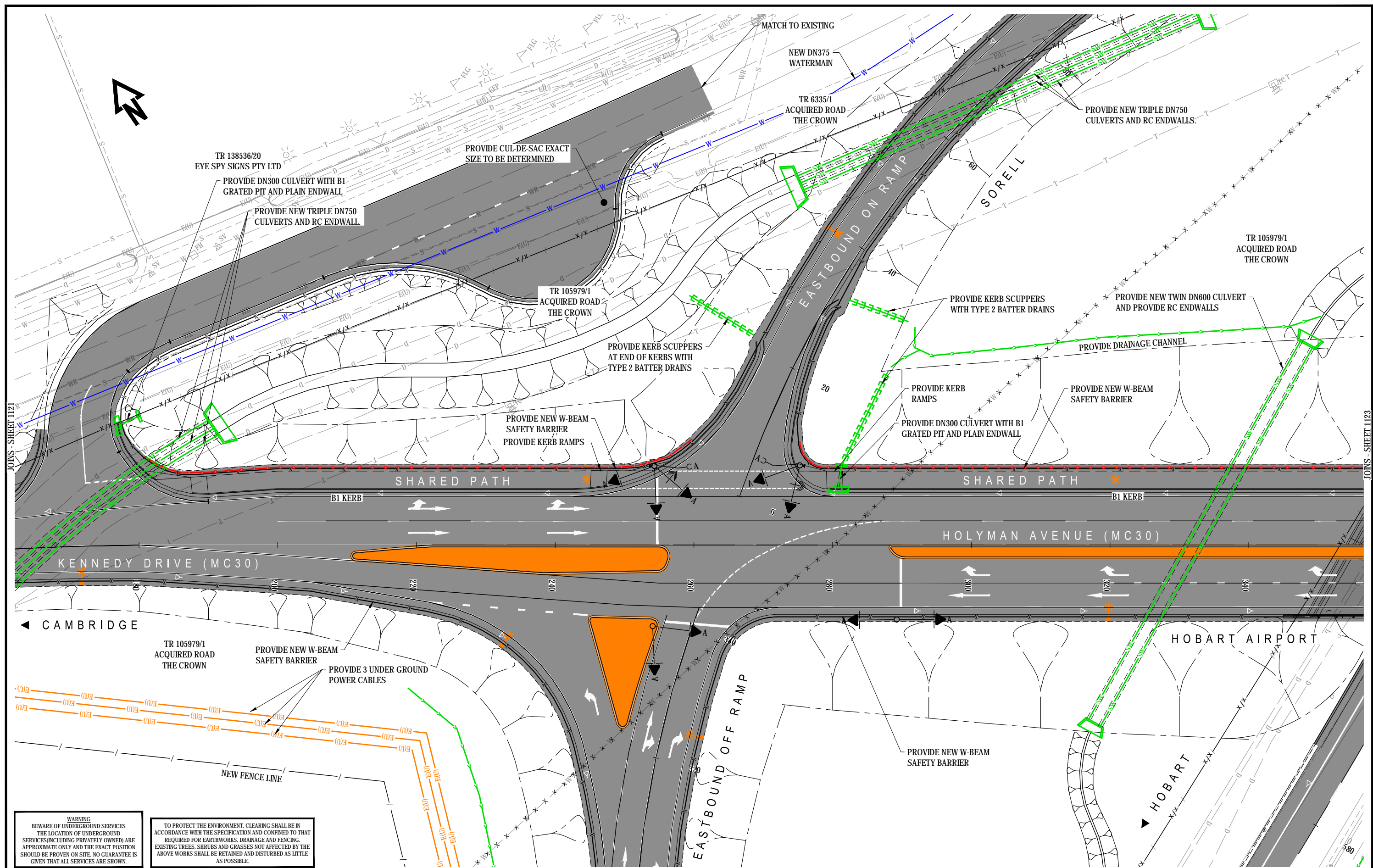
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No.	Amendment Description	Initials	Date
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SCALE IN METRES - 1:500	
Co-ordinate System:	MGA ZONE 55
Height Datum:	A.H.D.

DESIGNED	F.S./E.F.
REVIEWED	D.CONLEY

Department of State Growth
TASMAN HIGHWAY (A0113)
HOBART AIRPORT INTERCHANGE
HOLYMAN AVENUE
GENERAL ARRANGEMENT - DRG 1 OF 6

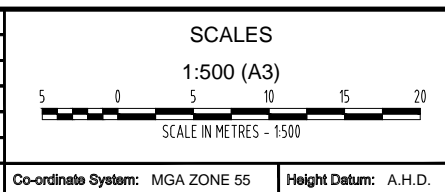
CONTRACT No. 2960	DRAWING HB17138-C1121	PRINTED DATE 06-Feb-18, 2:44 PM	SHEET No. 1121
REGISTRATION NUMBER A0113.023			REVISION A



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No.	Amendment Description	Initials	Date
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REVIEWED D.CONLEY

Department of State Growth

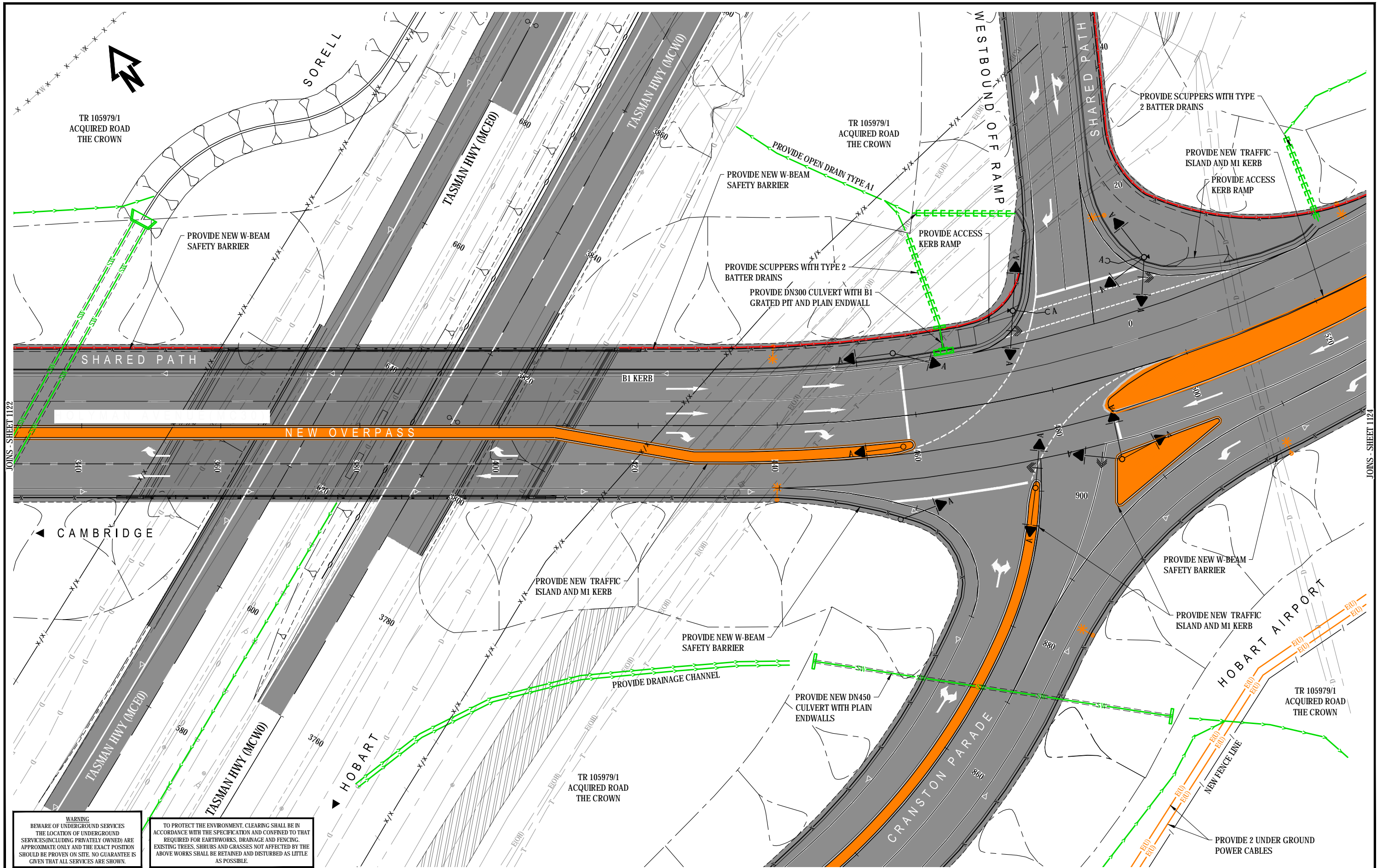
TASMAN HIGHWAY (A0113)

HOBART AIRPORT INTERCHANGE

HOLYMAN AVENUE

GENERAL ARRANGEMENT - DRG 2 OF 6

CONTRACT No. 2960	DRAWING HB17138-C1122	PRINTED DATE 06-Feb-18, 2:44 PM	SHEET No. 1122
REGISTRATION NUMBER A0113.023			REVISION A



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No.	Amendment Description	Initials	Date
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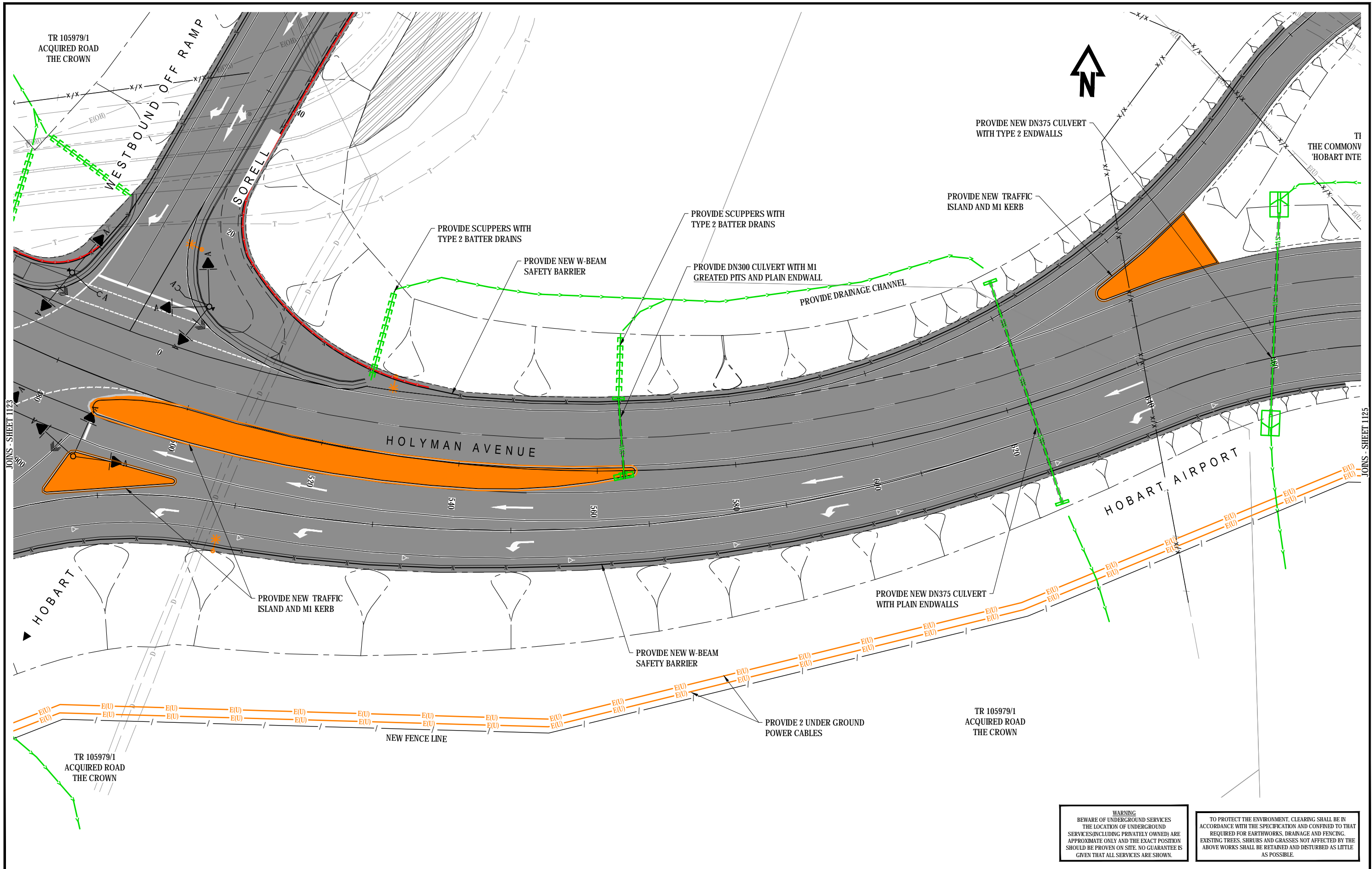
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REVIEWED D.CONLEY

Department of State Growth
TASMAN HIGHWAY (A0113)
HOBART AIRPORT INTERCHANGE
HOLYMAN AVENUE
GENERAL ARRANGEMENT - DRG 3 OF 6

CONTRACT No. 2960	DRAWING HB17138-C1123	PRINTED DATE 06-Feb-18, 2:44 PM	SHEET No. 1123 REVISION A
REGISTRATION NUMBER A0113.023			



WARNING
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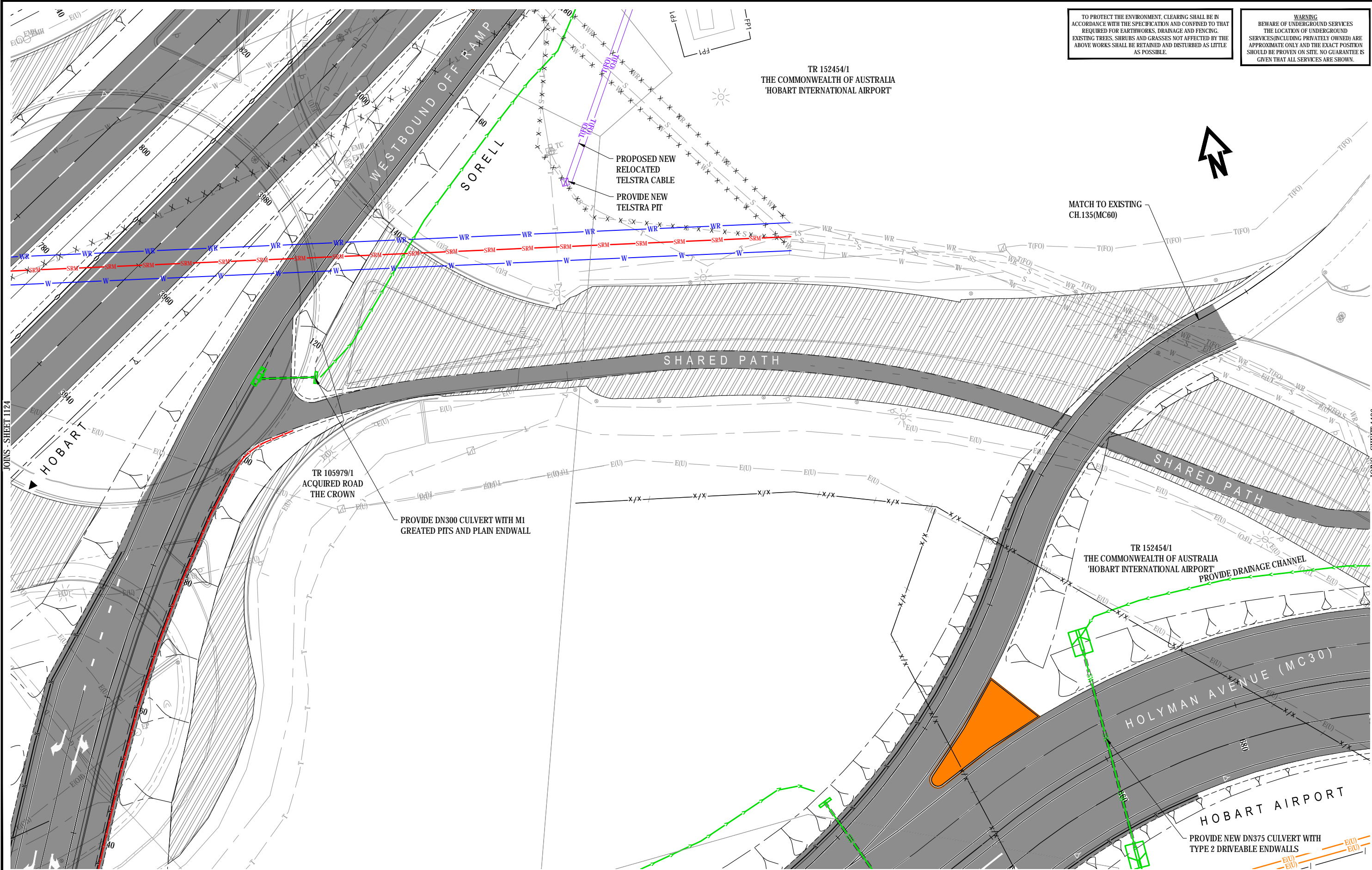
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SCALE IN METRES - 1:500	
Co-ordinate System:	MGA ZONE 55
Height Datum:	A.H.D.

DESIGNED	F.S./E.F.
REVIEWED	D.CONLEY

Department of State Growth
TASMAN HIGHWAY (A0113)
HOBART AIRPORT INTERCHANGE
HOLYMAN AVENUE
GENERAL ARRANGEMENT - DRG 4 OF 6

CONTRACT No. 2960	DRAWING HB17138-C1124	PRINTED DATE 06-Feb-18, 2:45 PM	SHEET No. 1124
REGISTRATION NUMBER A0113.023			REVISION A



TO PROTECT THE ENVIRONMENT, CLEARING SHALL BE IN ACCORDANCE WITH THE SPECIFICATION AND CONFINED TO THAT REQUIRED FOR EARTHWORKS, DRAINAGE AND FENCING. EXISTING TREES, SHRUBS AND GRASSES NOT AFFECTED BY THE ABOVE WORKS SHALL BE RETAINED AND DISTURBED AS LITTLE AS POSSIBLE.

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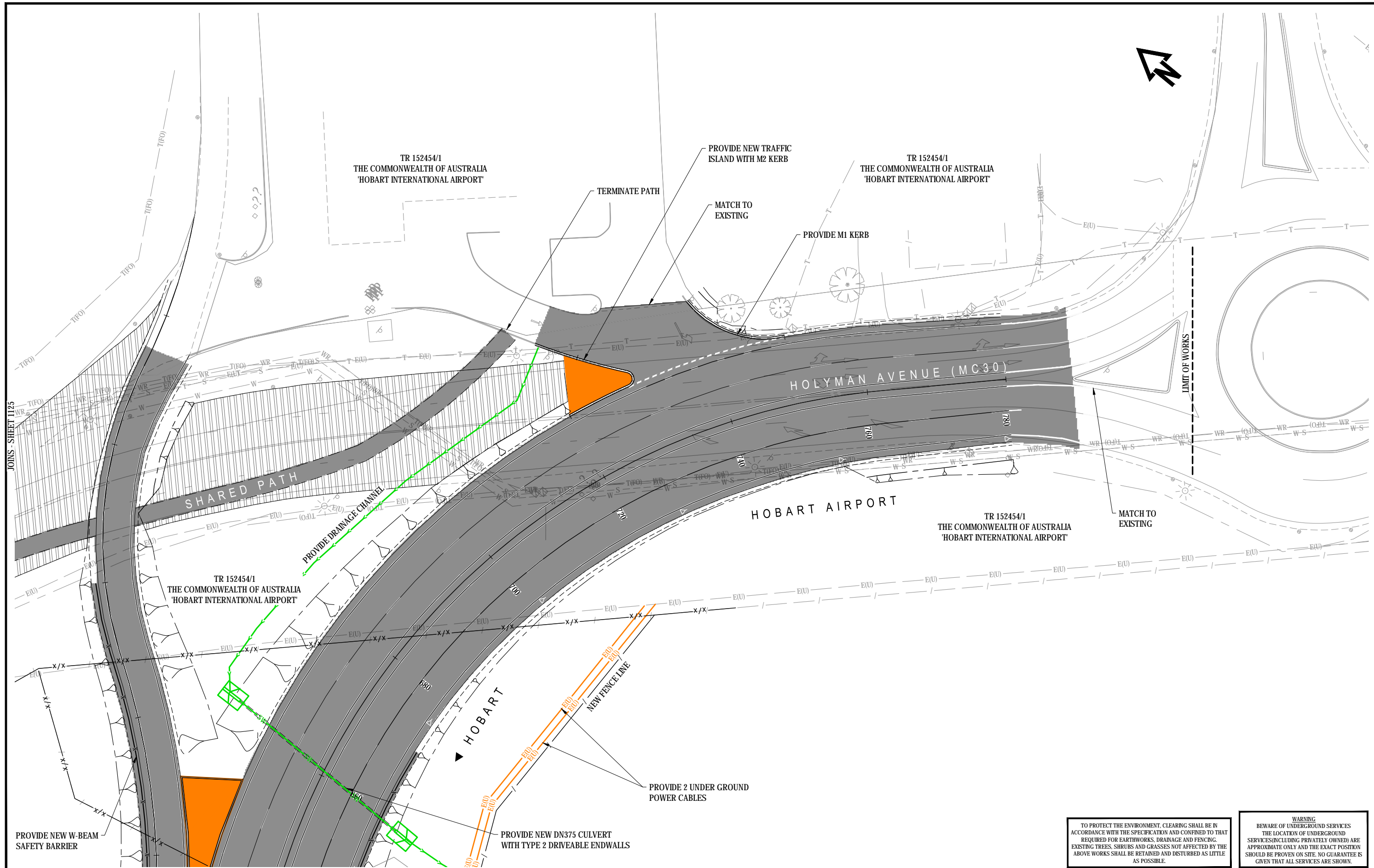
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SCALE IN METRES - 1:500
Co-ordinate System: MGA ZONE 55
Height Datum: A.H.D.

DESIGNED F.S./E.F.	REVIEWED D.CONLEY

Department of State Growth
TASMAN HIGHWAY (A0113)
HOBART AIRPORT INTERCHANGE
HOLYMAN AVENUE
GENERAL ARRANGEMENT - DRG 5 OF 6

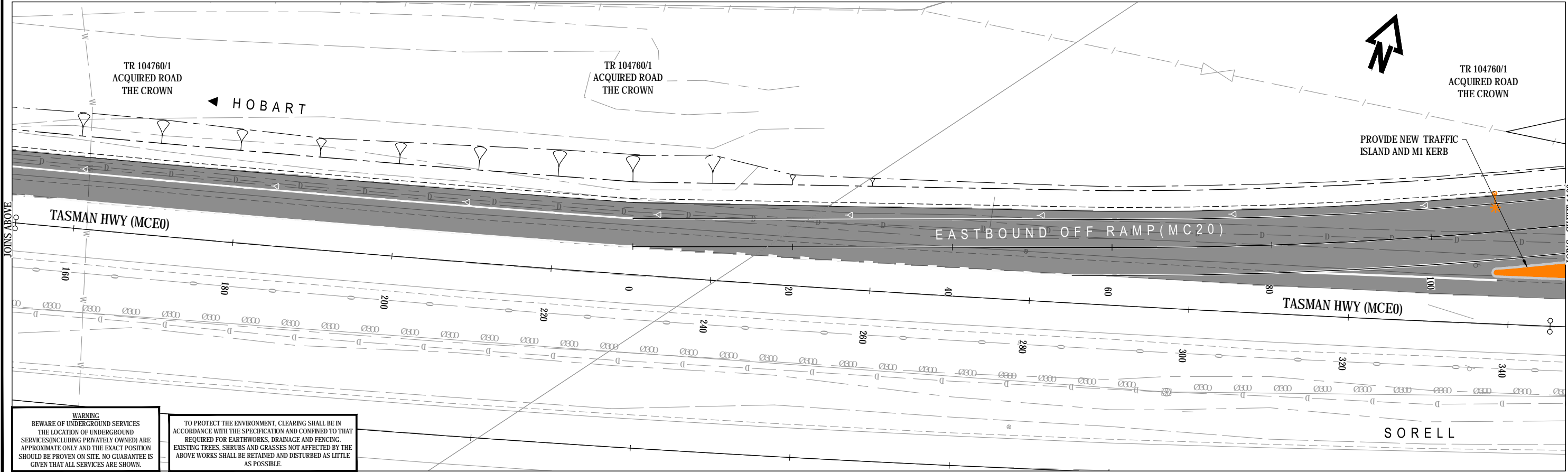
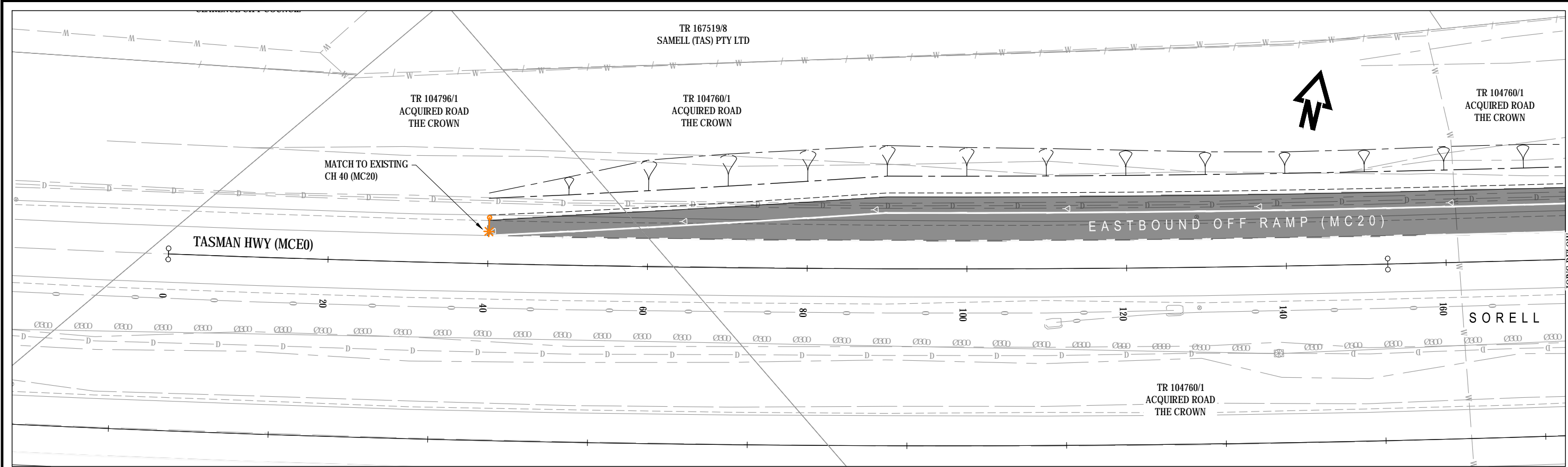
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REGISTRATION NUMBER A0113.023			REVISION A



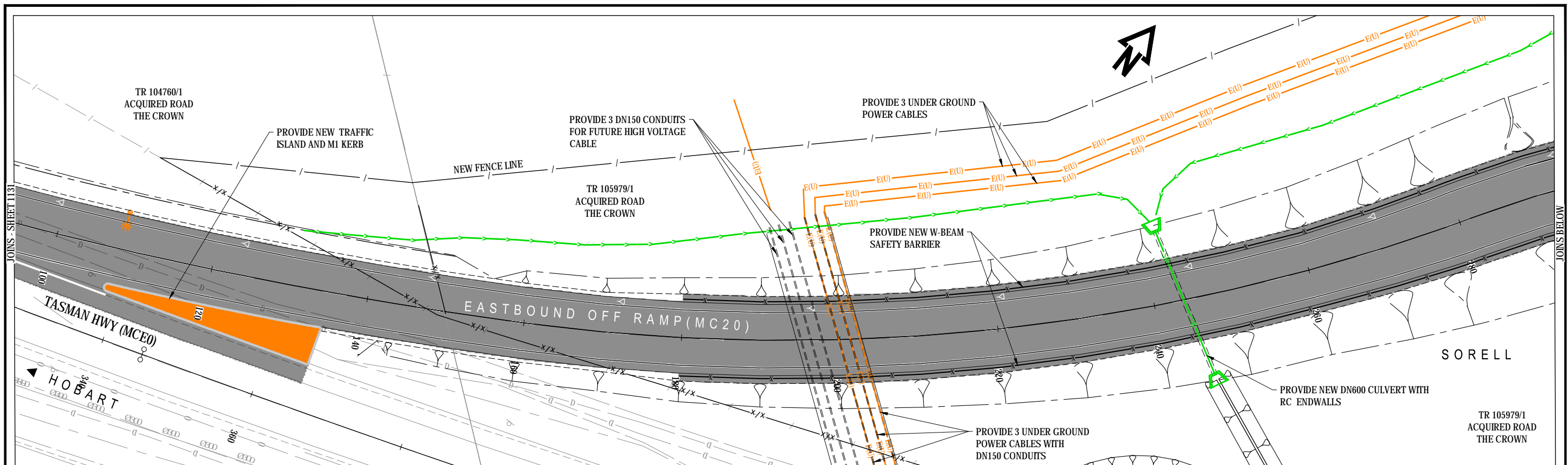
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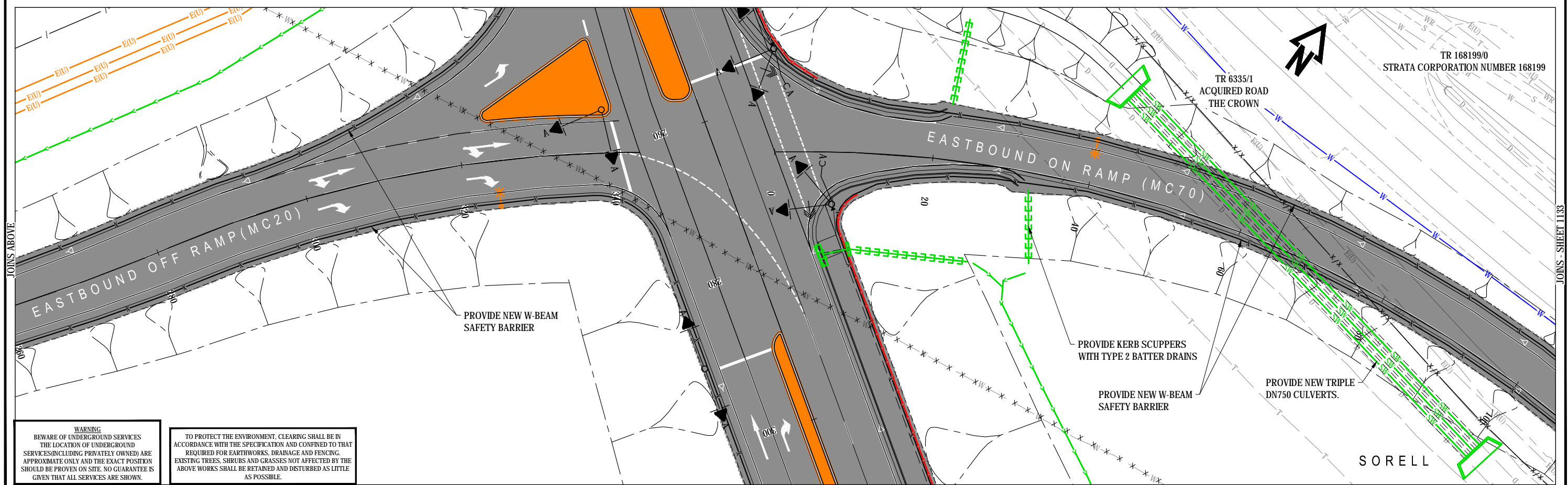
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A	PRELIMINARY DESIGN	D.C	01/02/2018			DESIGNED F.S./E.F. REVIEWED D.CONLEY				REGISTRATION NUMBER A0113.023			
No.	Amendment Description	Initials	Date	Co-ordinate System: MGA ZONE 55 Height Datum: A.H.D.									
A3 original	This sheet may be prepared using colour and may be incomplete if copied												



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									- EASTBOUND RAMP GENERAL ARRANGEMENT - DRG 1 OF 4						
A		PRELIMINARY DESIGN	D.C		01/02/2018		DESIGNED		F.S / E.F						
No.		Amendment Description	Initials		Date		REVIEWED		D.CONLEY						
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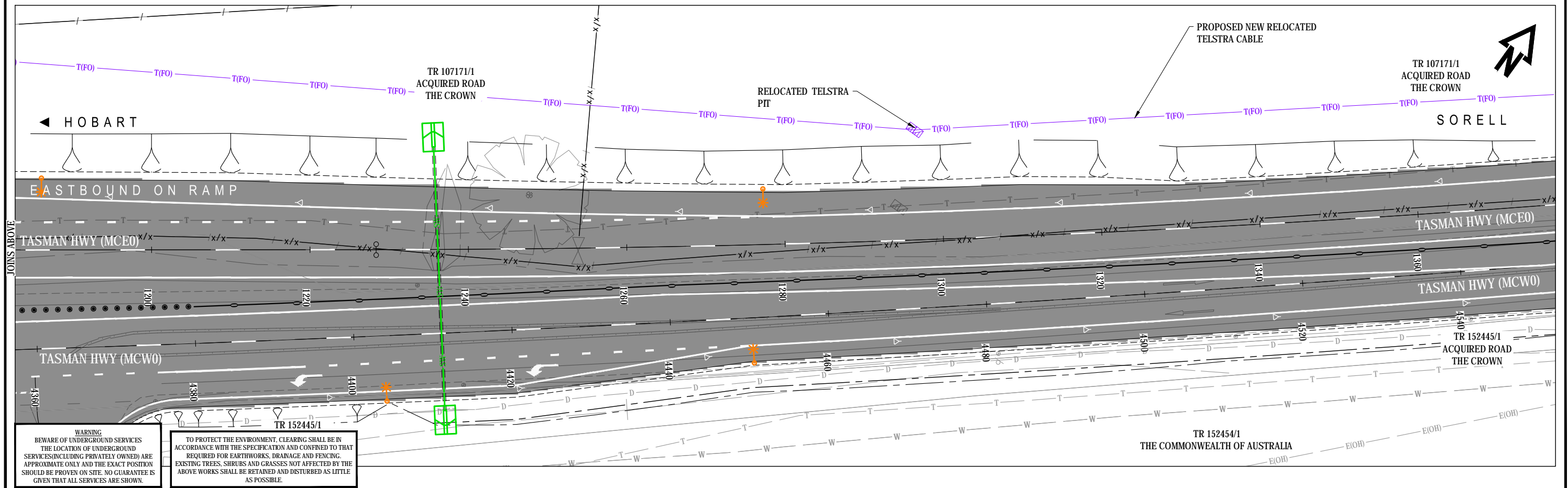
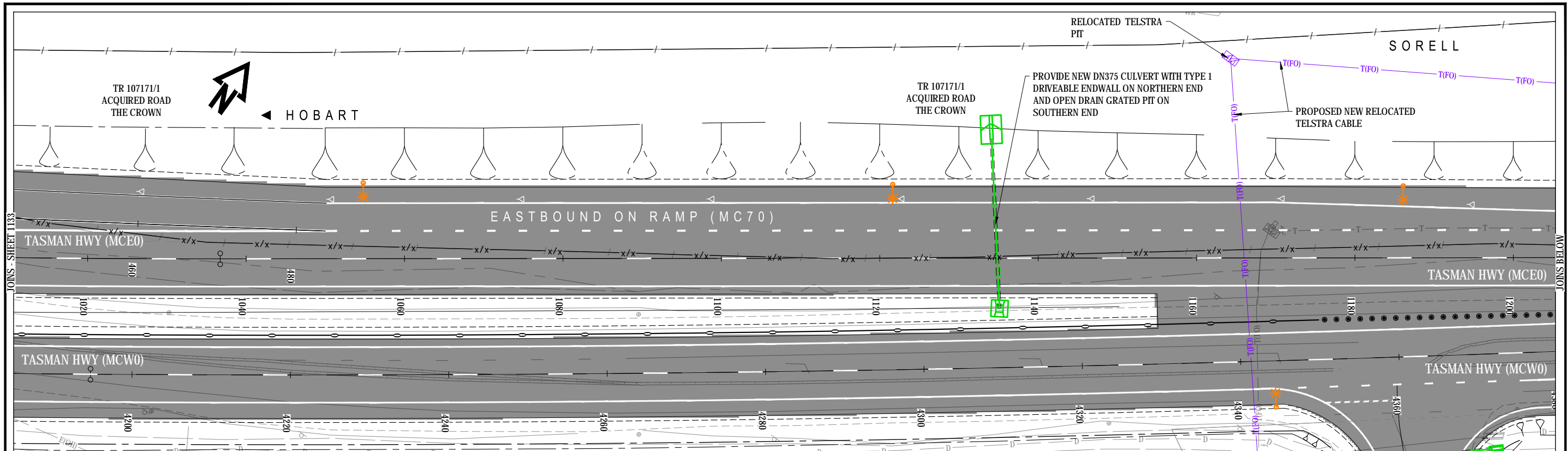


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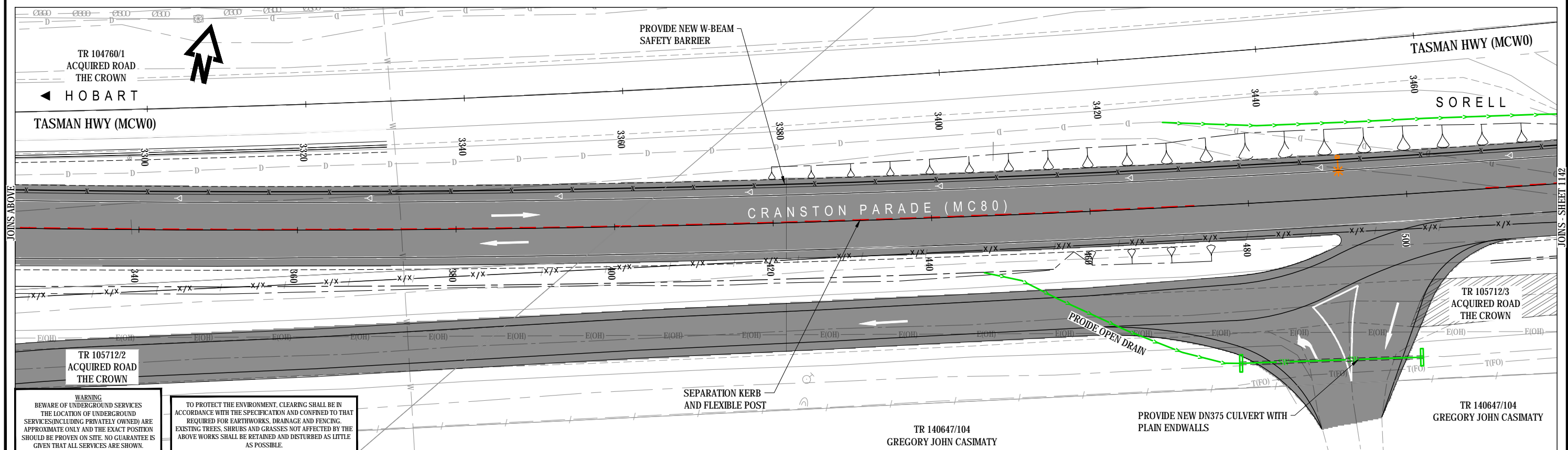
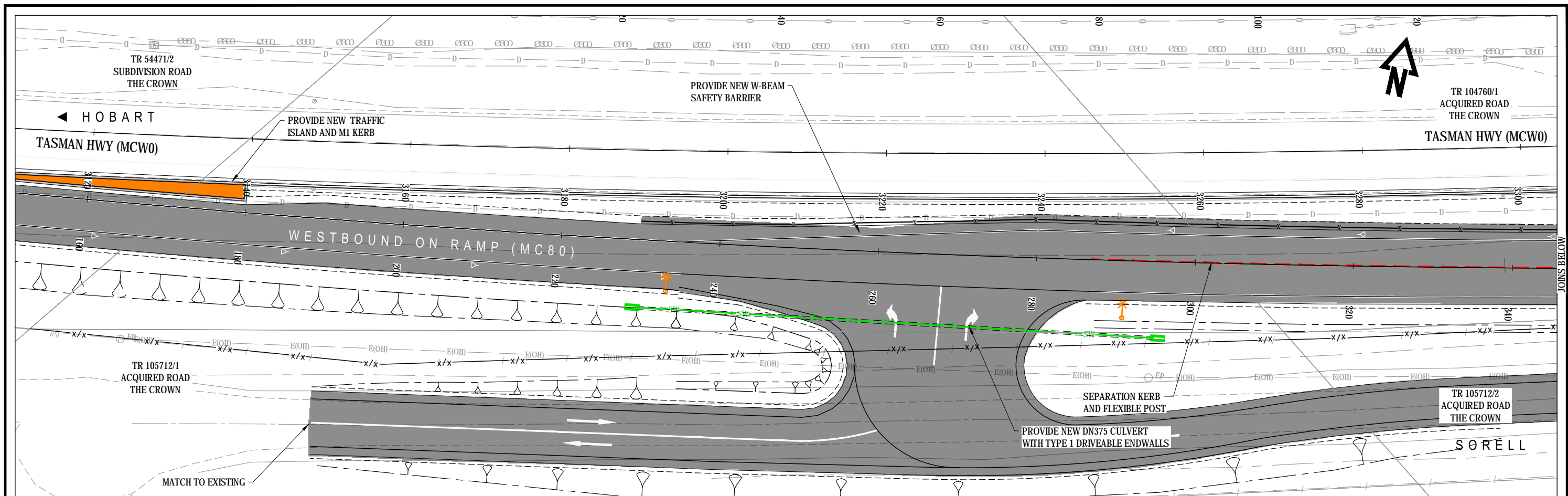


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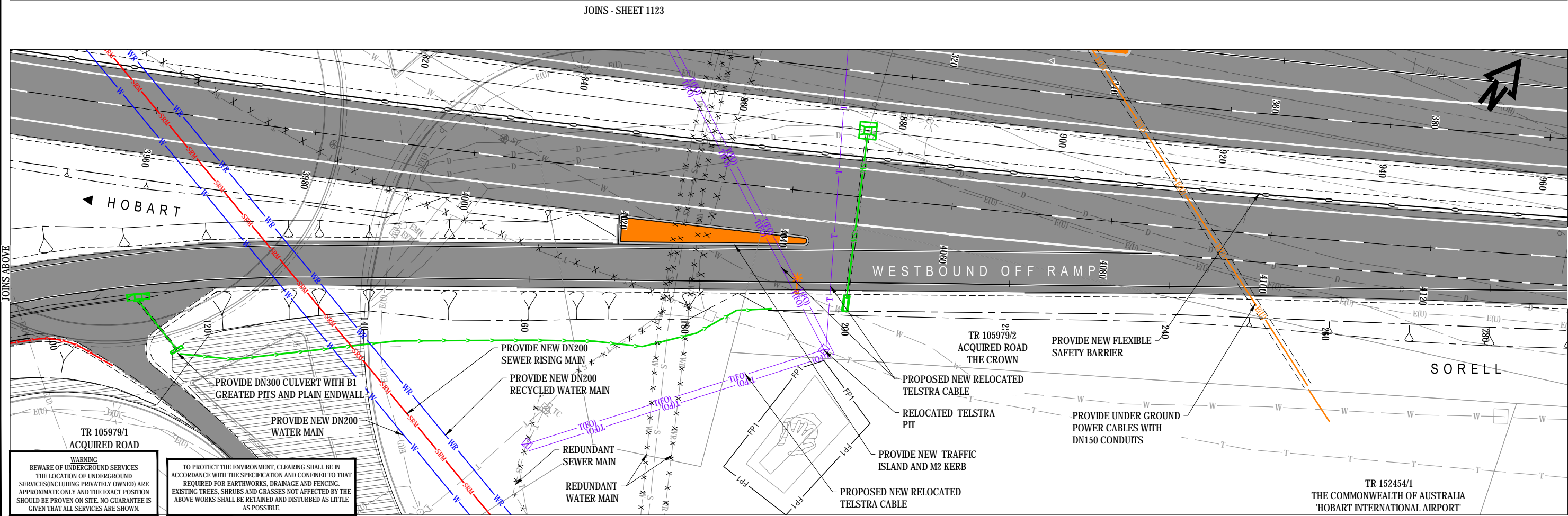
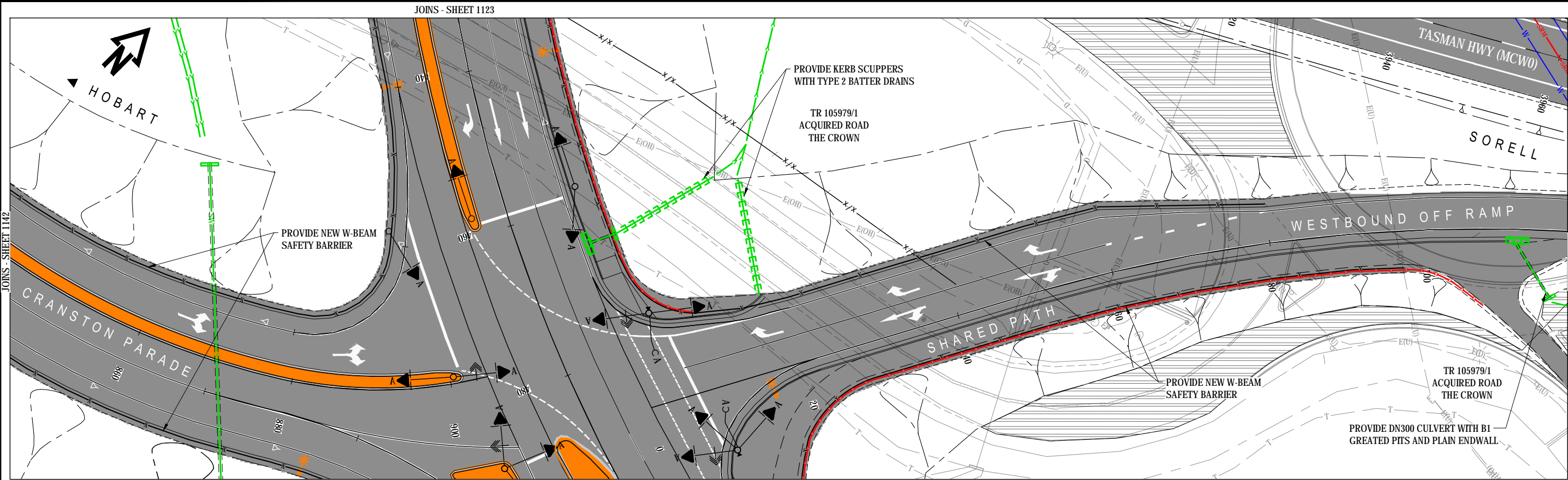
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<p>A PRELIMINARY DESIGN</p> <p>No. Amendment Description</p> <p>Initials Date</p>								
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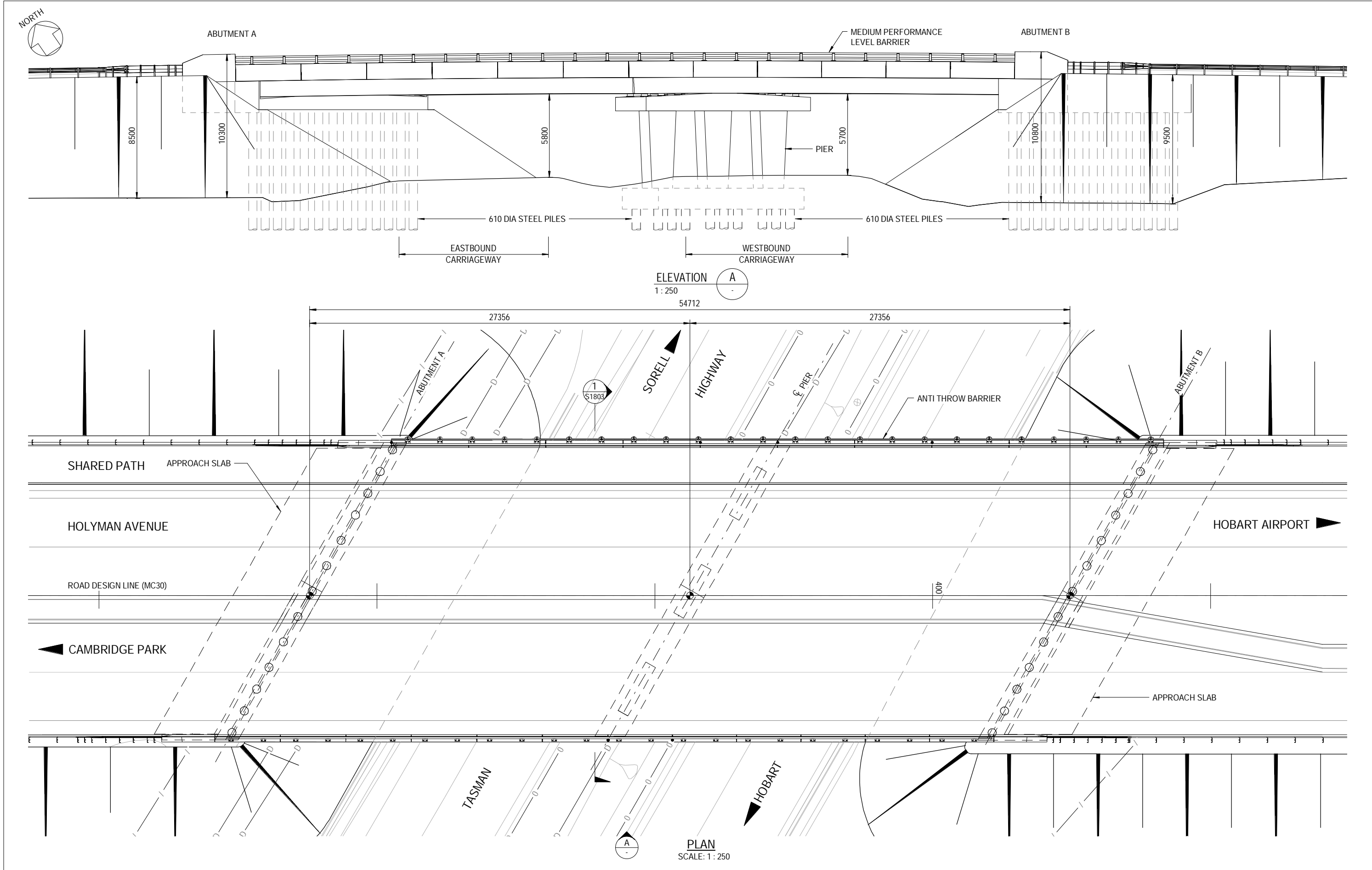
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<p>A3 original</p> <p>This sheet may be prepared using colour and may be incomplete if copied</p>				<p>Co-ordinate System: MGA ZONE 55</p> <p>Height Datum: A.H.D.</p>		<p>REVISION A</p>			



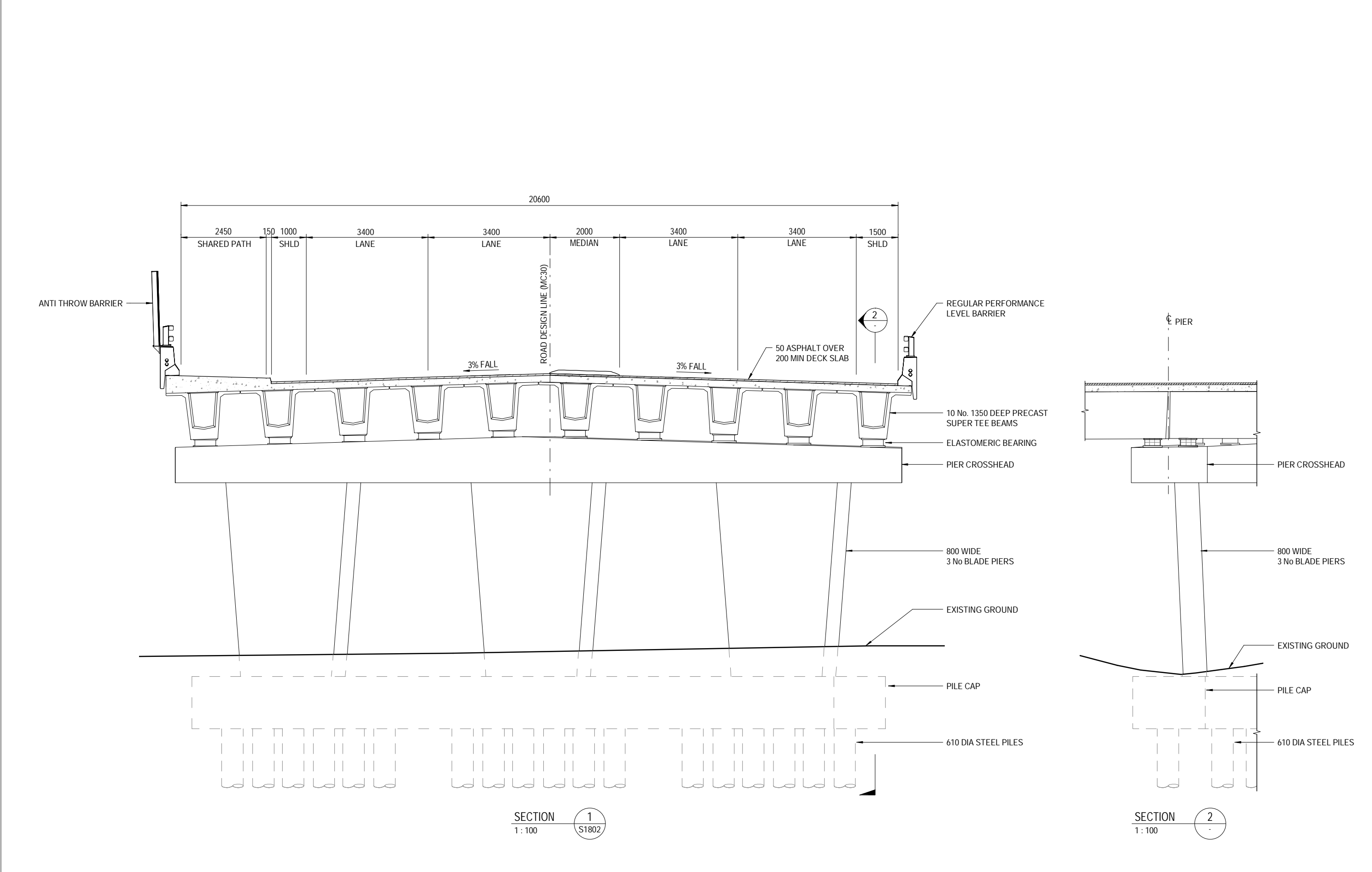
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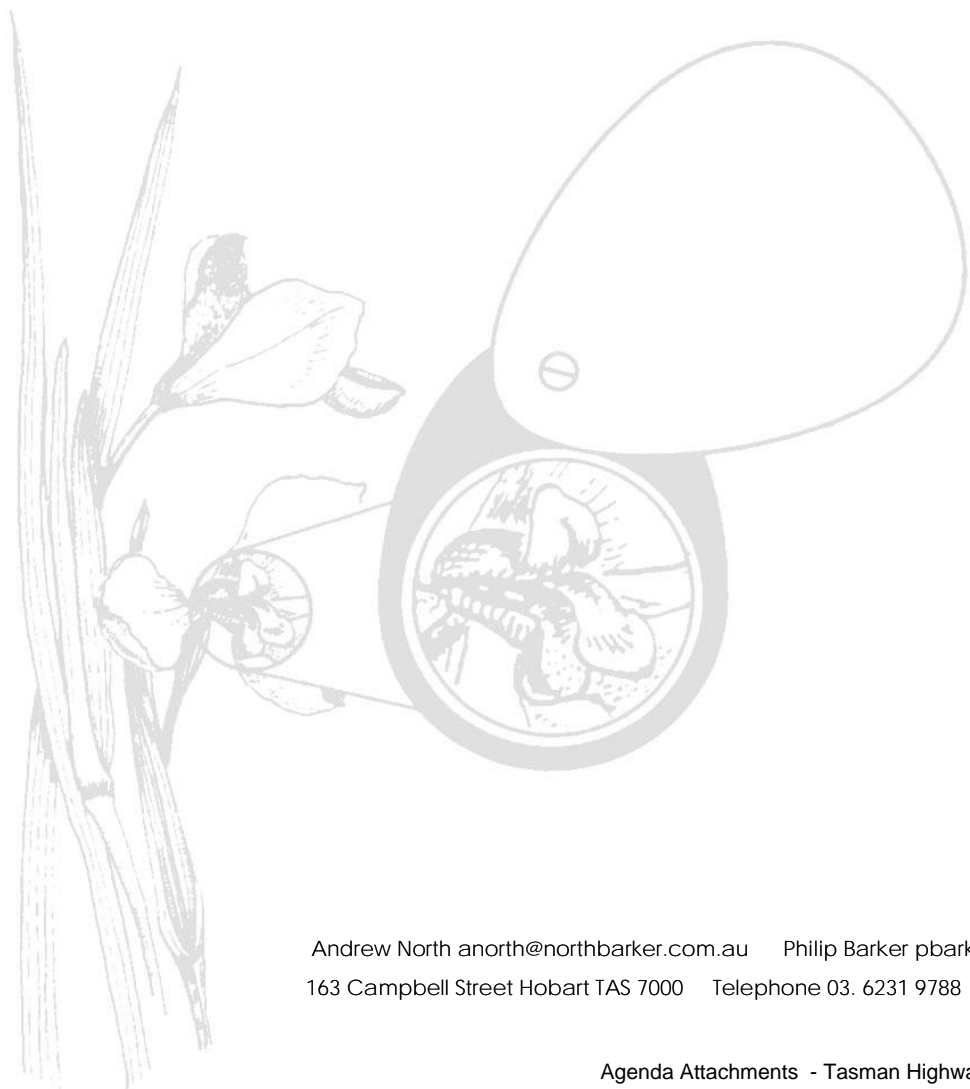


Holyman Avenue – Hobart Airport Interchange Project

Compliance Statement – Local Planning Scheme

31st July 2017

For Pitt & Sherry obo State Growth (DSG004)



Background and aims

North Barker (NBES) have been engaged to undertake a compliance statement for the Department of State Growth's Hobart Airport interchange project (Holyman Avenue), against the Clarence Interim Planning Scheme Natural Assets Code and the Waterway and Coastal Protection Code.

Natural Assets Code E27 of the Clarence Interim Planning Scheme 2015

The proposal includes land within the area covered by the Biodiversity Protection Area (BPA) overlay and as such triggers a requirement to address the Natural Assets Code (E27) of CIPS (Figure 1¹).

The general purpose of the provisions of E27 are to:

- (a) protect identified threatened native vegetation communities and threatened flora species;
- (b) conserve threatened fauna by minimising habitat clearance and managing environmental impact; and
- (c) protect other native vegetation recognised as locally significant by the Planning Authority.

Specifically, the proposal must meet the standards relating to development (E27.8.1), to ensure that:

- (a) Priority vegetation is adequately protected;
- (b) Loss of vegetation is minimised;
- (c) Long term management plans are implemented; and
- (d) Impacts from construction and development activities are minimised and residual impacts appropriately managed.

Impacts are classified as either being Major, Minor or Negligible depending on their impact to 'priority vegetation'.

Priority vegetation means vegetation that has high biodiversity value because it:

- (a) forms an integral part of threatened vegetation;
- (b) is a threatened flora species;
- (c) provides habitat for a threatened fauna species; or
- (d) is otherwise identified by the Planning Authority as locally significant.

All of the native vegetation within the area of the BPA specified in Figure 1 is classified as priority vegetation, with different patches qualifying in relation to some or all criteria. Our explanations of compliance with the requirements of the scheme focus on vegetation at the community level, as in this case that also covers the presence of species values within the patches, which include threatened flora and threatened fauna habitat.

E27.6 Impact Classification

The project will not constitute a major impact as the proposed works are not likely to cause a significant impact upon priority vegetation irrespective of mitigation. Avoidance of significant impacts (in accordance with the definition in the

¹ Supporting maps are found in Figure 2 and 3

Commonwealth *Environment Protection and Biodiversity Act 1999 - EPBCA*) through redesign and mitigation was part of the natural values assessment undertaken for the proposal by NBES – see report dated 16th June 2017, available from proponent. By applying mitigation measures to reduce impact, the proposal thus constitutes a minor impact in accordance with section 27.6.

27.8 Development standards

Under section 27.8.1, there is no acceptable solution (A1) for minor impacts. The current proposal must therefore meet the performance criteria (P1).

- (a) The clearance of native vegetation is the minimum extent necessary for the development (including bushfire hazard minimisation);

State Growth commissioned comprehensive environmental surveys to assess impacts of the project and inform mitigation strategies. The outcomes of the ecological assessment resulted in a redesign of the footprint to minimise the direct overlap with the critically endangered lowland native grasslands of Tasmania community. Given the road corridor available for the design of the road duplication, there were constraints on the degree to which the grasslands could be avoided. Several options were worked through to minimise impacts whilst maintaining road safety and engineering standards. Engineering measures such as altering the steepness of batters and sharpness of bends were implemented during the design refinement phase to further minimise impacts. Through this process of refining design, State Growth has reduced the area of impact to the grasslands from a potential 2.59 hectares with an earlier design (as reported in the North Barker assessment), to 0.91 hectares of direct impact. An additional 0.36 hectares of indirect impact could occur but will be mitigated. Thus, clearance of this priority vegetation was reduced to the minimum extent necessary. By reducing impacts to this community, the proponent also successfully minimised potential impacts to populations of threatened flora and potential threatened fauna habitat within the grasslands.

- (b) No burning, blasting or construction works involving excavators or multiple truck movements are to occur within 500 m (or 1 km if in line-of-sight) of an active raptor nest during the breeding season between July to January inclusive.

There are no raptor nests nor suitable nest habitat within 1 km of the subject land.

- (c) Additional mitigation measures are proposed to ensure that the development will satisfactorily reduce all remaining impacts on priority vegetation.

To mitigate and compensate for the impacts of fragmentation and increased edge effects, the 0.36 ha patch of priority vegetation that will be isolated from the main patch due to the proposal will be managed to maintain condition at the current level or better. This will primarily involve the control of weed invasion and prevention of the loss of herb diversity, which includes the maintenance of threatened flora populations.

In parallel, the remaining 3.7 ha of priority grassland and 5.4 ha of priority woodland will be placed under a formal management agreement. Management priorities within these areas will concentrate on the control of weeds and the invasion of woody shrubs and trees from the woodland into the grassland. Management will include regular ecological monitoring and reporting to ensure the management is effective at maintaining community condition, threatened flora populations and threatened fauna habitat viability.

The formal management agreement will be guaranteed for perpetuity under the appropriate mechanism. With this in place, the residual impacts from the direct loss of 0.91 ha are not likely to constitute a significant impact to the grassland system as a whole.

To reduce potential impacts upon habitat of the eastern barred bandicoot, new shelter sites should be made with piles of cleared native woody plants (mostly black wattle *Acacia mearnsii* from within the NBA community) placed within the areas of the new management agreements. One new shelter site will be made for every hectare of bandicoot habitat lost – totalling 6 new shelters. The constructed shelter sites will be located within or on the edges of the remaining native vegetation and will be a minimum of 2 cubic metres in size at the time of construction (they are likely to compact later). In addition, the proposal will include the installation of roadside bandicoot awareness signs to reduce potential impacts of roadkill on this species.

As part of works, a Vegetation Management Plan for the contract area will be prepared to ensure retained values are protected and appropriately managed during the period of the contract. Specifically, the contract will identify the locations of threatened values that are not permitted to be impacted and are required to be marked as exclusion zones, and will delineate areas for the storing and movement of materials and machinery that will not further impact threatened values. A Weed Management Plan will also be implemented to protect the sites natural values from weed proliferation as a result of works.

- (d) Conservation outcomes and long-term security of any offset is consistent with the Guidelines for the use of Biodiversity Offsets in the local planning approval process, Southern Tasmanian Councils Authority 2013.

The Offset guidelines referred to in P1(d) include a set of principles which can be applied to the proposal. Each principle is considered below.

1. Offsets are the final component of a mitigation hierarchy

1.1 Offsets should only be pursued where all opportunities to avoid and minimise adverse effects on biodiversity values have been exhausted. This approach suggests that:

☐ ☐ Impacts should be avoided to obviate the need for an offset.

- ☐ ☐ The extent of impact should be limited to the maximum degree possible, thus reducing the scale of any offset.
- ☐ ☐ Opportunities for rectification and repair such as site rehabilitation following the impact should be investigated.
- ☐ ☐ Only offset the residual impact (provided that all other principle are met).

The full natural values assessment undertaken by NBES shows how the proponent have adhered to this principle. Specifically, the proposal footprint was altered from the original design to avoid priority vegetation and minimise impacts to a level where offsets only needed to be applied for unavoidable residual impacts.

1.2 The offsetting of impacts of Threatened Vegetation Communities as listed in Schedule 3A of the *Nature Conservation Act 2002* (Tas) is to be avoided in preference to no-impact except:

- ☐ ☐ The planning authority is satisfied there are 'special circumstances';
- ☐ ☐ The patch of affected vegetation is of poor or very poor condition, that despite ecological restoration works unlikely to be viable in the long term; and
- ☐ ☐ The patch of vegetation is limited in extent in proportion to the total area remaining of that vegetation community on the site.

The proposal has limited occurrences of one community (DVC) listed under the Nature Conservation Act. Only 0.8 ha of the 1.6 ha of DVC on site will be impacted, within an area identified as being more weed infested than any other native vegetation in the area. Around 200 ha of this community is found in the Clarence Council, and examples of the community on adjacent properties such as Milford are in much higher condition, are managed much better and contain several threatened species. The impacts to the DVC are thus considered to be negligible. Instead of looking to preserve the DVC, there can be greater outcomes for conservation by targeting mitigation towards avoidance and management of the more important EPBCA listed grassland community, as has been done by the proponent.

2. Offsets must deliver a net benefit for biodiversity conservation

2.1 The impact must be properly estimated taking into account both direct and indirect impacts brought about by the action:

- ☐ ☐ Direct impact is the 'footprint of the development'.
- ☐ ☐ Indirect impact includes associated outcomes resulting from the action. For example subdivision in a residential area implies future housing development with changes to land management associated with permanent human occupancy.

The potential impacts to the threatened grassland community that have been considered during the assessments include 0.36 hectares of indirect impact and 0.91 hectares of direct impact. The indirect impacts could include increased edge effects, reduction in seed and pollen transfer, and other impacts of fragmentation and reduced patch size. A management regime has been suggested as a way to ensure that indirect impacts do not result in a decrease of values within the 0.36 ha patch. Although management of this patch is viable, it is not practical for such a small area in this location to be protected under a formal agreement.

2.2 If the offset is unlikely to result in a net positive gain then the development application should not be approved.

The offset will result in a net positive gain if the management of the larger remaining area of threatened grassland community (and associated woodland) can be formalised, ensuring degrading processes such as weeds and woody plant invasion are controlled and threatened natural values maintained. Current management

practices are informal and the cessation of management could result in a significant decline in vegetation quality. Formal management is thus a significant positive gain.

2.3 Offsets should be consistent with the State principles and policies and should aim to contribute to comprehensive, adequate and representative (CAR) reserve system.

The purpose of CAR Reserve system is to increase the extent and protection of under reserved vegetation communities. The proposed formal management of the areas of woodland and grassland remaining within the project area will contribute to CAR Reserve targets as they will be secured under an appropriate mechanism.

2.4 Use established standards (such as the Protected Areas on Private Land criteria) and reservation targets to identify where an offset can contribute to the (CAR) reserve system.

The vegetation types to be management under formal agreement represent the most significant conservation values on site and include a critically endangered community listed under the EPBCA, which supersedes all CAR standards.

2.5 Offsets should be of a size to ensure that they are ecologically viable and can be managed effectively in the long term.

All the proposed management areas for this proposal are of ecologically viable size, with all but one being over 1 ha, and the smallest site have management issues that can be effectively managed in the long term on a small scale.

2.6 To deliver a net benefit, a direct offset should exceed the impact in value of environmental service as a minimum. As a guide the offset ratio should aim for the conservation of an area:

□□ 1:1 of similar value for non-threatened vegetation communities;

□□ 3:1 to 5: 1 for threatened vegetation communities; or

□□ or other ecological values determined to be of significant by the planning authority within the planning area (such as threatened species habitat).

The 1:1 ratio of non-threatened communities is exceeded and threatened grassland vegetation is protected at a ratio of 4:1. Although threatened vegetation overall is only offset at a 2:1 ratio (including DVC), the site contains no practical opportunity to offset DVC in situ and contains more significant conservations values within the proposed management areas covered by the priority vegetation adjacent to the grasslands. Thus it is considered to be more beneficial to focus the offsets within this vegetation than within DVC.

Community	Impact	Offset	Target Offset ratio	Proportion of offset : Impact
Threatened vegetation Lowland grasslands of Tasmania (0.91 ha), DVC (0.8 ha)	1.71 ha	3.7 ha	3:1 to 5: 1	2:1 but 4:1 for grasslands only
Priority vegetation overall	5.3 ha	9.1 ha	-	2:1

2.7 The management of the offset is as important as the security of the offset:

□□ Offsets should include costed management actions which are compared with the equivalent management costs of the impacted area.

□□ Offset should include financial contribution or commitment to management costs for a minimum of 5 years.

The proposed offset is contingent upon formal management to be costed and informed by effective management of equivalent habitats nearby.

2.8 Where the planning authority believes a proposed offset has a high risk of failing to return a 'net benefit' over time due to such things as the effort and cost involved in managing the offset, consideration should be given to:

- ☐ ☐ Not allowing the use or development to proceed; or
- ☐ ☐ Incorporating multipliers that reduce the risk such as higher offset ratios that provide some redundancy or additional direct actions that are complementary to indirect offset.

There is no reason to think the offset has a high risk of failing to return a net benefit.

2.9 Offsets that are largely reliant upon the future success of actions may include:

- ☐ ☐ Replacement of loss through additional planting and revegetation works.
- ☐ ☐ Restoration of existing secured area that requires management actions.
- ☐ ☐ Fencing of degraded areas to improve habitat condition.

The management agreement will cover these factors as necessary and have scope for change with changing condition and/or priorities over time.

2.10 An offset should include a suite of actions designed to minimise risk and create a net benefit for biodiversity conservation. These actions may be direct or indirect and include a combination of some or all of the following: protection in situ, protection offsite, restoration, rehabilitation, research, monitoring and financial contributions. When taken as a whole, the benefit of the offset actions must be greater than the scope of the adverse impacts on biodiversity value.

The suggested offset provides the most preferred mechanism of *protection in situ*, supplemented with weed management and control of degrading activities. An outcome of the proposal will be the guaranteed management of a vegetation type that is prone to degrading when unmanaged.

2.11 The condition of the biodiversity value(s) potentially impacted and the condition of any biodiversity value(s) proposed to be protected or enhanced must be considered and compared when determining whether a proposed offset will achieve a net benefit.

The condition of the offset vegetation is very good (Figure 2) and can be improved as part of achieving a net benefit.

2.12 The existing vulnerability of any biodiversity value(s) proposed to be protected or enhanced must be considered when determining whether a proposed offset will achieve a net benefit.

The prescribed appropriate management of the offset will ensure net positive conservation outcome in the long term by countering areas of vulnerability, such as weed invasion.

3. Offsets must aim to be permanent

3.1 All proposed offset measures must be included as a condition on the permit authorising the use or development causing the impact. The condition should:

- ☐ ☐ Identify the location of the offset by title reference.
- ☐ ☐ Identify what and how values are to be conserved.
- ☐ ☐ Identify the means to secure that offset.

The offset can be easily identified in the permit. It is located within the same titles as the subject lands. The preferred mechanism for the offset is one that provides a level of permanency.

3.2 Legally enforceable mechanisms to secure, monitor and enforce any offset must be provided. Preferred mechanism in descending order:

- ☐ ☐ Covenant under *Nature Conservation Act 2002*—subject to acceptance from State Government, and where the offset is greater than 10ha in area.
- ☐ ☐ Conservation Agreement under *Environment Protection and Biodiversity Conservation Act 1999*.
- ☐ ☐ Part 5 Agreement under *Land Use Planning and Approvals Act 1993* (where a Part 5 Agreement is used, it must be recorded on the title of the offset site).
- ☐ ☐ Condition of approval on the planning permit.
- ☐ ☐ Covenant between Council and the title holder.
- ☐ ☐ Term Management Agreement under *Nature Conservation Act 2002*.

The offset appropriate for the proposed development will be based on previous models applied in other State Growth projects, with some of the above suggested mechanisms not applicable on State Growth proposals.

3.3 Management of the offset is usually necessary to ensure it delivers a permanent conservation outcome;

- ☐ ☐ Implementation of offset should be audited by the applicant/developer and reported to those party to the offset agreement.
- ☐ ☐ Management of the offset should be subject to reporting after Year 1, 2, 5 and 10.
- ☐ ☐ Management of the offset should be available to the broader community where the land is provided for public use.

The prescribed management offset will include reporting and accountability commitments by the proponent.

3.4 Implementation and management of the offset over time must be demonstrated. This may require funding and contractual agreements to be in place prior to the approval.

This can be put in place if considered to be necessary in this scenario.

3.5 Consideration should be given to the transfer of the offset site to the Council or other public authority, where significant management measures are not required or where funding is available to the public authority to cover the cost of the required management action. Examples include:

- ☐ ☐ Acquisition of the offset site as a public open space contribution for subdivision approved under the *Local Government (Building and Miscellaneous Provisions) Act 1993*
- ☐ ☐ Incorporation of the offset site into an existing Council or State reserve or other component of an existing open space network, provided that public use of the land will not jeopardise the biodiversity value(s) intended to be protected.

The offset land will be under the control of a public authority (State Growth).

4. Offsets must aim to be 'like for like'

4.1 Offsets should generally be for the same species, habitat or vegetation community that is being impacted.

The values impacted and being used for the offset are the same or of higher conservation significance.

4.2 The Vegetation Condition Assessment Method is to be used as a basis for categorising and comparing the condition of vegetation communities.

This has been done and reported in Figure 2.

4.3 Offsets that are not 'like for like' are only appropriate where:

- ☐ ☐ No suitable offset that provides 'like for like' is available or appropriate;
- ☐ ☐ An offset will provide a net benefit for a biodiversity value of equal or greater ecological significance in the bioregion; and
- ☐ ☐ It is in accordance with a Council endorsed biodiversity conservation strategy for the planning area

The offset is like for like in the case of the grasslands. No opportunity is available for a like for like offset of DVC, but the values to be protected within the woodlands adjacent to the grasslands are considered to be more significant, containing threatened flora species, threatened fauna habitat and aiding in the ecological integrity of the grasslands.

4.4 Offsets are designed to assist in the conservation of biodiversity values. However, where consistent with this principle, consideration can be given to offsets that also conserve other 'social values' that may be impacted upon such as:

- ☐ ☐ Offsets that also conserve important skyline or hill face areas
- ☐ ☐ Offsets that conserve biodiversity values in the same neighbourhood, suburb or catchment as that within which the impact is proposed
- ☐ ☐ Offsets that provide some recreational or other open space value to the local community.

None of these apply.

4.5 Offsets that are not like for like should be subject to third party validation, by the State or other peer review body, to ensure their appropriateness.

Not applicable.

5. Indirect offsets (financial contributions) are acceptable in limited circumstances where direct offsets are unachievable

Not applicable.

6. Retention of native vegetation onsite is preferred.

6.1 Preference should be given to offsets that secure the formal protection and management of conservation values on the same property that is subject to the impact, except where a greater biodiversity benefit can be gained through an offsite offset..

The offset secures the formal protection and management of conservation values on the same property that is subject to the impact.

6.2 In circumstances where there is a limited opportunity for an adequate offset to be implemented onsite, then off-site offsetting should be pursued.

Not applicable.

6.3 Where offsite offsetting is pursued, preference is given to:

- ☐ ☐ Offsets that are contiguous with, or near to, other reserved or managed habitat; or
- ☐ ☐ Offset in the same neighbourhood, suburb or catchment as the impact.

Not applicable.

6.4 Unless the offset forms part of a package developed at the State or Federal level, the offset must be within the planning area of the relevant planning authority.

The offset falls within Clarence Council.

6.5 The location of an offset, being either onsite or offsite, is a balance between implementation and management of the offset, and the best location where conservation gains can be made within the planning area.

The chosen location for the offset provides a good opportunity to secure its implementation and management.

7. Offsets are formulated and approved in the context of the established planning system.

7.1 Recognise where native vegetation clearance is regulated by other 'authorities':

- ☐ ☐ Ensure planning schemes avoid unnecessary duplication of assessment; and
- ☐ ☐ Where there are dual assessment responsibilities between a local planning authority and other authority, avoid duplication in the development of offset packages.

The offset forms part of the development application thus complying with this principle. The proposal is also included in a voluntary submission to the Federal Department of the Environment. This clearance is not regulated through any other mechanisms.

7.2 Provided a planning scheme controls native vegetation clearance, planning authorities should regulate non-threatened native vegetation clearance based on local biodiversity values.

Regulated in this case through application of the Natural Assets Code to areas within the BPA.

7.3 Local planning authorities may set thresholds for loss of non-threatened native vegetation (where it does not contain habitat for threatened species) in some areas, or for some communities, below which approval may either not be required or may be 'permitted'.

- ☐ ☐ Offset packages should not be developed for impacts that are below these thresholds. In other words use or development subject to offset packages, are identified as 'discretionary' applications.

Not applicable.

7.4 For threatened species and significant habitat for threatened species:

- ☐ ☐ Impacts to State and Commonwealth threatened species and habitat are best addressed by the appropriate regulating authority. The proponent should inform the planning authority of the advice/determination made by the relevant authority to help inform appropriate planning decisions. The mechanisms for approval and offsetting in these instances are addressed outside of the *Land Use Planning and Approvals Act 1993*.
- ☐ ☐ Recognise however the *Threatened Species Protection Act 1995* is limited to regulating direct impacts and cannot regulate impacts to habitat.

The *Threatened Species Protection Act 1995* does not regulate impacts to threatened fauna habitat. Impacts to threatened flora will be assessed under this Act, but have also been offset due to populations within the proposed management areas.

7.5 All proposed offsets must form part of the development application resulting in the adverse impact.

The offset is part of the application.

7.6 All consents required to facilitate a proposed offset should be obtained prior to the approval of the development application.

Not relevant as the proponent of the development is the owner of the offset land.

7.7 Where an off-site offset is proposed, the development application must be treated (and advertised) as relating to both the site of the use or development and the offset site.

The offset is NOT offsite. As the offset is part of the application then it will form part of the advertised application.

In conclusion, it is considered that the proposed development meets the performance criteria of the E27 Natural Assets Code in relation to impacts to priority values within the Biodiversity Protection Area.

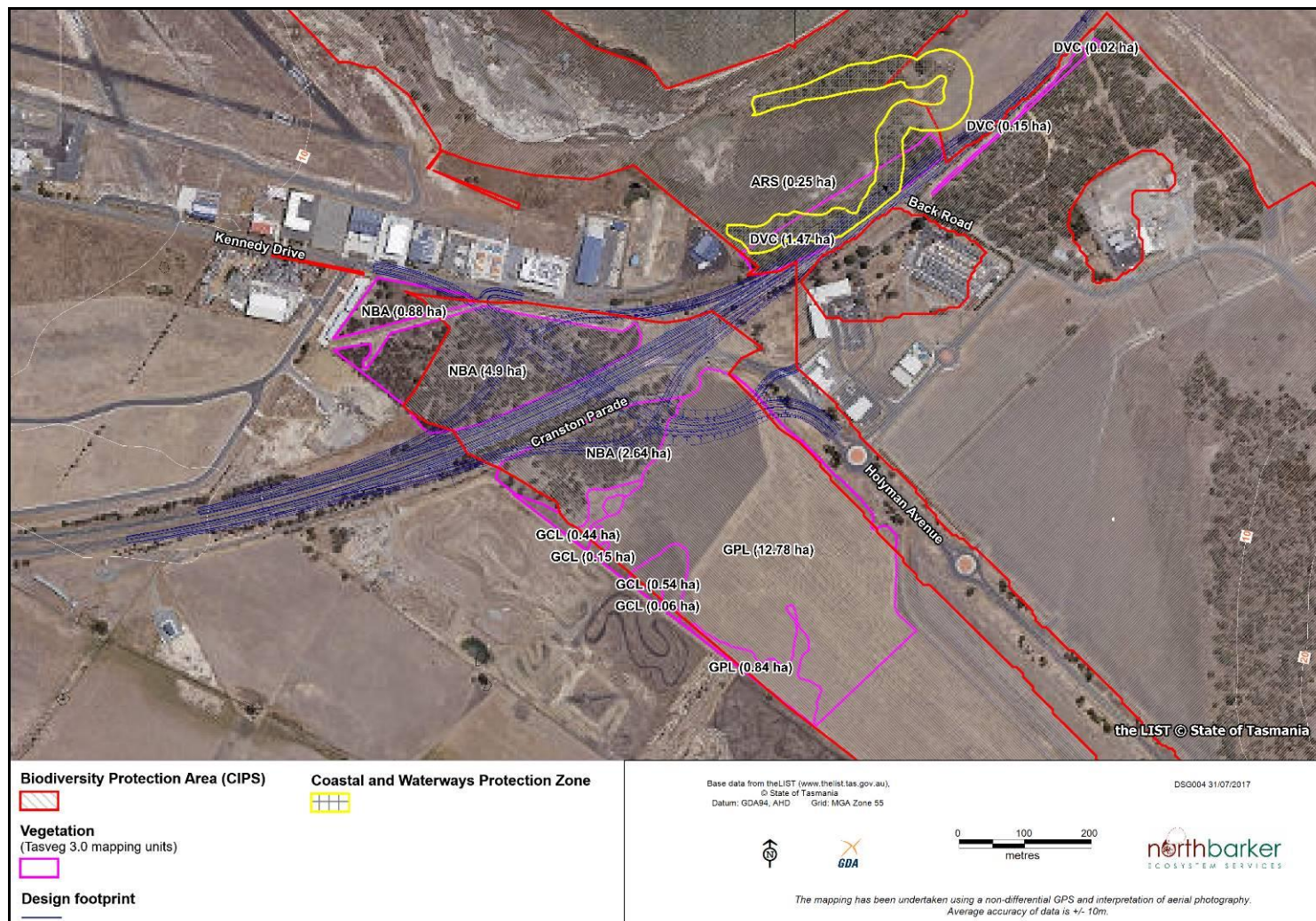


Figure 1: Extent of intersection of Biodiversity Protection Area (BPA) and Waterway and Coastal Protection Code in relation to direct footprint of proposal and distribution of TASVEG units – note the area of ARS buffered by the Coastal and Waterways Protection Zone is also subject to E11

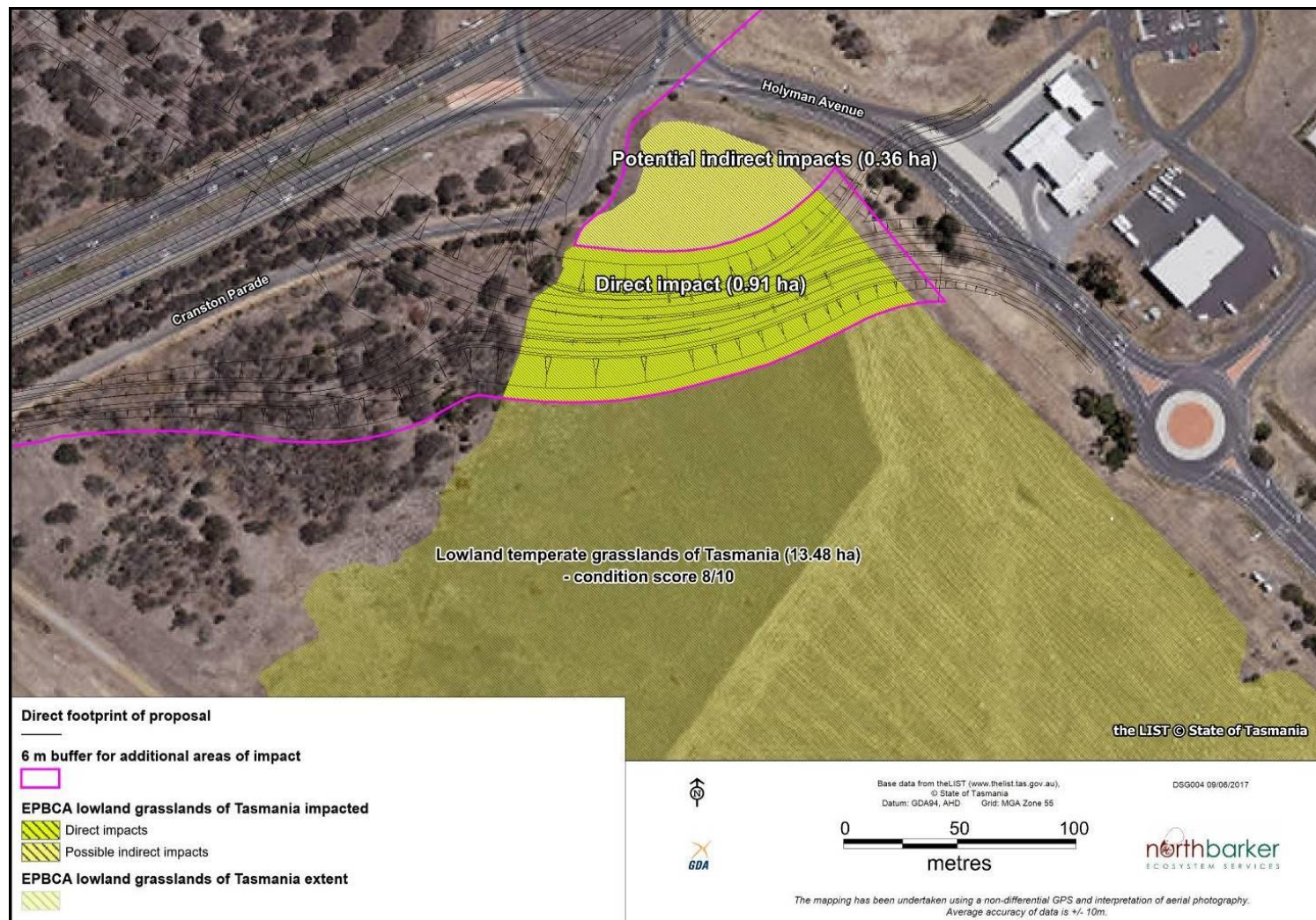


Figure 2 - Expected impacts to EPBCA lowland grasslands of Tasmania

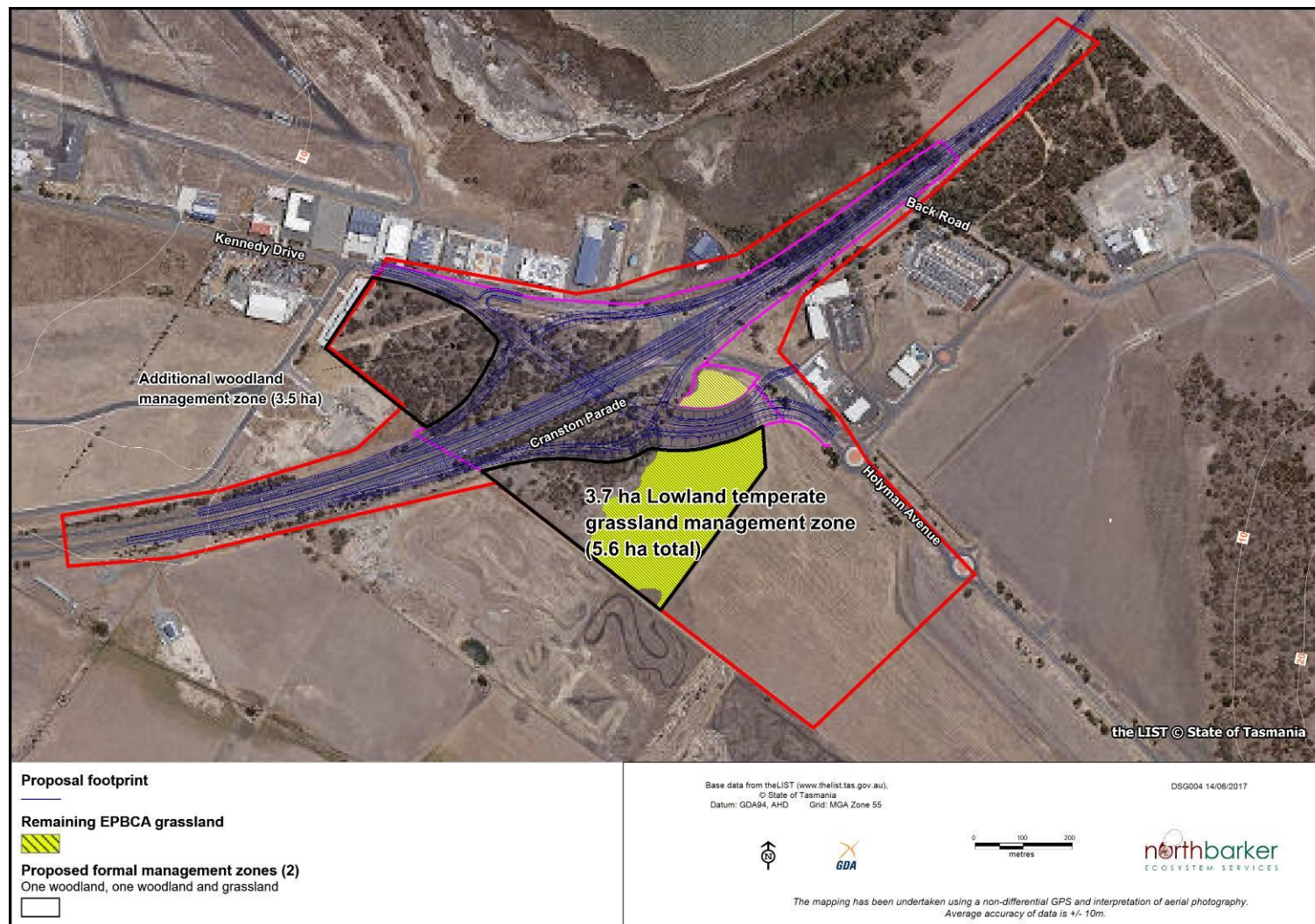


Figure 3 - Proposed management zones to compensate for direct loss of EPBCA grassland and other priority vegetation (additional woodland management zones)

Dear Bruce,

Thank you for your email and the opportunity to comment on the proposed Hobart Airport Roundabout Upgrade D-2018/96. PCAB has reviewed the attached documentation and can make the following comments in relation to the proposed development:

Threatened Flora

Threatened flora listed under the *Threatened Species Protection Act 1995* (TSPA) have been recorded in the works area (see table below).

Species	Common name	TSPA	Number to be impacted
<i>Calocephalus citreus</i>	Lemon beautyheads	r	c. 9820
<i>Austrostipa scabra</i>	Rough spear grass	r	115
<i>Haloragis heterophylla</i>	Variable raspwort	r	135m ²
<i>Juncus amabilis</i>	Gentle rush	r	170
<i>Ranunculus pumilio</i> var. <i>pumilio</i>	Ferny buttercup	r	60
<i>Senecio squarrosus</i>	Leafy fireweed	r	300

The proposed impact on *Calocephalus citreus* is considered extremely high, with an estimated 9,820 plants proposed to be taken from an estimated population of 15,000 ± 3,500 plants. This is the largest known sub-population for this species in Tasmania. Additionally, the sub-population occurs in its native vegetation habitat, which is uncommon and of value, as most of the other sub-populations occur in disturbed roadsides and paddocks. This makes the sub-population highly significant.

Around 15-25% of the total number of *C. citreus* plants in Tasmania would be impacted by this proposal, based on the current estimate of approximately 65,000 plants in Tasmania, taking into account that the plant numbers fluctuate from one year to the next and would be higher in some years. Such loss would prompt consideration of the species to be uplisted to vulnerable in Tasmania from its present status as rare under the TSPA.

PCAB considers that offsetting the loss of *C. citreus* via direct planting of cultivated plants of this species may not be commensurate with the extent of the proposed impact. Such an offset would not negate the significant loss to the wild population, or change the situation that the species may be eligible for uplisting to vulnerable. PCAB has had preliminary discussions with the proponent regarding alternative options for offsetting the loss of these plants, including the formal protection of part of the sub-population in non-impact areas. It is recommended that the proponent discuss these offset options further with PCAB prior to submitting an application for a permit to take under the TSPA.

For the remainder of the threatened flora species, the impacts are considered negligible if works are undertaken as proposed; however a permit to take under the TSPA will be required for the loss of these plants.

Threatened Fauna

The proposed works area occurs in Lowland grasslands, which are habitat for the tussock skink (*Pseudemoia pagenstecheri*) which is listed as vulnerable under the TSPA. PCAB notes that tussock skink had previously been detected nearby, but were not detected in a survey by North Barker Ecosystem Services during October 2016 to February 2017. PCAB's guidance on surveying this species (on the Threatened Species Link website) states that "*Methods of survey include pitfall trapping and use of temporary artificial habitat (e.g. tiles placed amongst tussock grass) but **note that such methods are likely to require specialist input with respect to the design of the sampling regime***". The Flora and Fauna report did not outline the rationale for using the selected methodology and as such PCAB cannot verify its appropriateness for detecting the species. PCAB recommends further information be provided on how the survey methodology was chosen (e.g. by a specialist, based on literature), in order to determine its suitability.

Given the proximity of a recent detection in 2016 less than 350 m from the development footprint, PCAB considers that there is the potential for tussock skink to be present within the works area. As such, PCAB recommends that an additional survey be repeated as late as possible prior to development impacting the potential habitat (but still during a suitable time of year for detection). If tussock skins are detected, then PCAB should be contacted for advice on how to proceed (e.g. for management recommendations and permit requirements). This may include translocation to suitable and secure habitat nearby, and/or habitat restoration of degraded areas adjacent or near to other known populations.

The masked owl (*Tyto novaehollandiae subsp. castanops*) which is listed under the TSPA has previously been recorded within 500 m of the proposed development, and a nest observed within 1500 m. Habitat for the masked owl occurs in the proposed works area within the *Eucalyptus viminalis*–*Eucalyptus globulus* coastal forest and woodland (DVC). PCAB notes that the North Barker survey did not detect any nest hollows in the DVC, but no information was provided regarding survey methodology and therefore PCAB cannot comment on its suitability. Surveys for masked owl habitat (including hollows) should be carried in accordance with the FPA Fauna Technical Note 17 (http://www.fpa.tas.gov.au/data/assets/pdf_file/0015/127500/Fauna_Tech_Note_17_Masked_owls.pdf). PCAB can verify the suitability of the consultant's methodology if provided.

Threatened Native Vegetation Communities

Several threatened native vegetation communities listed under the Tasmanian *Nature Conservation Act 2002* (NCA) and/or the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA) have been recorded within the works area (see table below). While threatened native vegetation communities can be cleared with Council approval, consideration should be given to the extent of the community in the area and the overall impact each clearance will have before permitting clearance.

PCAB agrees with the proposal to place a formal management agreement on the remaining Lowland grasslands and the non-threatened Bursaria-Acacia woodland and scrub (NBA) to protect habitat for threatened flora species.

For threatened native vegetation communities listed under the EPBCA, the proponent should make themselves aware of their obligations under that Act.

Threatened Native Vegetation Community	Code	NCA	EPBCA	Area to be impacted
<i>Eucalyptus viminalis</i> – <i>Eucalyptus globulus</i> coastal forest and woodland	DVC	Threatened	-	0.8 ha
Lowland grassland complex	GCL	-	Critically endangered (Lowland grasslands of Tasmania)	1.27 ha
Lowland <i>Poa labillardierei</i> grassland	GPL	-	Critically endangered (Lowland grasslands of Tasmania)	
Saline sedgeland/rushland	ARS	-	Threatened (Subtropical and temperate coastal saltmarsh)	0.03 ha

Wetlands

As the proposed development is adjacent to a wetland of international significance (Ramsar site), PCAB recommends that all impacts are contained on site and that any construction activities, runoff or spills are adequately managed to prevent contamination or impact on the wetlands.

In areas where excavation, track building, or construction activities are planned around wetlands and waterways, the proponent should adhere to the legislation, policies and guidelines set out in the DPIPWE *Wetlands and Waterways Works Manual* (<http://dipwe.tas.gov.au/conservation/flora-of-tasmania/tasmanias-wetlands/wetlands-waterways-works-manual>).

Weeds and Diseases

A number of declared weeds that are listed under the *Weed Management Act 1999* have been recorded from the works area. PCAB recommends that a weed and disease hygiene plan be developed to ensure the development and associated works do not result in the introduction of new declared weed species or diseases into the area, translocation of weeds or diseases within the development footprint, or the export of existing declared weeds or diseases out of the area. The hygiene plan should be developed in accordance with DPIPWE (2015) *Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania* which can be found at: <http://dipwe.tas.gov.au/invasive-species/weeds/weed-hygiene/weed-and-disease-planning-and-hygiene-guidelines>.

Acid Sulfate Soils

Acid Sulfate Soil (ASS) predictive mapping indicates that much of the proposed development has a high likelihood of containing ASS. These are naturally occurring soils, which are benign if undisturbed and natural hydrological regimes are maintained; but if they are sufficiently disturbed, water quality and vegetation growth can be directly negatively impacted by acidity and mobilised metals. Rainfall will flush these products to the lowest points in the area, which can lead to change in species composition and density within wetlands and other important habitats.

PCAB recommends that disturbance to ASS be minimised and that an ASS Management Plan be developed and implemented, which includes a risk mitigation strategy to prevent direct and indirect ASS disturbance, soil erosion control and loss of vegetation cover. The Plan should be developed in accordance with the Tasmanian Acid Sulfate Soil Management Guidelines (at <http://dpiwwe.tas.gov.au/Documents/ASS-Guidelines-FINAL.pdf> and <http://dpiwwe.tas.gov.au/Documents/ASS-Operational-FINAL.pdf>). If required, PCAB can review this Plan prior to its finalisation.

Reserves

The Pitt Water Nature Reserve occurs within 500 m of the proposed development. PCAB recommends that all impacts are contained on site and that any construction activities, runoff or spills are adequately managed to prevent contamination or impact on the reserve.

For any information regarding the above comments, please contact Josephine Potter on (03) 6165 4402 or Jo.Potter@dpiwwe.tas.gov.au.

Kind regards

Anthony

Anthony Mann

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Natural & Cultural Heritage Division

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Bruce Gibbs

From: Mary McParland
Sent: Thursday, 6 December 2018 5:02 PM
To: Bruce Gibbs
Cc: 'info@cyclingsouth.org' (info@cyclingsouth.org); Russell Grierson; Gopal Neupane
Subject: RE: D-2018/96 - Tasman Highway, Holyman Avenue, Cranston Parade & 51 Cranston Parade, CAMBRIDGE - Tasman Highway / Hobart International Airport Interchange - Advertising period expires 8 October 2018. (17.01.01)

Hi Bruce,

I have a number of comments on the plans but I'm not sure what can be conditioned as part of the DA.

1. Barriers such as wire rope or armco should not be placed on the 1.5m sealed shoulder which is to be used by cyclists but placed on the edge of the sealed shoulder.
2. The shoulders on the overpass should be marked as bike lanes with bicycle symbols and signage on the northbound side from signalised intersection at Cranston Pde through to Kennedy Drive, as they connect to existing bike lanes. Continuity lines for the bike lane should be marked at all intersections, with green colour added at the unsignalised left turn off the eastbound off-ramp.
3. For the shared path to function for southbound road cyclists, the crossings should be clearly marked and give priority to path users over the access roads and driveways, with smooth (no lip) DDA compliant kerb ramps.
4. Cycling directional signage should be installed in accord with the Tasmanian Cycle Route Directional Manual to direct cyclists on the preferred cycling routes, at the following locations:
Westbound off-ramp / shared path
Westbound off-ramp / Holyman Ave
Holyman Ave / Cranston Pde (to direct Hobart-bound riders to Kennedy Dr instead of the Tasman Hwy) Holyman Ave / Eastbound on-ramp
5. Install 'Cyclists Cross with Care' sign at the Kennedy Drive end of the shared path, to direct riders across the road to the westbound bike lane.
6. Install 'cyclists cross with care' sign prior to the Cranston Pde on ramp to direct cyclists to the median to connect to the northbound bike lanes onto Kennedy Drive (and onwards to Hobart)
7. Signals at pedestrian crossings should be automated with a green pedestrian signal activating whenever the parallel traffic has a green light and not required activation by pushing a button, particularly as there are no traffic turning movements over the pedestrian crossings.

Regards,
Mary

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Land at the junction of Tasman Highway, Holyman Avenue, Kennedy Drive and Cranston Parade and 51 Cranston Parade



Aerial view of site.